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Mayor, **Imperial Beach**

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Racquel Vasquez
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Metropolitan Transit System

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Joe Stuyvesant, Navy Region Southwest
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Mark Muir, Chair
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Cody Martinez, Chairman
**Southern California Tribal
Chairmen's Association**

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

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



BOARD OF DIRECTORS AGENDA

➤➤➤ **Please Note Meeting Time** <<<

Friday, March 23, 2018

9 a.m. to 12:30 p.m.

SANDAG Board Room

401 B Street, 7th Floor

San Diego

AGENDA HIGHLIGHTS

- **HONORABLE LUIS VIDEGARAY CASO,
SECRETARY OF FOREIGN AFFAIRS OF MEXICO**
- **DRAFT FY 2019 PROGRAM BUDGET**
- ***TransNet* 2018 NOTE ISSUANCE: REVIEW OF
DRAFT NOTE DOCUMENTS**
- **SANDAG INDEPENDENT PERFORMANCE
AUDITOR**

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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.



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BOARD OF DIRECTORS

March 23, 2018

ITEM NO.		RECOMMENDATION
+1.	APPROVAL OF MEETING MINUTES The Board of Directors is asked to approve the minutes from its February 23, 2018, Board Business meeting.	APPROVE
2.	PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. 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.	ACTIONS FROM POLICY ADVISORY COMMITTEES (Victoria Stackwick) This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting. The Board of Directors is asked to ratify these actions.	APPROVE
CONSENT		
+4.	APPROVAL OF PROFESSIONAL SERVICES AWARD (Laura Coté) The Board of Directors is asked to authorize the Chief Deputy Executive Director to execute a contract award for Commercial Insurance Brokerage Services.	APPROVE
+5.	METROPOLITAN TRANSIT SYSTEM FY 2017 <i>TransNet</i> EXTENSION ORDINANCE FUNDING ELIGIBILITY REQUEST (Lisa Kondrat-Dauphin)* The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the <i>TransNet</i> Extension Ordinance funding eligibility request submitted by the Metropolitan Transit System, as permitted under the Ordinance.	APPROVE
+6.	PROPOSED AMENDMENT: 2018 SANDAG LEGISLATIVE PROGRAM (Victoria Stackwick) The Executive Committee recommends that the Board of Directors approve the proposed amendment to the 2018 SANDAG Legislative Program.	APPROVE

+7.	PROPOSED AMENDMENTS TO CONFLICT OF INTEREST CODE (Julie Wiley)	APPROVE
	The Board of Directors is asked to approve the proposed amendments to the SANDAG Conflict of Interest Code.	
+8.	2018 BIKE MONTH AND BIKE TO WORK DAY (Jay Faught)	APPROVE
	The Board of Directors is asked to adopt Resolution No. 2018-15 in support of May as Bike Month 2018, and to encourage member agencies to approve similar proclamations and promote Bike Month activities, encouraging individuals and organizations to GO by BIKE.	
+9.	CRIMINAL JUSTICE RESEARCH AND CLEARINGHOUSE ANNUAL UPDATE (Cynthia Burke)	INFORMATION
	This report provides an overview of Criminal Justice Research and Clearinghouse activities in 2017.	
+10.	REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Victoria Stackwick)	INFORMATION
	Board members will provide brief reports orally or in writing on external meetings and events attended on behalf of SANDAG since the last Board Business meeting.	
+11.	REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzdjian)*	INFORMATION
	In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board Business meeting.	

CHAIR'S REPORTS

12.	HONORABLE LUIS VIDEGARAY CASO, SECRETARY OF FOREIGN AFFAIRS OF MEXICO	INFORMATION
	Honorable Luis Videgaray Caso, Secretary of Foreign Affairs of Mexico, will provide an update on pertinent issues impacting the United States and Mexico, including cross border infrastructure.	
13.	UPDATE ON SANDAG EXECUTIVE DIRECTOR RECRUITMENT (County of San Diego Supervisor Greg Cox)	INFORMATION
	County of San Diego Supervisor Greg Cox will provide an update on the status of recruitment efforts to fill the SANDAG Executive Director position.	

REPORTS

+14.	DRAFT FY 2019 PROGRAM BUDGET (Vice Chair Steve Vaus; Laura Coté, André Douzdjian, Jim Linthicum, Charles “Muggs” Stoll, and Ray Traynor)*	APPROVE
	SANDAG Bylaws require the Board of Directors to approve a preliminary budget by April 1 of each year. The Executive Committee recommends that the Board of Directors approve the Draft FY 2019 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.	
+15.	<i>TransNet</i> 2018 NOTE ISSUANCE: REVIEW OF DRAFT NOTE DOCUMENTS (Mayor Jim Desmond, Transportation Committee Chair; André Douzdjian and Ray Major)*	ADOPT
	The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), adopt RTC Resolution No. RTC-2018-02, authorizing the issuance of up to \$537.48 million in fixed-rate, tax-exempt municipal short-term notes to advance implementation of the Mid-Coast Corridor Transit Project; and the execution and distribution of the documents.	
+16	SANDAG INDEPENDENT PERFORMANCE AUDITOR (Diane Eidam)*	DISCUSSION
	The Board of Directors is asked to provide direction on the preferred alternative for staffing the SANDAG Independent Performance Auditor position.	
+17.	SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN PERFORMANCE MEASURES (Mayor Jim Desmond, Transportation Committee Chair; Rachel Kennedy)	APPROVE
	The Transportation and Regional Planning Committees recommend that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan.	
+18.	PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT: STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY PROJECT (Mayor Jim Desmond, Transportation Committee Chair; Tina Casgar; Mario Orso, Caltrans)	APPROVE
	The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding \$49.278 million in federal FASTLANE grant funds, \$1.744 million in federal Coordinated Border Infrastructure funds, and \$2.53 million in state Trade Corridor Improvement funds to the State Route 11 and Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101) for construction capital and support.	

- +19. PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT: ELVIRA TO MORENA DOUBLE TRACK PROJECT (Mayor Jim Desmond, Transportation Committee Chair; Pete d'Ablaing) APPROVE**

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding \$3.404 million in funds from the City of San Diego to the Elvira to Morena Double Track project (Capital Improvement Program Project No. 1239811) to fully fund two wet utility agreements.

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

The 2018 San Diego Regional Tribal Summit, which will serve as the next Board Policy meeting, is scheduled for Friday, April 13, 2018, from 10 a.m. to 3 p.m. Please note, the meeting will be held at the following location:

Pala Casino Spa Resort
11154 Highway 76
Pala, CA 92059

The next Board Business meeting is scheduled for Friday, April 27, 2018, at 9 a.m. at SANDAG offices.

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



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

BOARD OF DIRECTORS DISCUSSION AND ACTIONS

FEBRUARY 23, 2018

Chair Terry Sinnott (Del Mar) called the meeting of the SANDAG Board of Directors to order at 9:02 a.m.

1. APPROVAL OF MEETING MINUTES

Action: Upon a motion by Mayor Sam Abed (Escondido), and a second by Council President Myrtle Cole (City of San Diego), the Board of Directors approved the minutes from the January 12, 2018, Board Policy meeting, and the January 26, 2018, Board Business meeting. Yes: Chair Sinnott, Councilmember Jim Cunningham (Poway), Councilmember Bill Sandke (Coronado), Mayor Bill Wells (El Cajon), Mayor Catherine Blakespear (Encinitas), Mayor Abed, Mayor Serge Dedina (Imperial Beach), Councilmember Kristine Alessio (La Mesa), Councilmember Jack Feller (Oceanside), Council President Cole, Mayor Jim Desmond (San Marcos), Councilmember Ronn Hall (Santee), Councilmember David Zito (Solana Beach), Mayor Judy Ritter (Vista), and Supervisor Bill Horn (County of San Diego). No: None. Abstain: None. Absent: Carlsbad, Chula Vista, Lemon Grove, and National City.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Michael Feinstein, a member of the public, spoke regarding a re-districting proposal and impacts to SANDAG.

Clive Richard, a member of the public, spoke regarding transportation issues in the region.

3. ACTIONS FROM POLICY ADVISORY COMMITTEES, INCLUDING CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION APPROVAL FOR HOWARD AVENUE SEGMENT OF HOWARD-ORANGE BIKEWAY PROJECT (APPROVE)

This report summarized the actions taken by the Policy Advisory Committees since the last Board Business meeting, including California Environmental Quality Act exemption approval for the Howard Avenue segment of the Howard-Orange Bikeway Project.

Action: Upon a motion by Mayor Desmond, and a second by Councilmember Sandke, the Board of Directors approved Item No. 3. Yes: Chair Sinnott, Councilmember Cunningham, Councilmember Steve Padilla (Chula Vista), Councilmember Sandke, Mayor Wells, Mayor Blakespear, Mayor Abed, Mayor Dedina, Councilmember Alessio, Mayor Racquel Vasquez (Lemon Grove), Councilmember Feller, Councilmember Lorie Zapf (City of San Diego), Mayor Desmond, Councilmember Hall, Councilmember Zito, Mayor Ritter, and Supervisor Horn. No: None. Abstain: None. Absent: Carlsbad and National City.

CONSENT

4. APPROVAL OF PROPOSED SOLICITATIONS (APPROVE)

The Board of Directors was asked to authorize the Chief Deputy Executive Director to conduct solicitations for Job Order Contract – Railroad Construction Services and Job Order Contract – Landscaping, Irrigation & Mitigation Services.

5. *TransNet* REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT (APPROVE)

The Board of Directors was asked to approve a 3.3 percent adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,404.14 to \$2,483.48, beginning July 1, 2018.

7. STATE OF GOOD REPAIR PROGRAM: NORTH COUNTY TRANSIT DISTRICT PROJECT LIST (APPROVE)

The Board of Directors was asked to: (1) approve the submittal of the North County Transit District (NCTD) project list under the FY 2017-2018 State of Good Repair Program; and (2) adopt Resolution No. 2018-14, providing the required certifications and designations for the submittal.

8. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN - EMERGING TECHNOLOGIES WHITE PAPER (INFORMATION)

This report provided an overview of the Emerging Technologies White Paper, which outlines important developments that should be considered in the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan).

9. APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS AND DESIGNATION OF PUBLIC TRANSPORTATION REPRESENTATIVES TO THE BOARD OF DIRECTORS (INFORMATION)

This report summarized 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 public transportation representatives for the purpose of meeting federal requirements.

11. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – OCTOBER THROUGH DECEMBER 2017 (INFORMATION)

This quarterly report summarized the current status of major transit, highway, arterial, traffic management, and Transportation Demand Management projects in the SANDAG five-year Regional Transportation Improvement Program.

12. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (INFORMATION)

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

13. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (INFORMATION)

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

Action: Upon a motion by Supervisor Horn, and a second by Councilmember Cunningham, the Board of Directors approved Consent Items Nos. 4, 5, 7 through 9, and 11 through 13. Yes: Chair Sinnott, Councilmember Cunningham, Councilmember Padilla, Councilmember Sandke, Mayor Wells, Mayor Blakespear, Mayor Abed, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Councilmember Feller, Councilmember Zapf, Mayor Desmond, Councilmember Hall, Councilmember Zito, Mayor Ritter, and Supervisor Horn. No: None. Abstain: None. Absent: Carlsbad and National City.

6. PROPOSED 2018 LEGISLATIVE PROGRAM (APPROVE)

The Executive Committee recommended that the Board of Directors approve the proposed 2018 SANDAG Legislative Program.

Victoria Stackwick, Principal Legislative Analyst, presented the item.

Chair Sinnott directed staff to amend the 2018 Legislative Program to monitor legislative efforts related to off shore oil drilling.

Action: Upon a motion by Councilmember Sandke, and a second by Mayor Hall, the Board of Directors approved the 2018 Legislative Program. Yes: Chair Sinnott, Councilmember Cunningham, Mayor Matt Hall (Carlsbad), Councilmember Padilla, Councilmember Sandke, Mayor Wells, Mayor Blakespear, Mayor Abed, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Mayor Ron Morrison (National City), Councilmember Feller, Councilmember Zapf, Mayor Desmond, Councilmember Hall, Councilmember Zito, Mayor Ritter, and Supervisor Horn. No: None. Abstain: None. Absent: None.

10. OVERVIEW OF DEVELOPMENTS IN THE FINANCIAL MARKETS AND QUARTERLY FINANCE REPORT FOR THE PERIOD ENDING DECEMBER 31, 2017 (INFORMATION)

This quarterly report provided an overview of various finance-related items, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.

André Douzjian, Finance Director, presented the item.

Action: This item was presented for information.

CHAIR'S REPORT

14. UPDATE ON SANDAG EXECUTIVE DIRECTOR RECRUITMENT (INFORMATION)

Chair Sinnott provided an update on the status of recruitment efforts to fill the SANDAG Executive Director position.

Action: This item was presented for information.

REPORTS

15. PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS (APPROVE)

The Executive Committee recommended that the Board of Directors: (1) approve the proposed Board Policy and Bylaw amendments; (2) renew the annual delegation of authority to the Executive Director pursuant to SANDAG Board Policy No. 003: Investment Policy; and (3) renew its approval of SANDAG Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy.

John Kirk, General Counsel, presented the item.

Action: Upon a motion by Councilmember Cunningham, and a second by Mayor Morrison, the Board of Directors approved the proposed Board Policy and Bylaw amendments, renewed the annual delegation of authority to the Executive Director pursuant to SANDAG Board Policy No. 003, and renewed its approval of SANDAG Board Policy No. 032. Yes: Chair Sinnott, Councilmember Cunningham, Mayor Hall, Councilmember Padilla, Councilmember Sandke, Mayor Wells, Mayor Blakespear, Mayor Abed, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Mayor Morrison, Councilmember Feller, Councilmember Zapf, Mayor Desmond, Councilmember Hall, Councilmember Zito, Mayor Ritter, and Supervisor Horn. No: None. Abstain: None. Absent: None.

16. FY 2019 – FY 2023 *TransNet* AND TRANSIT RELATED REVENUES (APPROVE)

The Transportation Committee recommended that the Board of Directors approve the FY 2019 – FY 2023 Transportation Development Act, *TransNet*, and Federal Transit Administration estimates and apportionments.

Mayor Desmond introduced the item.

Ray Major, Chief Economist and Department of Research, Analytics, and Modeling Director; and Dawn Vettese, Financial Programming Manager, presented the item.

Action: Upon a motion by Mayor Desmond, and a second by Councilmember Feller, the Board of Directors approved the FY 2019 – FY 2023 Transportation Development Act, *TransNet*, and Federal Transit Administration estimates and apportionments. Yes: Chair Sinnott, Councilmember Cunningham, Mayor Hall, Councilmember Padilla, Councilmember Sandke, Mayor Wells, Mayor Blakespear, Mayor Abed, Mayor Dedina, Councilmember Alessio, Mayor Vasquez, Mayor Morrison, Councilmember Feller, Councilmember Zapf, Mayor Desmond, Councilmember Hall, Councilmember Zito, Mayor Ritter, and Supervisor Horn. No: None. Abstain: None. Absent: None.

17. SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN – FUNDING SCENARIOS (DISCUSSION)

The Board of Directors was asked to provide feedback on various funding scenarios that would be evaluated as part of the development of the 2019 Regional Plan.

Mayor Desmond introduced the item.

José Nuncio, *TransNet* Department Director; and Phil Trom, Senior Regional Planner presented the item.

Maya Rosas, Circulate San Diego, spoke regarding funding scenarios for the 2019 Regional Plan.

Chair Sinnott adjourned to closed session at 10:43 a.m.

18. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE 54956.9(A) EXISTING LITIGATION AND CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE 54956.8 FROM THE MALONE EDWARD C & BARBARA J FAMILY TRUST (ASSESSOR PARCEL NUMBERS 343-140-24) LOCATED AT 9515 GENESEE AVENUE, SAN DIEGO, CA – PROPERTY TO BE ACQUIRED FOR THE MID-COAST CORRIDOR TRANSIT PROJECT

The Board of Directors was briefed on existing eminent domain litigation and negotiations to acquire property from the Malone Edward C & Barbara J Family Trust for the Mid-Coast Corridor Transit Project.

19. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE 54956.9(A) EXISTING LITIGATION AND CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE 54956.8 FROM LA JOLLA CANYON GARDENS, LLC (ASSESSOR PARCEL NUMBER 343-140-24) LOCATED AT 9515 GENESEE AVENUE, SAN DIEGO, CA – PROPERTY TO BE ACQUIRED FOR THE MID-COAST CORRIDOR TRANSIT PROJECT

The Board of Directors was briefed on existing eminent domain litigation and negotiations to acquire property from La Jolla Canyon Gardens, LLC for the Mid-Coast Corridor Transit Project.

20. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL PURSUANT TO GOVERNMENT CODE 54956.9(A) EXISTING LITIGATION AND CONFERENCE WITH REAL PROPERTY NEGOTIATORS PURSUANT TO GOVERNMENT CODE 54956.8 FROM 8650 VILLA LA JOLLA INC. (ASSESSOR PARCEL NUMBERS 344-280-08, 344-28—19, 344-280-20) LOCATED AT 8650 VILLA LA JOLLA, SAN DIEGO, CA AND THE BPP SHOPS AT LA JOLLA (ASSESSOR PARCEL NUMBER 344-250-08) LOCATED AT 8801-8879 VILLA LA JOLLA, SAN DIEGO, CA – PROPERTY TO BE ACQUIRED FOR THE MID-COAST CORRIDOR TRANSIT PROJECT

The Board of Directors was briefed on existing eminent domain litigation and negotiations to acquire property from the La Jolla Village Square shopping center and The Shops at La Jolla Village for the Mid-Coast Corridor Transit Project.

Chair Sinnott reconvened to open session at 11:19 a.m.

John Kirk, General Counsel, reported the following from closed session: The Board met in closed session on Items Nos. 18 through 20. On Item No. 18, the Board was briefed on the referenced litigation, there is no reportable action at this time. On Item No. 19, the Board was briefed on the referenced litigation, there is no reportable action. On Item No. 20, the Board was briefed on the referenced real property acquisitions, and there is no reportable action.

21. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

22. UPCOMING MEETINGS

The next Board Policy meeting is scheduled for Friday, March 9, 2018, at 10 a.m. The next Board Business meeting is scheduled for Friday, March 23, 2018, at 9 a.m.

23. ADJOURNMENT

Chair Sinnott adjourned the meeting at 11:19 a.m.

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**CONFIRMED ATTENDANCE
SANDAG BOARD OF DIRECTORS' MEETING
FEBRUARY 23, 2018**

JURISDICTION	NAME	ATTEND OPEN SESSION	ATTEND CLOSED SESSION Item 18	ATTEND CLOSED SESSION Item 19	ATTEND CLOSED SESSION Item 20
City of Carlsbad	Matt Hall (Primary)	Yes	Yes	Yes	Yes
City of Chula Vista	Steve Padilla (1st Alt.)	Yes	Yes	Yes	Yes
City of Coronado	Bill Sandke (1st Alt.)	Yes	Yes	Yes	Yes
City of Del Mar	Terry Sinnott, Chair (Primary)	Yes	Yes	Yes	Yes
City of El Cajon	Bill Wells (Primary)	Yes	Yes	Yes	Yes
City of Encinitas	Catherine Blakespear (Primary)	Yes	Yes	Yes	Yes
City of Escondido	Sam Abed (Primary)	Yes	Yes	Yes	Yes
City of Imperial Beach	Serge Dedina (Primary)	Yes	No	No	No
City of La Mesa	Kristine Alessio (Primary)	Yes	Yes	Yes	Yes
City of Lemon Grove	Racquel Vasquez (Primary)	Yes	Yes	Yes	Yes
City of National City	Ron Morrison (Primary)	Yes	Yes	Yes	Yes
City of Oceanside	Jack Feller (2nd. Alt.)	Yes	Yes	Yes	Yes
City of Poway	Jim Cunningham (1st Alt.)	Yes	Yes	Yes	Yes
City of San Diego	Lorie Zapf (1st Alt.)	Yes	Yes	Yes	Yes
City of San Diego	Myrtle Cole (Primary)	Yes	Yes	Yes	Yes
City of San Marcos	Jim Desmond (Primary)	Yes	Yes	Yes	Yes
City of Santee	Ronn Hall (1st. Alt.)	Yes	Yes	Yes	Yes
City of Solana Beach	David Zito (Primary)	Yes	Yes	Yes	Yes
City of Vista	Judy Ritter (Primary)	Yes	Yes	Yes	Yes
County of San Diego	Bill Horn (Primary)	Yes	Yes	Yes	Yes
County of San Diego	Ron Roberts (Primary)	Yes	Yes	Yes	Yes
Caltrans	Cory Binns (1st. Alt.)	Yes			
Metropolitan Transit System	Mona Rios (Primary)	Yes			
NCTD	Rebecca Jones (Primary)	Yes			
Imperial County	Sup. John Renison (Primary)	No			
U.S. Dept. of Defense	Joe Stuyvesant (Primary)	Yes			
San Diego Unified Port District	Garry Bonelli (Primary)	Yes			
San Diego County Water Authority	Mark Muir (Primary)	Yes			
Mexico	Marcela Celorio (Primary)	Yes			
Southern California Tribal Chairmen's Association	Cody Martinez (Primary)	No			



**BOARD OF DIRECTORS
MARCH 23, 2018**

**AGENDA ITEM NO. 18-03-3
ACTION REQUESTED: APPROVE**

ACTIONS FROM POLICY ADVISORY COMMITTEES

File Number 8000100

Introduction

The following actions were taken by the Policy Advisory Committees since the last Board of Directors meeting.

Recommendation

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

BORDERS COMMITTEE MEETING (February 23, 2018)

The Borders Committee did not take any actions or recommend any approvals.

TRANSPORTATION COMMITTEE MEETING (March 2, 2018)

The Transportation Committee took the following action:

- Approved a *TransNet* Senior Mini-Grant amendment for a modified scope of work and 12-month schedule extension for the City of Coronado Seniors Out and About volunteer driver program.

REGIONAL PLANNING COMMITTEE MEETING (March 2, 2018)

The Regional Planning Committee took the following actions and recommended the following approval:

- Approved the proposed amendments to the Regional Planning Technical Working Group Charter.
- Approved two Smart Growth Incentive Program schedule extension amendments for the City of San Diego Pacific Beach Greenways, Parks and Transit Smart Growth Incentive Program project; and the City of La Mesa North Spring Street Smart Growth Corridor Project.
- Recommended that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan).

EXECUTIVE COMMITTEE MEETING (March 9, 2018)

The Executive Committee took the following actions and recommended the following approvals:

- Approved the draft agenda for the March 23, 2018, Board Business meeting, as amended; and the April 13, 2018, Board Policy meeting/2018 San Diego Regional Tribal Summit.

- Authorized distribution of the Draft FY 2019 Program Budget to the funding agencies, and recommended that the Board of Directors approve the Draft FY 2019 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.
- Recommended that the Board of Directors approve the proposed amendment to the 2018 SANDAG Legislative Program.

TRANSPORTATION COMMITTEE MEETING (March 16, 2018)

The Transportation Committee took the following action and recommended the following approvals:

- Accepted the Draft 2018 Program Management Plan for a 15-day public comment period.
- Recommended that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding \$49.278 million in federal FASTLANE grant funds, \$1.744 million in federal Coordinated Border Infrastructure funds, and \$2.53 million in state Trade Corridor Improvement funds to the State Route 11 and Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101) for construction capital and support.
- Recommended that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), approve the funding eligibility request submitted by the Metropolitan Transit System, as permitted under the Ordinance.
- Recommended that the Board of Directors, acting as the RTC, adopt Resolution No. RTC-2018-02, authorizing the issuance of up to \$537.5 million in fixed-rate, tax-exempt municipal short-term notes to advance implementation of the Mid-Coast Corridor Transit Project; and the execution and distribution of the documents.
- Recommended that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan, adding an air quality measure and highlighting VMT from electric/clean vehicles in the data projected for proposed measure 2b.

PUBLIC SAFETY COMMITTEE MEETING (March 16, 2018)

The Public Safety Committee took the following action and recommended the following approval:

- Approved the final draft of the Pro Forma Financial Model for ARJIS.
- Recommended the level of ARJIS contingency balances for inclusion in the FY 2019 Program Budget.

KIM KAWADA
Chief Deputy Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

APPROVAL OF PROFESSIONAL SERVICES AWARD

File Number 8000100

Introduction

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

Discussion

Commercial Insurance Brokerage Services

Recommendation

The Board of Directors is asked to authorize the Chief Deputy Executive Director to execute a contract award for Commercial Insurance Brokerage Services, as detailed herein.

At its October 27, 2017, meeting, the Board of Directors authorized the Executive Director to conduct a solicitation for services from qualified commercial insurance brokerage firms to provide general liability, property, automobile, employment practices, crime, public official and surety bonds, Mexican auto and foreign, earthquake, flood, and environmental pollution insurance. Activities to be conducted on behalf of SANDAG would include but are not limited to procuring, purchasing, securing, and maintaining insurance and/or bonds from primary and excess insurance, and surety markets. In addition, the broker would review current policies, provide recommendations and advice regarding SANDAG insurance needs, coordinate claims handling and facilitation of settlements, and assist with contractual risk transfer issues.

As required by federal provisions and SANDAG Board Policy No. 016: Procurement of Services, an independent cost estimate was prepared by SANDAG resulting in an estimated amount of \$5.3 million over a period of five years. Brokerage service fees are estimated to be approximately 10 percent of the overall premium costs (\$530,000). Factors that were considered in developing the estimate include historical use of insurance brokerage services, annual insurance premiums, and contingency for new bonds or policies over the next five years. Actual insurance premiums would be determined each year through a competitive process conducted by the awarded broker.

Two proposals were received in January 2018. Both consultants were interviewed, and Alliant Insurance Services, Inc. is being recommended for an award. A summary of evaluation results is included in Attachment 1.

The proposed contract is for a five-year term. The maximum aggregate value of the contract awarded from the solicitation will not exceed the original solicitation value of \$5.3 million.

The FY 2018 and FY 2019 Program Budgets include the funding for this proposed contract in Overall Work Program (OWP) Work Element No. 8000121, Administration Budget: Insurance and Property Services and OWP Work Element No. 3312100, State Route 125 Facility Operations.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. Summary of Overall Evaluation Results: Commercial Insurance Broker Services

Key Staff Contact: Laura Côté, (619) 699-6947, laura.cote@sandag.org

Summary of Overall Evaluation Results: Insurance Brokerage Services
Interview Evaluation Final Scoring

Proposer	Evaluation Criteria	Total Weighted Score	Total Max. Weighted Score Possible	Sum of Ranks	Overall Rank*
Alliant Insurance Services, Inc.	Company & Assigned Project Team Experience & Qualifications	74.00	80	4	1
	Cost or Best Value	108.00	120		
	Interview Questions	152.00	160		
	References	40.00	40		
	Total Score	374.00	400		
Keenan and Associates	Company & Assigned Project Team Experience & Qualifications	58.00	80	8	2
	Cost or Best Value	120.00	120		
	Interview Questions	100.00	160		
	References	36.00	40		
	Total Score	314.00	400		

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



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

**METROPOLITAN TRANSIT SYSTEM
FY 2017 *TransNet* EXTENSION ORDINANCE FUNDING
ELIGIBILITY REQUEST**

File Number 1500200

Introduction

The *TransNet* Extension Ordinance includes annual eligibility requirements for the San Diego Metropolitan Transit System (MTS) and North County Transit District to continue receiving revenues for the operation of transit service programs. If a transit operator does not meet its annual compliance requirement, the Ordinance provides guidance on additional steps.

MTS did not meet a certain requirement and has submitted a request, as permitted under Section 4(C)5 of the Ordinance, to recalculate the eligibility requirement, which would result in continued funding eligibility.

The *TransNet* Independent Oversight Committee (ITOC) and Transportation Committee reviewed this request at their March meetings and recommend approval by the Board of Directors.

Discussion

San Diego Metropolitan Transit System Request

Section 4(C)5 of the *TransNet* Extension Ordinance states that in order to maintain fund eligibility, total operating costs per revenue vehicle mile for rail services (from one fiscal year to the next) may not exceed the Consumer Price Index increase for San Diego County over the same period. The draft FY 2017 *TransNet* fiscal and compliance audit for MTS includes the following finding:

San Diego Metropolitan Transit System's (MTS') increase in its operating cost per revenue vehicle hour from June 30, 2016 to June 30, 2017 for rail services exceeded the increase in the Consumer Price Index (CPI) for San Diego County. The CPI increased by 4.06%, while the operating cost per revenue vehicle mile for rail services increased by 9.68%.

Per Section 4(C)5 of the Ordinance, MTS is requesting the exclusion of certain costs related to state of good repair, legislative, and one-time labor costs, described in detail in the attached letter from MTS (Attachment 1), to recalculate its FY 2017 operating cost per revenue vehicle hour for rail services.

Recommendation

The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, approve the *TransNet* Extension Ordinance funding eligibility request submitted by the Metropolitan Transit System (detailed in Attachment 1), as permitted under the Ordinance.

Next Steps

Approval of this request by the Board of Directors would enable compliance with Section 4(C)5 of the Ordinance, and MTS would be eligible to receive all apportioned FY 2018 *TransNet* revenues.

Should the Board of Directors choose to not approve the request, then MTS would remain in non-compliance for FY 2017 and would be eligible to receive FY 2018 *TransNet* revenues equal only to those received in FY 2017, adjusted for any increase in the transportation-specific CPI for San Diego County over the same period.

Since the CPI for FY 2017 (\$32,616,711) is greater than the projection of *TransNet* revenues for FY 2018 (\$32,123,055), MTS would be eligible to receive its full FY 2018 projected allocation (\$32,123,055) plus up to \$493,656 over the projected amounts (if the actual FY 2018 *TransNet* receipts exceed the projections). Any actual receipts above CPI for FY 2017 would be deducted from the FY 2018 allocation and withheld from the FY 2019 *TransNet* disbursements.

See Table 1 below for details:

Table 1
Final and Projected *TransNet* Revenues and CPI Calculations for MTS

	A FY 2017 Final	B 4.06% CPI for FY 2017	C FY 2018 Projection	=B - C Difference
MTS Transit Operations	\$ 30,534,213	\$ 31,773,902	\$ 31,293,002	\$ 480,900
MTS Specialized Services	809,926	842,809	830,053	12,756
MTS Totals	\$ 31,344,139	\$ 32,616,711	\$ 32,123,055	\$ 493,656

KIM KAWADA
Chief Deputy Executive Director

Attachment: 1. Letter of Request from MTS dated February 8, 2018

Key Staff Contact: Lisa Kondrat-Dauphin, (619) 699-1942, lisa.kondrat-dauphin@sandag.org



1255 Imperial Avenue, Suite 1000
San Diego, CA 92101-7490
(619) 231-1466

February 8, 2018

Mr. Jose Nuncio
TransNet Program Director
SANDAG
401 B Street Suite 800
San Diego, CA 92101

Dear Mr. Nuncio,

Looking at MTS's financial performance on a consolidated basis for fiscal year 2017, combined MTS operations were within compliance with the TransNet Ordinance. Combined Rail Operations and Bus Operations costs only increased 3.5% based on revenue vehicle mile and revenue vehicle hour, which both fall under the targeted 4.1% increase in CPI for fiscal year 2017.

Independently, in fiscal year 2017, MTS Bus Operations cost per revenue hour increased only 0.5% and was well beneath the CPI target. MTS Rail Operations cost per revenue mile increased 9.4%, and was not in compliance with the CPI target for fiscal year 2017.

Certain state of good repair (SGR), legislative and one-time labor costs within Rail Operations prohibited MTS from achieving compliance with the CPI target.

- In order to keep the Rail operation in a SGR, MTS incurred approximately \$3.2 million in additional SGR expenses compared to the previous year with the most significant efforts detailed below.
 - The new generation Siemens S70 low-floor light rail vehicle (LRV) is designed to couple and operate together with the older generation Siemens SD100 high-floor LRV. Currently, there is an insufficient number of S70 LRVs to provide system-wide, 100% low-floor service, thus necessitating use of the SD100 LRV as the center car in the standard three-car train configuration. This operation will be required until the SD100 LRVs are decommissioned and replaced between 2020 and 2025. The dissimilar operating characteristics and technological differences between the S70 LRV and SD100 LRV are substantial. Essential in-train electrical functions and vehicle-to-vehicle signal commands are communicated via the coupler gear and associated electrical pin connectors. The coupler gears on the existing SD100 LRV fleet were worn such that operation of the mixed consist train configuration would be compromised by increased equipment failures in revenue service operations. Replacement of the 52 SD100 LRV couplers (100% complete) and overhaul the traction motors (54% complete) was required to ensure 100% SGR and successful operation for the remaining lifecycle of the SD100 LRV fleet necessitating an additional \$1.7 million in costs in fiscal year 2017 compared to fiscal year 2016.



- In early 2015, MTS successfully completed the \$700 million multi-year trolley renewal program, primarily rehabilitating the Blue Line segment of the MTS Rail operation. The renewal program also included replacing all stations system-wide with higher platforms to accept new low-floor train service, new station shelters, enhanced station amenities, and the procurement of 65 new Siemens low-floor S70 LRVs. While the original Blue Line was constructed between 1979 and 1981 with minimal improvements to its existing infrastructure, the Orange Line began service in 1986 with a far more substantial infrastructure design on which to operate. To ensure a 100% SGR is consistently maintained system-wide, infrastructure improvements are generally required at 30-year intervals, depending on level of use and type of activity (light rail trains v. freight trains). The existing Orange Line track structure (ballast, ties and rail) remains operationally safe and without restriction. Nevertheless, replacing railroad ties, upgrading ballast, along with servicing and aligning the track structure, is essential to ensure the long-term SGR of these assets. In fiscal year 2017, a significant effort necessitated approximately \$1.5 million in these SGR costs compared to 2016.
- The State legislature and local officials set in place an aggressive increase in the minimum wage framework through calendar year 2022. This had a measurable impact to Rail Operations as the minimum wage increased by \$1.50 per hour in a six month time frame. This cost increase, entirely out of MTS's control, increased Trolley security costs by \$629,000.
- Until 2015, all MTS Rail Division hourly employees were represented by the International Brotherhood of Electrical Workers (IBEW) Local 465. In 2015, the IBEW was decertified by its represented employees after numerous failed attempts to secure a contract. After which, the IBEW was replaced by the Public Transit Employees Association (PTEA), who in 2017, negotiated a one (1) year contract with MTS. Due to the extended time represented employees went without a contractual increase to the hourly pay schedule, a one-time bonus of \$1000.00 per employee was provided, along with an hourly rate merit increase. The resulting one-time bonus impact relative to this union negotiation totaled \$330,000.

Considering the exclusion of these SGR, legislative and one-time labor costs, Rail Operations independently would be considered compliant with a cost per revenue mile increase of 4.0%.

MTS requests that the SANDAG Board of Directors approve our request to calculate the eligibility requirement excluding \$4.1 million in SGR, labor contract and state mandated costs outside of MTS's control. As was mentioned earlier, from a combined MTS operation perspective, MTS's financial performance for fiscal year 2017 was in compliance with the TransNet Ordinance. We appreciate ITOC's recognition of our continued and concerted efforts to increase the efficiency of our operations and responsibly manage our costs.

Sincerely,



Larry Marinesi
Chief Financial Officer



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

**PROPOSED AMENDMENT: 2018 SANDAG
LEGISLATIVE PROGRAM**

File Number 7300400

Introduction

The SANDAG 2018 Legislative Program (Attachment 1) serves as a road map for Board members and staff to follow as legislation is introduced and activities occur during the federal and state legislative sessions. The program is organized into three sections that relate to the level of effort needed to support corresponding legislative activities: (A) Sponsor, (B) Support/Oppose, and (C) Monitor.

Recommendation

The Executive Committee recommends that the Board of Directors approve the proposed amendment to the 2018 SANDAG Legislative Program.

Discussion

At its meeting on February 23, 2018, the Board of Directors approved the 2018 Legislative Program and directed staff to return with additional language to add related to offshore oil drilling.

Based on this direction, on March 9, 2018, the Executive Committee recommended including a new Legislative Goal No. 5C under the Monitor section of the Legislative Program.

- Goal No. 5C – Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region. (2018)

Inclusion of the new goal would be consistent with San Diego Forward: The Regional Plan, which includes policy objectives related to environmental stewardship, sustainability, and improving quality of life for the region. Included in Attachment 1 is the proposed addition, which is shown in red text.

Next Steps

Staff will continue to provide periodic status reports on legislative activities to the Executive Committee and/or Board of Directors throughout the year.

KIM KAWADA
Chief Deputy Executive Director

Attachment: 1. 2018 SANDAG Legislative Program

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



2018 LEGISLATIVE PROGRAM

Overarching Goal: Pursue policy and legislative changes that enable SANDAG to better implement its adopted plans and programs.

(A) SPONSOR

NO.	GENERAL DESCRIPTION OF GOAL	BOARD POSITION	JURISDICTION
1A	Work with federal, state, and local stakeholders to implement the 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)	Sponsor	Federal/State
2A	Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), 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)	Sponsor	Federal/State/Local
3A	Expand access to resources and technical tools that will enable SANDAG to implement San Diego Forward: The Regional Plan. (2009, 2015)	Sponsor	Federal/State
4A	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)	Sponsor	State
5A	Pursue efforts that address border transportation infrastructure needs consistent with the RTP, RCP, and California-Baja California Border Master Plan. (2012)	Sponsor	Federal/State/Local
6A	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)	Sponsor	State
7A	Pursue policy and/or legislative changes to improve the planning and implementation of the RTP and its Sustainable Communities Strategy (SCS), including modifying the required planning cycle for major updates of the RTP/SCS and clarifying the level of CEQA analysis required for the associated program environmental document. (2013)	Sponsor	Federal/State

8A	Pursue public transit funding and continued support for intercity rail. (2008, 2013, 2015, 2017)	Sponsor	Federal/State
9A	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)	Sponsor	Federal/State

(B) SUPPORT/OPOSE

NO.	GENERAL DESCRIPTION OF GOAL	BOARD POSITION	JURISDICTION
1B	Legislation that provides 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)	Support	Federal/State
2B	Policies and/or legislation implementing climate change plans and programs, including cap-and-trade that are consistent with the RCP and RTP. (2007, 2015)	Support	Federal/State/Local
3B	Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)	Support	Federal/State/Local
4B	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)	Support	Federal/State/Local
5B	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. Pursue initiatives that balance the fiscal influence that sales tax revenues have upon local land use decisions. (2002)	Support	Federal/State/Local
6B	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)	Support	State
7B	Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)	Support	State/Local
8B	Mechanisms providing for the implementation of the RTP, 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)	Support	Federal/State
9B	Energy-related legislation, programs, and policies that are consistent with the Regional Energy Strategy. (2002, 2015)	Support	Federal/State/Local
10B	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)	Support	State



NO.	GENERAL DESCRIPTION OF GOAL	BOARD POSITION	JURISDICTION
11B	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.	Support	Federal/State/Local
12B	Efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law. (2002, 2011, 2015)	Support	Federal/State/Local
13B	Legislation and/or policies that promote governmental efficiencies and cost savings. (2009, 2015)	Support	Federal/State
14B	Transit boards' legislative programs where consistent with SANDAG Policy. (2002)	Support	Federal/State
15B	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)	Support	Federal/State



(C) MONITOR

NO.	GENERAL DESCRIPTION OF GOAL	BOARD POSITION	JURISDICTION
1C	Proposals that limit the use of eminent domain for public infrastructure projects. (2005)	Monitor	Federal/State
2C	Legislation affecting solid waste, water supply, and storm water, support of funding opportunities to assist in these areas. (2003)	Monitor/Respond	State/Local
3C	Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement System benefits, and other labor related issues. (2003)	Monitor/Respond	Federal/State/Local
4C	Legislation requiring local agencies to implement new administrative compliance measures. (2005)	Monitor/Respond	Federal/State
<u>5C</u>	<u>Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region. (2018)</u>	<u>Monitor</u>	<u>Federal/State</u>



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

PROPOSED AMENDMENTS TO CONFLICT OF INTEREST CODE File Number 8000100

Introduction

From time to time, and no less often than every two years, staff reviews the SANDAG Conflict of Interest Code to determine if updates are needed.

Discussion

The Board of Directors last approved changes to the Conflict of Interest Code in September 2016. The proposed amendments shown in Attachment 1 will implement updates to the list of designated employee and consultant positions subject to filing annual economic disclosure statements.

Recommendation

The Board of Directors is asked to approve the proposed amendments to the SANDAG Conflict of Interest Code, in substantially the same form as Attachment 1.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. Conflict of Interest Code (with proposed amendments shown as tracked changes)

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



CONFLICT OF INTEREST CODE

The Political Reform Act, Government Code Sections 81000, et seq., requires SANDAG to adopt and promulgate a Conflict of Interest Code. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regs. Section 18730, which contains the terms of a standard model Conflict of Interest Code, which can be incorporated by reference, and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings. Therefore, the terms of 2 Cal. Code of Regs. Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission along with the attached Appendices in which officials, consultants and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the Conflict of Interest Code of SANDAG.

The persons holding positions listed in the Appendix are designated employees, consultants, or officials. It has been determined that these persons make or participate in the making of decisions that may foreseeably have a material effect on financial interests. Designated persons shall file statements of economic interests with SANDAG when assuming or leaving their position and annually while holding the position. SANDAG will make the statements available for public inspection and reproduction (Gov. Code Section 81008). Statements for all designated employees will be retained by SANDAG and provided to the Code Reviewing Body, the County of San Diego.

APPENDIX A

Table 1

Designated Positions	Disclosure Categories (see Appendix B)
Members and alternate members of the Board of Directors	1, 2, 4
Members and alternate members of the Policy Advisory Committees	1, 2, 4
Members and alternate members of committees or working groups making decisions influencing expenditure of public funds	1, 2, 4
Account Executive (I, II, Associate)	3, 4
Accountant (I, II, Associate, Senior)	3, 4
Administrative Analyst (I, II, Associate, Senior)	3, 4
Administrative Office Specialist	3, 4
Borders Program Manager	3, 4
~~Budget Program Manager~~	~~2, 4~~
Business Analyst (I, II, Associate, Senior, Principal)	3, 4
Business Services Manager	2, 4
Business Services Supervisor	2, 4
Capital Development Project Manager	1, 3, 4
Chief Deputy Executive Director	1, 2, 4
Chief Economist	2, 4
Communications Manager	3, 4
Contracts and Procurement Analyst (I, II, Associate, Senior)	1, 2, 4
~~Contracts Engineer (Associate, Senior)~~	~~1, 2, 4~~
Counsel (~~Legal I, II~~ ; Associate Legal ~~7~~ ; Senior Legal ~~7~~ ; Deputy General ~~7~~ ; Special ~~7~~ ; General)	1, 2, 4
Creative Services Manager	3, 4
Customer Service Manager	3, 4
Customer Service Supervisor	3, 4
Department Director	1, 2, 4
Division Director	1, 2, 4

Designated Positions	Disclosure Categories (see Appendix B)
Document Processing Specialist III	3, 4
Economic Research Analyst (I, II, Associate, Senior)	3, 4
Engineer (I, II, Associate, Senior, Principal)	1, 3, 4
Executive Assistant/Clerk of the Board	1, 2, 4
Executive Director	1, 2, 4
Facilities/Maintenance Coordinator	3, 4
Finance Manager	1, 2, 4
Financial Analyst (I, II, Associate)	3, 4
Financial Programming Manager	1, 2, 4
GIS Analyst (I, II, Associate, Senior)	3, 4
Goods Movement Policy Manager	1, 3, 4
Government Relations Analyst (I, II, Associate, Senior, Principal)	1, 2, 4
Human Resources Analyst (I, II, Associate, Senior)	3, 4
<u>Independent Performance Auditor</u>	<u>1, 2, 4</u>
Information Systems Manager	3, 4
Information Systems Analyst (I, II, Associate, Senior)	3, 4
Information Systems Specialist (I, II, III)	3, 4
Landscape Maintenance Supervisor	3, 4
Maintenance and Facilities Supervisor	3, 4
Maintenance Field Technician (Senior)	3, 4
Management Internal Auditor (Senior, Principal)	1, 2, 4
Manager of Contracts and Procurement	1, 2, 4
Manager of Financial Programming and Project Control	1, 2, 4
Manager of Human Resources	3, 4
Manager of ~~Regional Information Services~~ <u>Software Development Solutions</u>	3, 4
Manager of ~~Regional Models~~ <u>Transportation Analysis and Modeling</u>	3, 4
Manager of Small Business Development	2, 4

Designated Positions	Disclosure Categories (see Appendix B)
Marketing Analyst (I, II, Associate, Senior)	3, 4
Office Administrator	3, 4
Office Services Specialist (II, III)	3, 4
Paralegal	1, 2, 4
Principal Technology Program Manager	3, 4
Senior Budget Program Analyst	2, 4
Senior Financial Programming and Project Control Analyst	1, 2, 4
Strategic Advisor (Executive, Principal)	1, 2, 4
Programmer Analyst (I, II, Associate, Senior)	3, 4
Project Control Manager	1, 2, 4
Project Coordinator	3, 4
Project Development Program Manager	1, 2, 4
Public Communications Officer (I, II, Associate, Senior)	3, 4
Regional Planner (I, II, Associate, Senior, Principal)	1, 3, 4
Research Analyst (I, II, Associate, Senior, Principal)	3, 4
Researcher and Modeler (I, II, Associate, Senior, <u>Principal</u>)	3, 4
<u>Senior</u> Risk Program <u>Analyst</u> ~~Manager~~	<u>3, 4</u>
Roadway Operations Manager	3, 4
~~Special Projects Director~~	~~1, 2, 4~~
Systems Engineer (I, II, Associate Senior)	3, 4
Technology Program Analyst (I, II, Associate, Senior)	3, 4
Toll Operations Supervisor	3, 4

Pursuant to California Government Code Section 82019, SANDAG consultants who pursuant to a contract with SANDAG, perform the same functions that would otherwise be performed by the persons designated in Table 1 of this document; who manage public investments; who grant agency approval to a contract or to the specifications for such a contract; or who decide whether the policies, standards, or guidelines for SANDAG have been met, also are required to fill out and submit a disclosure of financial interests. Those consultants are required to report in accordance with the disclosure categories shown in Table 2. Consultants will be designated and informed of their obligation to file disclosures whenever any person who, in the opinion of SANDAG, may reasonably be expected to make, participate in making, or in any way attempt to use his/her position as a “consultant” to influence a governmental decision in which the person might reasonably be expected to have a financial interest or perform services that entail the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest.

Table 2

Type of Consultant	Designated Position Title	Disclosure Categories (see Appendix B)
Bond Counsel	Consultant	2, 4
Disclosure Counsel	Consultant	2, 4
Lobbying	Consultant	1, 2, 4
Project Oversight	Consultant	1, 2, 4
Disadvantaged Business Enterprise Advisor	Consultant	2, 4
Labor Compliance Advisor	Consultant	2, 4
Financial Management Advisor	Consultant	1, 2, 4
<u>Auditor</u>	<u>Consultant</u>	<u>1, 2, 4</u>

Public Officials Who Manage Public Investments

The following positions also are listed below because the individuals holding these positions must file under Government Code Section 87200 as they are involved in the investment of public funds. These positions are listed here for informational purposes only:

Table 3

Public Official Description
Members and alternate members of the Board of Directors
Members and alternate members of the Policy Advisory Committees
Members and alternate members of committees or working groups making decisions influencing expenditure of public funds
Executive Director
Chief Deputy Executive Director
Director of Finance
General Counsel
Financial Management Consultant, Project Managers

APPENDIX B

When a designated person is required to disclose investment and sources of income, he or she need to disclose investments in business entities and sources of income that do business in SANDAG's jurisdiction, plan to do business in the jurisdiction, or have done business in the jurisdiction in the past two years. In addition to other activities, a business entity is doing business within the jurisdiction if it owns real property within the jurisdiction. Persons designated in Appendix A shall disclose their financial interests pursuant to the appropriate disclosure categories described in the table below.

Table 4

Disclosure Category	Description
1	Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by SANDAG.
2	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by SANDAG.
3	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned duties.
4	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that have filed a claim against SANDAG in the previous two years, or have a claim pending.

* Gifts with a value of less than \$50 aggregate per year are not reportable financial interests at SANDAG

Amended January 2010

Amended March 2012

Amended December 2013

Amended March 2015

Amended January 2016

Amended September 2016

Amended



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

2018 BIKE MONTH AND BIKE TO WORK DAY

File Number 3310711

Introduction

This May, SANDAG will promote Bike Month 2018 to encourage biking as a viable, fun, and healthy transportation choice for everyday trips.

In support of Bike Month 2018, the SANDAG iCommute Program awarded GO by BIKE Mini-Grants to local government agencies and community-based organizations, is providing bike education services for commuters and employers, and is coordinating the San Diego Regional Bike to Work Day on Thursday, May 17, 2018.

Recommendation

The Board of Directors is asked to adopt Resolution No. 2018-15 (Attachment 1) in support of May as Bike Month 2018, and to encourage member agencies to approve similar proclamations and promote Bike Month activities, encouraging individuals and organizations to GO by BIKE.

Discussion

GO by BIKE Mini-Grants

In February 2018, the iCommute Program awarded \$40,000 in mini-grants to local government agencies and community-based organizations for projects that encourage biking as an everyday transportation choice through outreach and education. Fourteen organizations received grants to coordinate events and activities that promote biking; these events will take place between April and June 2018. A complete list of mini-grant recipients is included as Attachment 1.

Bike to Work Day

This year, SANDAG will celebrate Bike to Work Day on Thursday, May 17, as commuters across the region are encouraged to GO by BIKE from 6 to 9 a.m. For the second consecutive year, Bike to Work Day will be held on a Thursday, the day prior to National Bike to Work Day, to allow for greater participation. Up to 100 pit stop locations throughout the region will offer encouragement, refreshments, and t-shirts to registered Bike to Work Day participants. Employers will have the opportunity to help their employees get ready for Bike to Work Day by hosting a complimentary bike education class, bike maintenance safety check event, or instructional group ride provided by iCommute.

Next Steps

SANDAG member agencies are asked to issue their own Bike Month 2018 proclamations, modeled after the attached Resolution No. 2018-15 (Attachment 2) and to promote Bike Month and Bike to Work Day 2018 within their own jurisdictions.

Additionally, member agencies can support Bike Month by participating in Bike to Work Day; street sweeping bike lanes ahead of Bike to Work Day on Thursday, May 17; offering a bike education class or instructional ride for agency employees; or hosting a community event that encourages community members to GO by BIKE during May.

Bike to Work Day registration, and registration for complimentary bike education services, are available on the Bike Month web page at 511sd.com/iCommute.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. 2018 GO by BIKE Mini-Grant Program Recipients
 2. Resolution No. 2018-15, Bike Month 2018 Proclamation

Key Staff Contact: Jay Faught, (619) 699-7324, jay.faught@sandag.org



2018 GO by BIKE Mini-Grant program recipients

- **BikeSD Outreach** will host a bike-in movie event at Morley Field in Balboa Park on Friday, May 18. The event will feature a pre-movie bike safety presentation by a local bike shop, and giveaways including bike light sets and a children's bike.
- **Circulate San Diego** will transform parking space in the Logan Heights Community to stage a parklet and host a bike clinic on Saturday, April 14. They will partner with a local bike shop to provide bike tune-ups in preparation for Bike to Work Day and educate community members on the benefits of riding a bike.
- **City Heights Community Development Corporation** will lead an educational bike tour in the Mid-City area to inform community members and bike commuters of new and planned bikeways, and provide participants with refreshments along the way.
- **City of Chula Vista** will host a series of events in April and May including a bike rodeo, bike scavenger hunt, and a guided bike tour of the Bayshore Bikeway in support of South Bay Earth Day and Bike to Work Day.
- **City of Coronado** will host an outdoor bike-in movie event to increase bike education and awareness, including a bike rodeo, bike skills clinic, bike inspections, and prizes for attendees who GO by BIKE to the event.
- **City of Oceanside** will promote a series of free bike safety seminars and encourage residents to participate in Bike to Work Day at Oceanside farmer's markets leading up to May 17. Attendees who register for Bike to Work Day will be provided with a complimentary water bottle.
- **County of San Diego Department of Parks and Recreation** will host a community night bike ride in Lakeside at Lindo Lake Park on Saturday, May 19. The Sheriff's Department and San Diego County Bicycle Coalition will provide information on bike safety, and participating children can win raffle prizes including bikes and safety equipment.

- **Diamond Business Association** will educate residents and businesses about local bike projects, and encourage riders and drivers to share the road by creating t-shirts, bags, and street banners that will be displayed along key business corridors in the Chollas View community.
- **Family Health Centers of San Diego, Inc.** will educate community members about bike safety and the benefits of biking at the Barrio Logan Grand Prix on April 28. Attendees will have the opportunity to enter a raffle to win one of 100+ children's bike helmets.
- **San Diego Public Library, Pacific Beach Branch** will host a family-friendly bike-in movie event on the Taylor Greene in Pacific Beach in early May. Pre-movie activities will consist of bike maintenance checks, bike safety presentations, and giveaways including bike locks and bike lights.
- **San Diego State University (SDSU) School of Public Affairs** will host a Bike to Campus day at San Diego State University on April 10, featuring a campus bike fair to provide participants with information about bike maintenance and safety in preparation for Bike to Work Day.
- **San Diego County Bicycle Coalition** will host a Bike Month kickoff celebration in Downtown San Diego on May 3. The family-friendly event will feature a community bike ride, local bike vendors, music, food, and giveaways.
- **The Urban Collaborative Project** will host a Bike to Art festival in Chicano Park featuring a bike exhibition, bike safety rodeo, bike repair, and live art painting.
- **University Heights Community Association** will host a bike-in movie event at Trolley Barn Park on May 19 to promote biking in the University Heights community. They will also display street banners promoting Bike Month along key biking corridors.





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RESOLUTION NO. 2018-15

BIKE MONTH 2018 PROCLAMATION

WHEREAS, the month of May is National Bike Month, and Thursday, May 17, 2018, is Bike to Work Day in the San Diego area; and

WHEREAS, there are more than 1,340 miles of bikeways in the San Diego region, with an average temperature of 71 degrees, making the San Diego region one of the best places in the country to GO by BIKE; and

WHEREAS, biking is an emission-free and healthy transportation alternative that reduces traffic congestion; and

WHEREAS, the San Diego Association of Governments (SANDAG) is organizing Bike Month activities that promote biking as a healthy, fun, and viable transportation choice for everyday trips; and

WHEREAS, Bike to Work Day encourages employers and commuters to GO by BIKE on Thursday, May 17, 2018; NOW THEREFORE

BE IT RESOLVED that SANDAG hereby proclaims May 2018 as Bike Month and May 17, 2018, as Bike to Work Day, and encourages employers and commuters to GO by BIKE this May and throughout the year.

PASSED AND ADOPTED this 23rd of March, 2018.

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.



BOARD OF DIRECTORS

MARCH 23, 2018

ACTION REQUESTED: INFORMATION

**CRIMINAL JUSTICE RESEARCH AND
CLEARINGHOUSE ANNUAL UPDATE**

File Number 2340000

Introduction

As part of the SANDAG Criminal Justice Clearinghouse function, regional crime and arrest statistics, as well as statistics related to drug use among the offender population are tracked on a regular basis. This report provides an overview and update on the Clearinghouse.

Discussion

Background

The overall mission of the Clearinghouse is to provide timely, accurate, and objective information so that policymakers can make informed decisions about resource allocation to prevent, reduce, and control crime. The Clearinghouse was initiated as a pilot program in 1977 with state funds. After the pilot program ended in the mid-1990s, the SANDAG Board of Directors saw the value of continuing to fund the Clearinghouse through an annual member assessment from all of the region's cities and the County. Over time, the primary functions of the Criminal Justice Research Division (CJRD) have evolved to include: (1) compiling crime and arrest trends; (2) serving as a resource for information about crime and justice for member agencies and provider agencies (justice and social services); (3) conducting independent and objective assessments of specific programs geared to address crime and social issues through additional dedicated funding; and (4) providing staff support to the Public Safety Committee (PSC).

Analysis of Crime Trends

Since public safety is an important concern to the public, the compilation of regional crime statistics provides a means to monitor changes in scope and nature, as well as the effectiveness of different public safety responses. Clearinghouse reports also include an interpretation of the most significant trends and changes. Without this effort, there would be no single and timely source for this information that includes the historical analysis. In the past year, a total of eight CJ Bulletins were distributed across the region. Topics included regional crime and arrest statistics, public safety budgets, and drug use trends among arrestees. Summarizing this information in easy-to-read formats continued to be a focus in 2017.

In addition to these lengthier reports, 12 CJ Flashes provided quick one-page summaries regarding special topics of local interest, including opiate use and overdose deaths regionally, trends in marijuana use and drugged driving, and human trafficking and risk factors specific for girls in the justice system.

Resources and Information

The Clearinghouse maintains an extensive database on crime and research about crime prevention and control programs. Member agencies and justice entities use the data to generate funding support for new programs, draft legislative proposals, develop local ordinances, and allocate resources. Presentations are also made to community groups regarding what works to prevent crime and other key public safety issues. CJRD staff serve on a number of boards and commissions (including the Juvenile Justice Coordinating Council, Community Corrections Partnership, Methamphetamine Strike Force, and San Diego County's Juvenile Master Plan), sharing their knowledge and experience regarding key public safety and health issues, and how process and impact evaluations can be effectively conducted to determine what about a program is working best. Staff also have supported the City of San Diego's Commission on Gang Prevention and Intervention. Over the past year, noteworthy efforts have included providing regional statistics regarding prescription drug abuse among the arrestee population for the County of San Diego's report card, providing information to a variety of audiences on the effect of Assembly Bill 109 (Committee on Budget, 2011) Public Safety Realignment and Proposition 47 on crime rates, sharing statistics related to the increased focus on elder abuse, continuing to distribute information to new audiences through presentations and written articles, and documenting changes in public safety trends from around the country.

Independent and Objective Assessment of Programs

The program evaluation component of the Clearinghouse requires staff to be apprised of current funding sources and knowledgeable about topical issues in criminal justice in order to develop competitive proposals. Most new programs require an outside evaluator to determine if the program was implemented as intended and to assess program effectiveness. The Clearinghouse work element provides the resources that allow staff to write grant proposals and explore funding opportunities, as well as assist local agencies in writing the research design of their grant proposals. Historically, for every \$1 in Clearinghouse funding, CJRD has brought another \$4 in for dedicated program evaluation. In the past year, staff collaborated with several member agencies on grant proposal submissions and federally-funded grant projects, demonstrating the strong partnerships that exist. One new grant received in 2017 that was written by the CJRD, with the support of the County of San Diego, will provide more than \$550,000 in funding for treatment beds for high-risk probationers with the goal of successful reentry into the community after incarceration.

In 2017 staff completed several evaluation reports that helped programs better understand the effectiveness of their efforts and documented "lessons learned" for other entities interested in replicating these strategies. In addition, ongoing projects included efforts to document how public safety realignment is being implemented, the effectiveness of a cross-site prevention project for teens, how efforts to reinvigorate a South County neighborhood are going, the effectiveness of a Veterans-only housing unit at the Vista Jail, the expansion of the City Attorney's Community Justice Initiative, efforts to improve diagnosis and service delivery to juvenile mentally ill offenders, and an expansion of the County of San Diego's Alternatives to Detention Program for youth.

Public Safety Committee

Since the PSC was formed in 2003, staff support has been provided by CJRD. The PSC is unique in that it is composed of elected officials, public safety representatives, and advisory members from local, state, and federal agencies. This cross-representation offers a number of benefits and opportunities by bringing together policymakers and law enforcement professionals, administrators, fire and emergency medical services, and homeland security officials to facilitate cost-effective information sharing and to improve the integration of research findings in support of public safety activities. In the past year, numerous information and discussion items were presented to the PSC regarding Clearinghouse products, including crime statistics and local drug use trends as well as the results of local evaluations. Members also learned about and discussed regional issues that ranged from possible implications from the passage of Proposition 64 that legalized the recreational sale of marijuana, the responsibilities of the Harbor Police, the San Diego County Sheriff's Department Naloxone program for dealing with opiate overdoses, and the increasing risk of the drug fentanyl being seen around the country.

KIM KAWADA
Chief Deputy Executive Director

Key Staff Contact: Cynthia Burke, Ph.D., (619) 699-1910; cindy.burke@sandag.org



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: INFORMATION

**REPORT ON MEETINGS AND EVENTS ATTENDED
ON BEHALF OF SANDAG**

File Number 8000100

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.

**February 21, 2018: Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency Board Meeting
Orange, CA**

Del Mar Councilmember Ellie Haviland, SANDAG primary representative to the Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency (LOSSAN) Board of Directors, attended the LOSSAN Board meeting. The Board approved the 2018 Board Initiatives, including enhancing and increasing service to San Diego, adding additional peak period service between Ventura and Santa Barbara, and corridor-wide marketing and communications contracts.

**February 27-28, 2018: San Diego Regional Chamber of Commerce Leadership Delegation
Sacramento, CA**

SANDAG Vice Chair Steve Vaus attended the San Diego Regional Chamber of Commerce Leadership Delegation trip to Sacramento as the SANDAG representative. Vice Chair Vaus participated in meetings and briefings with state legislators to advocate for funding and support of regional projects and programs.

**March 14-16, 2018: California Association of Councils of Governments Regional Leadership
Forum and Board of Directors Meeting
Monterey, CA**

National City Mayor Ron Morrison, SANDAG primary representative, and Vice Chair Vaus, alternate SANDAG representative, attended the California Association of Councils of Governments Regional Leadership Forum and Board of Directors Meeting. Vice Chair Vaus and Mayor Morrison participated in various sessions discussing Senate Bill 1, new transportation investments for the region, and regional governance.

KIM KAWADA
Chief Deputy Executive Director

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: INFORMATION

**REPORT SUMMARIZING DELEGATED ACTIONS
TAKEN BY THE EXECUTIVE DIRECTOR**

File Number 8000100

Introduction

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.

Discussion

Board Policy No. 003

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

Board Policy No. 008

Section 1.7 of Board Policy No. 008: Legal Matters, authorizes the Executive Director to take action on claims filed against SANDAG.

The following actions were taken:

- On February 20, 2018, the Claim of Charles White, SANDAG Claim Number 2018-01, was rejected by the SANDAG Chief Deputy Executive Director. Notice of Rejection of Claim was mailed on February 20, 2018. Claimant alleged \$700 in property damage to his vehicle related to construction on the roadway.
- On February 22, 2018, the Claim of Sharon and Michael Rudnick, SANDAG Claim Number 2018-02, was rejected by the SANDAG Chief Deputy Executive Director. Notice of Rejection of Claim was mailed on February 23, 2018. Claimants alleged \$822.10 in property damage to their vehicle caused by an object on the roadway.
- On March 1, 2018, the Claim of Douglas Karam, SANDAG Claim Number 2018-04, was rejected by the SANDAG Chief Deputy Executive Director. Notice of Rejection of Claim was mailed on March 2, 2018. Claimant alleged \$1,708.16 in property damage to his vehicle caused by an object on the roadway.
- On March 9, 2018, the Claim of Juan Sanchez, SANDAG Claim Number 2018-08, was rejected by the SANDAG Chief Deputy Executive Director. Notice of Rejection of Claim was mailed on March 14, 2018. Claimant alleged \$5,000 in personal damages and \$544.65 in property damage to his vehicle caused by an object on the roadway.

- On March 9, 2018, the Claim of Gabriela Moseman, SANDAG Claim Number 2018-09, was rejected by the SANDAG Chief Deputy Executive Director. Notice of Rejection of Claim was mailed on March 14, 2018. Claimant alleged \$1,452.71 in property damage to her vehicle caused by an object on the roadway.

Section 6 of Board Policy No. 008: Legal Matters, authorizes the Office of General Counsel or outside counsel to file documents and make appearances on behalf of SANDAG in court proceedings. The following documents were filed and appearances were made on behalf of SANDAG in relation to the Mid-Coast Corridor Transit Project:

- January 8, 2018, Nossaman filed, on behalf of SANDAG, Requests for Entry of Default in the matter of SANDAG v. 8650 Villa La Jolla, Inc. (Superior Court Case No. 37-2017-00039831).
- On January 23, 2018, Nossaman filed, on behalf of SANDAG, a Stipulation and [Proposed] Order to Set Aside Default of San Diego Gas & Electric Company, a California corporation, in the matter of SANDAG v. 8650 Villa La Jolla (Superior Court Case No. 2017-00039831).
- On January 25, 2018, Nossaman filed, on behalf of SANDAG, a Reply to Motion for Order of Prejudgment Possession, in the matter of SANDAG v. 8650 Villa La Jolla (Superior Court Case No. 2017-00039831).
- On January 26, 2018, Nossaman filed, on behalf of SANDAG, a Reply to Motion for Determination of Legal Issues Regarding Compensation, in the matter of SANDAG v. Malone (Superior Court Case No. 2016-00025263).

Board Policy No. 017

Board Policy No. 017: Delegation of Authority, authorizes the Executive Director to take specified actions and requires those actions to be reported to the Board of Directors at the next regular meeting.

Section 4.1 of the Policy authorizes the Executive Director to enter into agreements currently not incorporated in the budget and to make other modifications to the budget in an amount of up to \$100,000 per transaction, so long as the overall budget remains in balance. Attachment 2 contains the action for February 2018.

Section 4.3 authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The list below reflects the approved documents for this reporting period.

- Coastal Rail Trail – San Diego Rose Creek Bikeway Project, Capital Improvement Program (CIP) Project No. 1223016

No.	Address	Nature of Activity (4.3)	Date
1.	5060-5080 Santa Fe Street, San Diego, CA 92109; Inland Industries Group, L.P.	Temporary Right of Entry Agreement	2/6/18

- Mid-Coast Corridor Transit Project, CIP Project No. 1257001

No.	Address	Nature of Activity (4.3)	Date
1.	4333, 4353 & 4425 La Jolla Village Drive, San Diego, CA 92122 - University Town Center {North West Corner} (East of Genesee Avenue, South of La Jolla Village Drive); UTC Venture, LLC	Easement Deed; Grant Deed – Public Street Easement; Grant of Temporary Construction Easement	2/15/18

- San Ysidro Intermodal Freight Facility Project, CIP Project No. 1300601

No.	Address	Nature of Activity (4.3)	Date
1.	No postal address; San Ysidro 96, LLC	Easement Agreement; Quitclaim Deed	2/2/18

Section 4.4 authorizes the Executive Director to establish an offer of just compensation for the purchase of real property based upon specified conditions. Consistent with Board Policy, the following offers were made.

- North/Mid-City – Robinson Bikeway: CIP Project No. 1223020

No.	Address	Nature of Activity (4.4)	Appraisal Amount	Offer Date & Amount
1.	2040 and 2044 Robinson Avenue, San Diego, CA 92104; Robinson Street Homeowners Association	Offer to Purchase Real Property	\$94,000	2/22/18, \$94,000

Board Policy No. 024

Board Policy No. 024: Procurement and Contracting – Construction Policy, Section 5.1, states that the Executive Director is delegated the authority to grant relief from maintenance and responsibility on major elements of each major construction project as permitted in the contract specifications on behalf of the Board and shall report to the Board on all contract relief over \$25,000. The following construction project was granted limited relief from maintenance.

- In a letter dated March 7, 2018, MTM Builders, Inc., was granted Limited Relief from Maintenance for the Bayshore Bikeway Segments 4B and 5 Project – Effective February 9, 2018 (CIP Project No. 1143700, Contract No. 5007015). The contract value was \$1,680,262.54.

Board Policy No. 024, Section 5.2, states that the Executive Director is delegated the authority to accept contracts on behalf of the Board and shall report to the Board all contract acceptances over \$25,000. The following construction project was granted relief and accepted.

- In a letter dated March 5, 2018, West Coast General Corporation was granted Acceptance and Relief from Maintenance for the San Ysidro Yard Improvements Project – Effective August 15, 2017 (CIP Project No. 1300601, Contract No. 5004085). The contract value was \$16,497,876.38.

KIM KAWADA

Deputy Executive Director

Attachments: 1. Monthly Activity for Investment Securities Transactions for January 2018
2. February 2018 Budget Transfers and Amendments

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

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS FOR JANUARY 1 THROUGH JANUARY 31, 2018

Transaction Date	Maturity Date	Security	Par Value	Original Cost	Yield to Maturity at Cost
BOUGHT					
01/03/2018	09/28/2020	FHLB NOTES	\$ 5,400,000.00	\$ 5,303,070.00	2.05%
01/03/2018	09/28/2020	FHLB NOTES	580,000.00	569,548.40	2.06%
01/03/2018	01/08/2021	JOHN DEERE CAPITAL CORP NOTES	420,000.00	419,781.60	2.37%
01/18/2018	01/25/2021	INTL FINANCE CORP NOTE	1,545,000.00	1,540,457.70	2.35%
01/23/2018	05/16/2022	TAOT	1,000,000.00	999,988.50	2.36%
TOTAL BOUGHT:			<u>\$ 8,945,000.00</u>	<u>\$ 8,832,846.20</u>	<u>2.16%</u>
MATURED					
01/01/2018	01/01/2018	FNMA	\$ 100,740.19	\$ 101,747.23	0.83%
01/01/2018	01/01/2018	FNMA	557.07	562.64	1.20%
01/01/2018	01/01/2018	FANNIE MAE	41,038.18	41,449.13	1.08%
01/01/2018	01/01/2018	FNMA	57,404.16	57,977.77	1.26%
01/01/2018	01/01/2018	FNMA	88,317.19	89,200.32	1.05%
01/12/2018	01/12/2018	FEDERAL HOME LN MTG CORP	5,000,000.00	4,931,800.00	1.03%
01/15/2018	01/15/2018	CNH ABS	53,893.94	53,889.04	1.27%
01/15/2018	01/15/2018	TOYOTA ABS	98,873.30	98,867.69	1.25%
01/24/2018	01/24/2018	FEDERAL AGRIC MTG CORP	2,500,000.00	2,499,375.00	0.94%
01/31/2018	01/31/2018	MERCK & CO INC CORP NOTES	1,500,000.00	1,505,910.00	0.85%
01/31/2018	01/31/2018	MERCK & CO INC CORP NOTES	500,000.00	501,970.00	0.85%
TOTAL MATURED:			<u>\$ 9,940,824.03</u>	<u>\$ 9,882,748.82</u>	<u>0.97%</u>
SOLD					
01/03/2018	03/14/2018	TORONTO DOMINION BANK NY CD	\$ 2,560,000.00	\$ 2,560,000.00	1.72% ¹
01/03/2018	08/10/2018	JOHN DEERE CAPITAL CORP NOTE	3,740,000.00	3,736,334.80	1.78% ¹
01/18/2018	10/31/2020	US TREASURY NOTES	1,575,000.00	1,557,404.30	1.76% ¹
01/23/2018	04/15/2020	US TREASURY N/B NOTES	1,000,000.00	995,390.63	1.69% ¹
TOTAL SOLD:			<u>\$ 8,875,000.00</u>	<u>\$ 8,849,129.73</u>	<u>1.75%</u>

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

FEBRUARY 2018 BUDGET TRANSFERS AND AMENDMENTS
in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
7500000	Service Bureau - Main Project FY 2018	\$168.0	\$84.4	(\$83.6)	Transferred funds from the Main Service Bureau project (7500000) to establish a new project.
7514000	Middletown-Old Town San Diego Quiet Zone Feasibility Analysis	\$8.6	\$15.4	\$6.8	Increase project budget to add City of San Diego funding to existing County of San Diego funding. The total project increase includes \$6,830 for Service Bureau staff time and \$27,000 of professional services that does not impact project 7500000.
7514300	Transportation Modeling: Kearny Mesa Community Plan Update	\$0.0	\$42.7	\$42.7	New Service Bureau project for Transportation Modeling: Kearny Mesa Community Plan Update
7414400	Transportation Modeling: Clairemont Mesa Community Plan Update	\$0.0	\$21.3	\$21.3	New Service Bureau project for Transportation Modeling: Clairemont Mesa Community Plan Update
7514500	Transportation Modeling: Coast Highway Corridor Study	\$0.0	\$12.8	\$12.8	New Service Bureau project for Transportation Modeling: Coast Highway Corridor Study



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

DRAFT FY 2019 PROGRAM BUDGET

File Number 1500400

Introduction

The Draft FY 2019 Program Budget, totaling \$1.3 billion (Attachment 1), reflects direction received from the Board of Directors during the last year and from the Executive Committee at its February 9, 2018, meeting. A key initiative during FY 2019 is the continued implementation of the SANDAG Board of Directors' Plan of Excellence. The plan focuses on improving the credibility and integrity of the organization through changes to governance and oversight functions; reviewing organizational structure; defining performance expectations for programs and employees; implementing efficient and effective project delivery and operational practices; and ensuring transparent communication both within and outside the agency.

Recommendation

The Executive Committee recommends that the Board of Directors approve the Draft FY 2019 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.

SANDAG Bylaws require the Board of Directors to approve a preliminary budget no later than April 1 of each year, with the final Program Budget approved by June 30.

The development of the Overall Work Program (OWP) component of the Program Budget is done in accordance with Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) guidelines. These guidelines require submission of a draft OWP to the funding agencies each March.

This report summarizes the current funding environment; provides an overview and highlights of the Draft FY 2019 Program Budget; discusses key accomplishments for FY 2018; and provides an update on staffing resources, the Compensation Program, and employee benefits.

At its meeting on March 9, 2018, the Executive Committee reviewed this item and recommends that the Board of Directors approve the Draft FY 2019 Program Budget and authorize distribution of the document to member agencies and other interested parties for review.

Discussion

Current Funding Environment

Local Sales Tax Revenue – About half of the recurring transportation revenue that funds the OWP comes from sales tax-based sources, including the Transportation Development Act (TDA) and TransNet Program. The Draft FY 2019 Program Budget is consistent with the estimates approved by the Board of Directors at its February 23, 2018, meeting, with about \$147.8 million expected to be

received in TDA receipts and approximately \$300.9 million estimated to be available for the *TransNet* Program.

Local toll road revenues are expected to increase by as much as 4 percent for State Route 125 (SR 125) and 6 percent for Interstate 15 (I-15) *FasTrak*® programs. Other local funds are driven by project-specific grant agreements and are not subject to an overall growth rate.

TDA and *TransNet* revenues also fund the Capital Program, providing an estimated \$487.4 million, including use of bond proceeds, in FY 2019. In addition to local sales tax revenues, the Capital Budget includes \$49.9 million of other local transportation funds.

Federal and State Revenue – Federal and state recurring revenues comprise the remainder of the annual transportation planning funds for the OWP, with a portion of federal formula funds supporting capital projects as well. The Fixing America's Surface Transportation (FAST) Act was signed into law on December 4, 2015. While the FAST Act, which covers the period FY 2016 to FY 2020, includes a planned increase of approximately 2 percent per year in federal formula funds, actual apportionments are subject to annual congressional budgetary action.

Member Assessments – SANDAG member agency assessments are proposed to remain unchanged, totaling \$547,426 in FY 2019. Criminal Justice Research Division member assessments increase annually based on Consumer Price Index, which is 2.62 percent for FY 2019, resulting in a total of \$219,607 for FY 2019. Individual member assessments are based on each agency's share of the San Diego County population. The final individual member agency assessments for SANDAG and the Criminal Justice Research Division (Chapter 10 of the Program Budget) are pending the May 2018 release of San Diego County population statistics, and will be incorporated into the proposed final Program Budget. SANDAG and Criminal Justice member assessments are used to fund projects in the OWP, as shown in Chapters 2 and 3 of the Program Budget.

Projected Automated Regional Justice Information System (ARJIS) member assessments for FY 2019 total \$1.9 million, with Member Agencies and Affiliates assessments remaining unchanged from FY 2018. ARJIS User and Connectivity fees are volume-based fees, and based upon historical volume, are expected to remain flat at \$3 million. The uses of ARJIS member assessments, federal grants, and carryover funds are included in Chapter 4 of the Program Budget.

Contingency Reserve – Chapter 12 of the Program Budget summarizes the contingency reserves for each of the primary components (OWP, Regional Operations and Services, and Capital Budget) as well as the Administration Budget.

The ending balance of the uncommitted OWP Contingency Reserve as of June 30, 2018, is expected to be approximately \$6.04 million. Staff recommends committing \$400,000 of the reserve to continue implementation of Assembly Bill 805 (Gonzalez Fletcher), including labor compliance monitoring, setting up the Audit Committee, and hiring a performance auditor. After expending this amount, a balance of \$5.64 million is expected at the end of FY 2019, which exceeds the minimum required under Board Policy No. 030: Contingency Reserve Policy.

In FY 2018, the refinance of the SR 125 Transportation Infrastructure Finance and Innovation Act (TIFIA) and Commission loans was completed by issuing tax-exempt municipal bonds. As a result of the new bond indenture, and an update to the SR 125 capital expenditure plan, the amount of

committed reserves was reduced in comparison to the previous TIFIA loan, resulting in a Contingency Reserve balance of \$39.8 million in the toll facility.

There are no significant changes proposed in the contingency reserves for the Capital or Administration Budgets in FY 2019.

Overview

There are three primary components of the Program Budget, with a more thorough explanation of all program components described in Attachment 5.

- The OWP (Chapters 2 and 3) is the planning section of the Program Budget and focuses on advancing the SANDAG Strategic Goals and Areas of Emphasis. The Strategic Goals are long-term program goals that change minimally on an annual basis. The Areas of Emphasis are updated each year to highlight particular areas of focus for the coming year, and are designed to support the Strategic Goals. Projects contained in the OWP chapters also are developed with consideration of core federal planning activities as identified by FHWA, FTA, and Caltrans.
- Regional Operations and Services (Chapter 4) includes programs that have a 24/7 operational component, including the continued operations and maintenance of the SR 125 Toll Facility, Motorist Aid services, I-15 Managed Lanes, Intelligent Transportation Systems Operations, and the ARJIS Program.
- The Capital Budget (Chapter 9) includes a summary of regionally significant capital projects and applicable funds. SANDAG continues to partner with Caltrans and the transit operators to implement major transit and highway projects throughout the San Diego region. This chapter is divided into five sections: (1) *TransNet* Early Action Program, which includes the current budgets for the projects approved as part of the *TransNet* Extension; (2) Trade Corridor Improvement Fund/Goods Movement Program; (3) Regional Bikeway Projects; (4) Major Capital Projects, which identifies other regionally significant capital investments more than \$1 million; and (5) Minor Capital Projects, which identifies capital projects less than \$1 million.

Other elements include the Administration Budget (Chapter 7), and the overall *TransNet* Program (Chapter 8).

Below are the annual spending and funding levels for these components in the Draft FY 2019 Program Budget. The same line items are provided for the previous fiscal year for comparison purposes.

Budget Comparison	Draft FY 2019 (in \$millions)	Approved FY 2018 (in \$millions)
Overall Work Program	\$44	\$45.1
Regional Operations and Services	\$67.4	\$62.2
Capital Budget*	\$914.6	\$896.4

*The FY 2019 multi-year capital budget is \$8.91 billion.

Comparing year-over-year budgets, the \$1.1 million decrease in the OWP budget is the result of several factors. One of the FTA grant funded pass-through projects, Veterans Transportation and Community Living Initiative, will be completed in FY 2019, resulting in a \$0.9 million decrease from FY 2018. Enhanced Mobility for Seniors and Disabled, another FTA grant funded pass-through project, successfully closed out numerous projects in FY 2018, some of which included prior year federal funds, resulting in a decrease in spending in FY 2019 of \$4 million. These decreases combine with increased efforts in the San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) (\$0.9 million) and the Data Governance and Management Program (\$2 million).

For Regional Operations, the \$5.2 million increase in the budget is due mostly to revenue growth for the I-15 *FasTrak* Value Pricing Program and the SR 125 Toll Facility.

For the Capital Program, the \$18.2 million increase in projected spending primarily is due to the construction schedule for Mid-Coast Light Rail Transit (LRT) and the Interstate 5 (I-5) North Coast Corridor program of projects. In addition, the construction phase of two projects in the Border Corridor (State Routes 905/125/11 Southbound Connectors and State Route 11 and Otay Mesa East Port of Entry: Segment 2A Construction) and five projects in the Regional Bikeway Program are scheduled to begin in FY 2019. These budget increases are offset partially by other projects, including the I-5/Genesee Interchange and Widening, I-5/Gilman Drive Bridge, State Route 15 (SR 15) Bus *Rapid* Transit (BRT) Stations: Mid-City Centerline Stations, and South Bay BRT, which are winding down and will have significantly lower expenditures in FY 2019.

Highlights of the Draft FY 2019 Program Budget

The proposed FY 2019 Program Budget includes several new efforts, along with the continuation or completion of ongoing agency work, which are summarized below and in more detail in Attachments 2 and 3 (work element numbers are shown in parentheses):

Overall Work Program

New Efforts

Several new work efforts are proposed in FY 2019 to support continued implementation of the Plan of Excellence, including enhanced data quality control and governance processes at SANDAG. In particular, a formal Data Governance and Management Program to improve the accuracy and integrity of information produced and utilized throughout the agency will be implemented. Quality assurance and documentation processes also will be introduced to ensure that data flowing to and from the agency's demographic, land use, and travel demand models are reviewed in an independent and systematic manner. The continued use of a formalized Peer Review Process and the establishment of an Office of Program Management for the Technical Services Department also will help to support the on-time delivery and quality of project deliverables for agency programs and efforts (2301800, 2301900, 2302000, 3331100).

Ongoing Efforts

As part of the FY 2019 Program Budget, SANDAG continues its efforts to improve mobility by supporting the piloting of innovative Connected and Autonomous Vehicle technologies that have the potential to reduce congestion and greenhouse gas (GHG) emissions, and improve safety. In January 2017, the San Diego region was selected by the U.S. Department of Transportation as

one of ten proving grounds for autonomous vehicles in the nation. The Connected and Autonomous Vehicle Deployment Program will support the continued development and administration of the Autonomous Vehicle Proving Ground, and the development of an operational concept and business plan for the deployment of Connected and Autonomous 'ready' infrastructure (3311800).

A major focus of the agency's work in 2019 will be the continued development of the 2019 Regional Plan, which is scheduled for adoption in fall 2019. This will include significant public outreach and engagement with the Board of Directors and the community to evaluate various transportation scenarios prior to the Board's selection of a preferred scenario, that will meet regional GHG emission reduction targets established by the California Air Resources Board. As a part of the 2019 Regional Plan process, SANDAG also will work to prepare the Regional Housing Needs Assessment and the draft Environmental Impact Report for public review and comments (3100600, 3102000, 3320100, 3400500, 3320200, 3321000, 3321700).

Concurrently, SANDAG will continue to implement the current 2015 Regional Plan by:

- providing grants to local jurisdictions for Climate Action Plans, Complete Streets policies, Smart Growth and Active Transportation planning and capital projects, and habitat management in accordance with *TransNet*
- supporting specialized transportation for seniors and persons with disabilities through grants to service providers in accordance with *TransNet* and federal guidelines
- continuing efforts on habitat conservation, energy and climate planning, and collaborative efforts with member agencies to promote energy efficiency and reduce GHG emissions (3100400, 3200100, 3300100, 3320100, 3200100, 3200300, 3201100)

In coordination with the quality control efforts described above, the FY 2019 Program Budget also includes the development of an updated Demographic and Economic Forecasting Model and enhancements to SPACECORE—the Geographic Information System parcel-based 3D land inventory system that SANDAG uses to maintain a wide range of information for SANDAG's suite of modeling and forecasting tools (2300000, 2300400, 2300600, 2301700).

SANDAG also will continue to advance Transportation Demand Management strategies that expand shared mobility options through an on-demand carpool pilot project, planning for mobility hubs demonstration projects, ongoing outreach to employers, and by conducting a zero-emission vanpool pilot project (3310701, 3310702, 3310704).

Regional Operations and Services

Ongoing Efforts

The FY 2019 Program Budget includes funding to complete upgrades to the aging roadway toll collection systems for the State Route 125 South Bay Expressway and I-15 Express Lanes, as well as complete the transition to a new technology that will conform with State law, reduce operating costs, and improve customer convenience; as well as complete the implementation of a centralized tolling back office system that will improve operational efficiency and enhance the customer service center capabilities (1400000, 1400402).

The Motorist Aid Program includes funding to continue the Freeway Service Patrol, which provides emergency roadside assistance to alleviate congestion and improve motorist safety; and to complete the implementation of the Call Box right-sizing plan that began in FY 2018 (3310200, 3312200).

SANDAG will continue to provide ARJIS services to member agencies and other law enforcement jurisdictions in the region. During FY 2019, ARJIS will complete the upgrade of the existing ARJISnet network with higher speed circuits and new network equipment to improve performance, security, and reliability; transition to the National Incident Based Reporting System to allow agencies to produce more robust and meaningful crime statistics; and enhance various ARJIS applications to increase officer and public safety (7350300, 7352000, 7352300).

Capital Projects

New Efforts

SANDAG continues to deliver critical infrastructure projects throughout San Diego County. In FY 2019, construction is expected to begin on the following projects:

- I-5/Voigt Drive Improvements project, which will realign both Campus Point and Voigt Drive between I-5 and Genesee Avenue (1200507).
- Segment 2A of SR 11 and Otay Mesa East Port of Entry, a four-lane (future) toll highway between Enrico Fermi Drive and the future Port of Entry (1201103).
- Uptown Bikeways: Fourth and Fifth Avenue Bikeways, San Diego River Trail: Stadium Segment, Bayshore Bikeway: Barrio Logan, North Park/Mid-City Bikeways: Landis Bikeway, North Park/Mid-City Bikeways: Georgia-Meade Bikeway, and Inland Rail Trail – Phase 2 – these six segments of the *TransNet* Regional Bikeway Program will provide 17.1 new miles to the bikeway network (1223022, 1223052, 1223055, 1223078, 1223082, 1223023).

The Coastal Rail Trail San Diego: Rose Creek Segment (1223016), Coastal Rail Trail Encinitas: E Street to Chesterfield Drive Segment (1223017), and the San Diego River Trail: Stadium Segment (1223052) also are scheduled for opening to users in FY 2019.

Ongoing Efforts

The largest SANDAG project currently under way continues to be the Mid-Coast LRT project—a \$2 billion Blue Line Trolley extension from Santa Fe Depot in Downtown San Diego to the University City community, serving major activity centers such as Old Town, UC San Diego, and Westfield UTC (1257001).

The FY 2019 Program Budget also includes funding for completing construction of the following projects:

- I-5/Gilman Drive Bridge project, which will construct a new overcrossing over I-5 between Gilman Drive and Medical Center Drive (1200508).

- Final six *SuperLoop* transit stations on the *SuperLoop Rapid* circulator in University City (1041502).
- South Bay *Rapid*, which when completed, will include 11 stations along a 21-mile-long corridor from the Otay Mesa border area, through Chula Vista, and along the Interstate 805 Corridor and State Route 94 Corridor to Downtown San Diego (1280504).

A summary of project-level budget changes in the proposed FY 2019 Capital Program, as compared to FY 2018, are found in Attachment 2.

Key FY 2018 accomplishments for the OWP, Regional Operations and Services, and the Capital Program are included as Attachment 3.

Staffing Resources, Compensation Program, and Employee Benefits

Staffing Resources

As part of the budget development process, agency managers and executives have carefully considered the staffing resources required to successfully complete the projects identified in the Draft FY 2019 Program Budget. Strategic consideration has been given to the use of Regular, Tolling Operations, or Limited-Term staff positions as well as consultant services.

Two new Regular positions are proposed to be added to the Data Research (formerly Technical Services) department and directly support the Plan of Excellence. The Senior Business Analyst will coordinate master schedules and resource allocation to ensure the timely delivery of integrated team projects. The Senior Research Analyst will develop, implement, and coordinate quality assurance/quality control practices to ensure the integrity of data assets developed or acquired by SANDAG.

Ten new Tolling Operations positions are proposed for FY 2019. Seven positions are tied to the agency's plan to consolidate the I-15 *FasTrak* and SR 125 South Bay Expressway customer service functions once installation of the new regional tolling back office system is fully implemented in late 2018. Customer service for the I-15 facility currently is outsourced to consultants. These services will be brought in house in FY 2019. In addition, two new Customer Service Representative positions and a Toll Plaza Attendant position will provide additional customer support in response to continued growth in the number of users of the SR 125 toll road.

The Draft FY 2019 Program Budget includes six new Limited-Term positions. The use of these contingent staffing resources provides SANDAG with flexibility to expand and contract the size of the employee group and hire individuals with the necessary technical expertise and experience as workload demands change. The increase in Limited-Term roles is attributed to major agency initiatives, such as the 2019 Regional Plan and the Plan of Excellence; new grant awards, such as the Autonomous Vehicle Proving Ground project; and facility maintenance and operational support. The types of Limited-Term positions added to augment the core staff group represent a broad range of technical and functional areas including project management, legal, research data analytics, software programming, environmental review, climate planning, marketing, facility coordination, and administrative support.

A summary of proposed new positions and position reclassifications recommended for FY 2019 is provided in Attachment 4.

Compensation Program

SANDAG maintains a market competitive compensation program to attract well-qualified candidates for job openings, minimize organizational disruption due to unwanted turnover, and retain the team of employees who are essential to the agency's success. In preparing the Draft FY 2019 Program Budget, various components of the compensation and performance management programs have been reviewed.

SANDAG engages in two periodic activities to maintain an effective compensation program. The first is to conduct compensation studies to gather information about the pay rates offered by other organizations in the labor market for positions that are similar to those at SANDAG. These studies typically are conducted every three years and may result in recommendations for adjusting position salary ranges to align more competitively with the market. SANDAG last conducted a compensation study in FY 2016; recommended changes were approved by the Board of Directors and implemented as part of the FY 2017 Program Budget. The next compensation study is planned for FY 2019; any recommended changes resulting from the study will be presented as part of the FY 2020 Program Budget.

In years between compensation studies, the SANDAG compensation consultant researches and compiles market data regarding changes to salary range structures and annual salary increases that organizations are implementing for employees. Recent research shows there has been an average increase of 2 percent in salary range structures in 2017 among all industries and position levels, and a 2.1 percent increase is projected in 2018. Consistent with trends noted in this research, it is proposed that the SANDAG position salary ranges be increased by 2 percent. This will ensure agency salaries remain competitive with the market and enable the organization to attract and retain well-qualified employees. This action is important in the current labor market where San Diego is experiencing unemployment rates as low as 3.3 percent. If approved, the change to position salary ranges would not result in an automatic increase in employee salaries (except for nine employees who would fall below the range minimum at an impact of less than \$8,250); it would change the minimum and maximum salary range for each position classification.

SANDAG has established a robust performance management program. Employees and managers define goals and objectives that align to the agency's work program, and also identify professional development goals to expand technical knowledge and competencies necessary for ongoing success and to support future growth opportunities. Employees and managers complete formal performance evaluations at least annually, and with approval by the Executive Director, base pay increases may be awarded to those employees who successfully meet established goals and objectives and demonstrate sustained levels of performance expected by the organization. Based on market research conducted by the SANDAG compensation consultant, a 3.5 percent compensation adjustment pool is proposed for FY 2019. The total cost would be approximately \$1.3 million.

Employee Benefits

SANDAG established an IRC Section 115 tax-exempt, irrevocable trust in FY 2017 as a means of saving for future pension costs. An initial contribution of \$3.5 million was made to the Trust; this amount represented the cost savings SANDAG realized between FY 2013 and FY 2016 due to

pension reform changes. A \$1 million contribution to the Section 115 Trust was approved last fiscal year, and an additional \$1 million contribution to the Trust is recommended as part of the FY 2019 Annual Program Budget.

No other significant changes are recommended to the employee benefits program for FY 2019.

Next Steps

Upon action by the Board of Directors, the Draft FY 2019 Program Budget will be provided to the member agencies and other interested parties for review and comment. On May 11, 2018, the Executive Committee is scheduled to review the Final Proposed FY 2019 Program Budget and address any comments received from the funding agencies and member agencies. Final adoption by the Board of Directors is scheduled for May 25, 2018.

KIM KAWADA

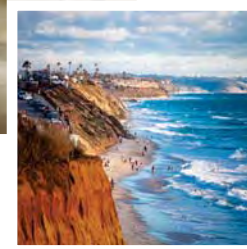
Chief Deputy Executive Director

Attachments: 1. Draft FY 2019 SANDAG Program Budget (including the OWP)
2. FY 2019 Draft Capital Budget: Project-Level Changes
3. FY 2018 Program Budget Accomplishments
4. FY 2019 Proposed Position Changes
5. Overview of the Program Budget

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Draft Program Budget



FY 2019

DRAFT FY 2019 SANDAG PROGRAM BUDGET

(INCLUDING THE OVERALL WORK PROGRAM)

March 9, 2018

The Program Budget and Overall Work Program (OWP) are designed to meet the comprehensive planning requirements of the U.S. Department of Transportation and the California Department of Transportation.

Some of the research in the OWP is to assist others with data gathering and other information for their individual work products and studies. Such efforts are supported with funding from other public or private agencies. Findings and conclusions of those studies are those of the authors and do not necessarily reflect the official position or policies of SANDAG or its Board of Directors.

The Program Budget is available in its entirety at sandag.org/owp.



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

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ABSTRACT

TITLE: Draft FY 2019 SANDAG Program Budget
(including Overall Work Program)

AUTHOR: San Diego Association of Governments (SANDAG)

SUBJECT: The SANDAG Program Budget and Overall Work Program

DATE: March 9, 2018

LOCAL PLANNING AGENCY: San Diego Association of Governments

SOURCE OF COPIES: San Diego Association of Governments
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ABSTRACT: The SANDAG Program Budget and Overall Work Program contain a description of the SANDAG work program on a project-by-project basis for FY 2019, as well as other budget components.

FUNDING: This program is primarily financed with federal funds from the Federal Transit Administration and Federal Highway Administration; state funds from the California Department of Transportation; and transportation sales tax and local funds from SANDAG member jurisdictions.

ACKNOWLEDGEMENTS

The preparation of this document was accomplished with the collaboration of SANDAG management, financial staff, project managers, budget coordinators, and administrative support personnel. We express appreciation to all of the staff members who contributed to the budget process culminating in this document. SANDAG Executive Staff as of March 9, 2018, includes:

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Chapter 1



Overview

INTRODUCTION

The San Diego region is home to 3.3 million residents who live in 18 incorporated cities and the County of San Diego. The San Diego Association of Governments (SANDAG) is the public agency that serves as the regional forum for planning, governing, and decision-making that is beneficial for all municipalities and the county government. With oversight by a Board of Directors – made up of elected officials from the 18 cities and the County of San Diego – SANDAG builds consensus; makes strategic plans; obtains and allocates resources; plans, engineers, and builds public transportation; and provides information on a broad range of topics pertinent to the region's quality of life. SANDAG is responsible for responding to most state and federal mandates that apply to regions, and to most locally-generated mandates that have to be handled regionally.

ORGANIZATIONAL STRUCTURE

The SANDAG Board of Directors is the governing body responsible for establishing the agency's policies and programs. Directors are elected officials – mayors, city councilmembers, or county supervisors – selected by their peers from each of the region's 18 incorporated cities and the county. Voting is based upon membership and the population of each jurisdiction, providing for an accountable and equitable representation of the region's residents.

Representatives from Imperial County, Caltrans, the U.S. Department of Defense, the San Diego Unified Port District, the San Diego County Water Authority, the San Diego Metropolitan Transit System, the North County Transit District, the Southern California Tribal Chairmen's Association, and Mexico serve on the Board of Directors as non-voting advisory members.

Each of the 19 local jurisdictions has a single-tally vote. In addition, Public Utilities Code Section 132351.2 defines the weighted voting formula to be used by the Board of Directors. The weighted vote is proportional to each jurisdiction's population as a percentage of the San Diego County region and is limited to a total of 100 votes. Each agency must have at least one vote and there are no fractional votes. Assembly Bill 805 (AB 805) (Gonzalez Fletcher, 2017) made certain amendments to that section, including raising the weighted vote cap from no more than 40 votes per voting member agency to no more than 50 votes per agency.

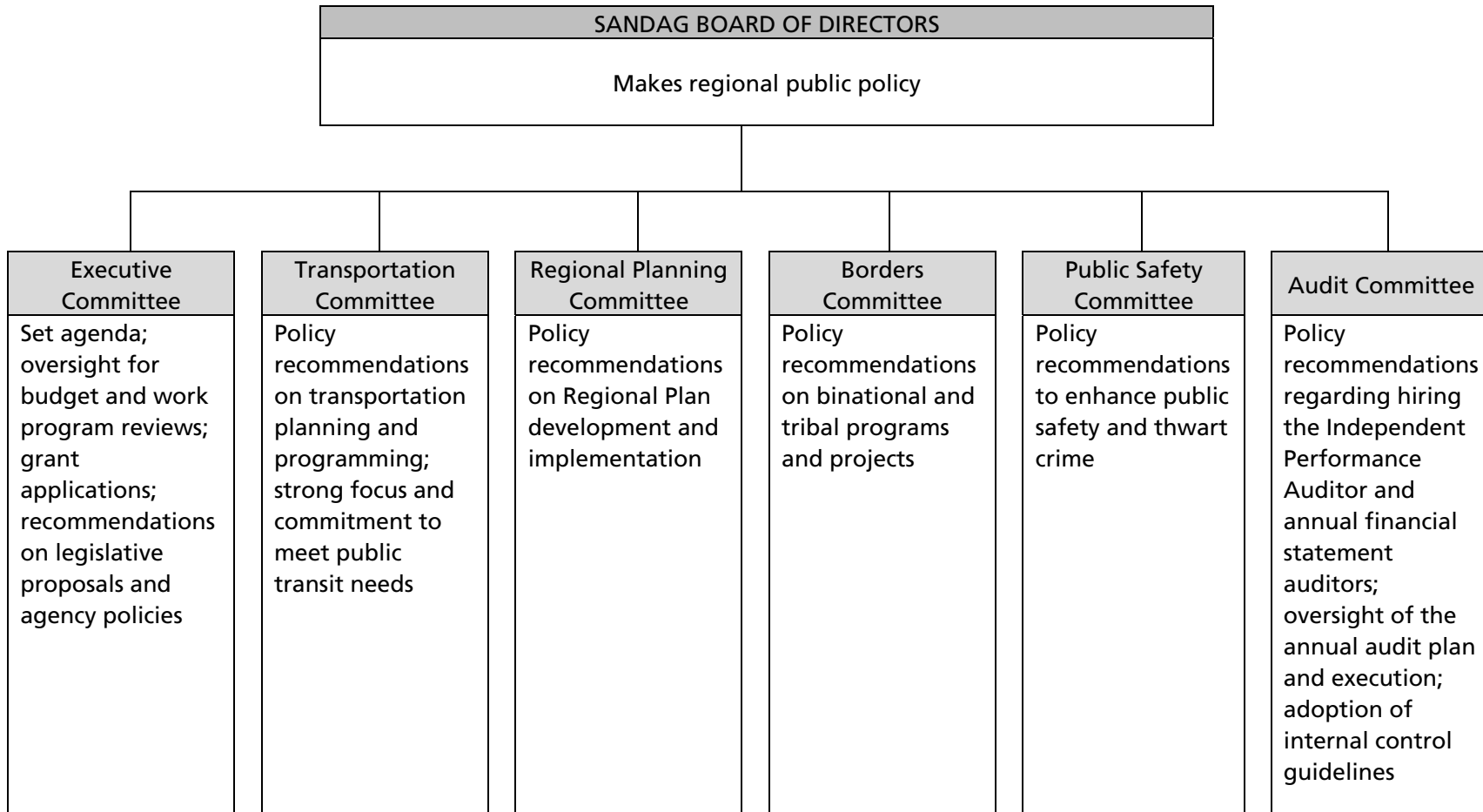
The weighted vote distribution is calculated based on California Department of Finance population figures each year. Below is the expected distribution of weighted votes beginning July 1, 2018¹:

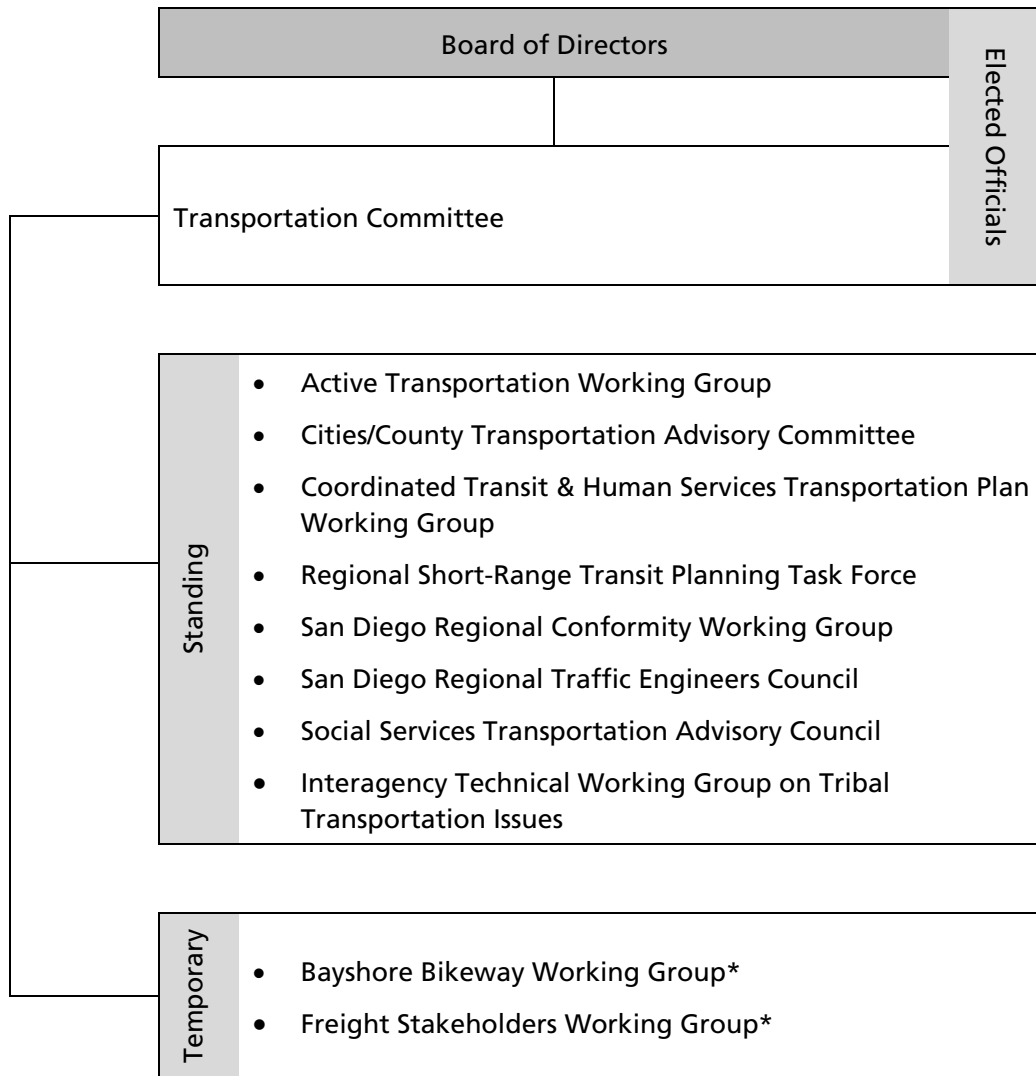
Carlsbad	3	Escondido	4	Poway	1
Chula Vista	8	Imperial Beach	1	San Diego	42
Coronado	1	La Mesa	2	San Marcos	3
County of San Diego	15	Lemon Grove	1	Santee	2
Del Mar	1	National City	2	Solana Beach	1
El Cajon	3	Oceanside	5	Vista	3
Encinitas	2				

¹ Based on 2017 Department of Finance population figures.

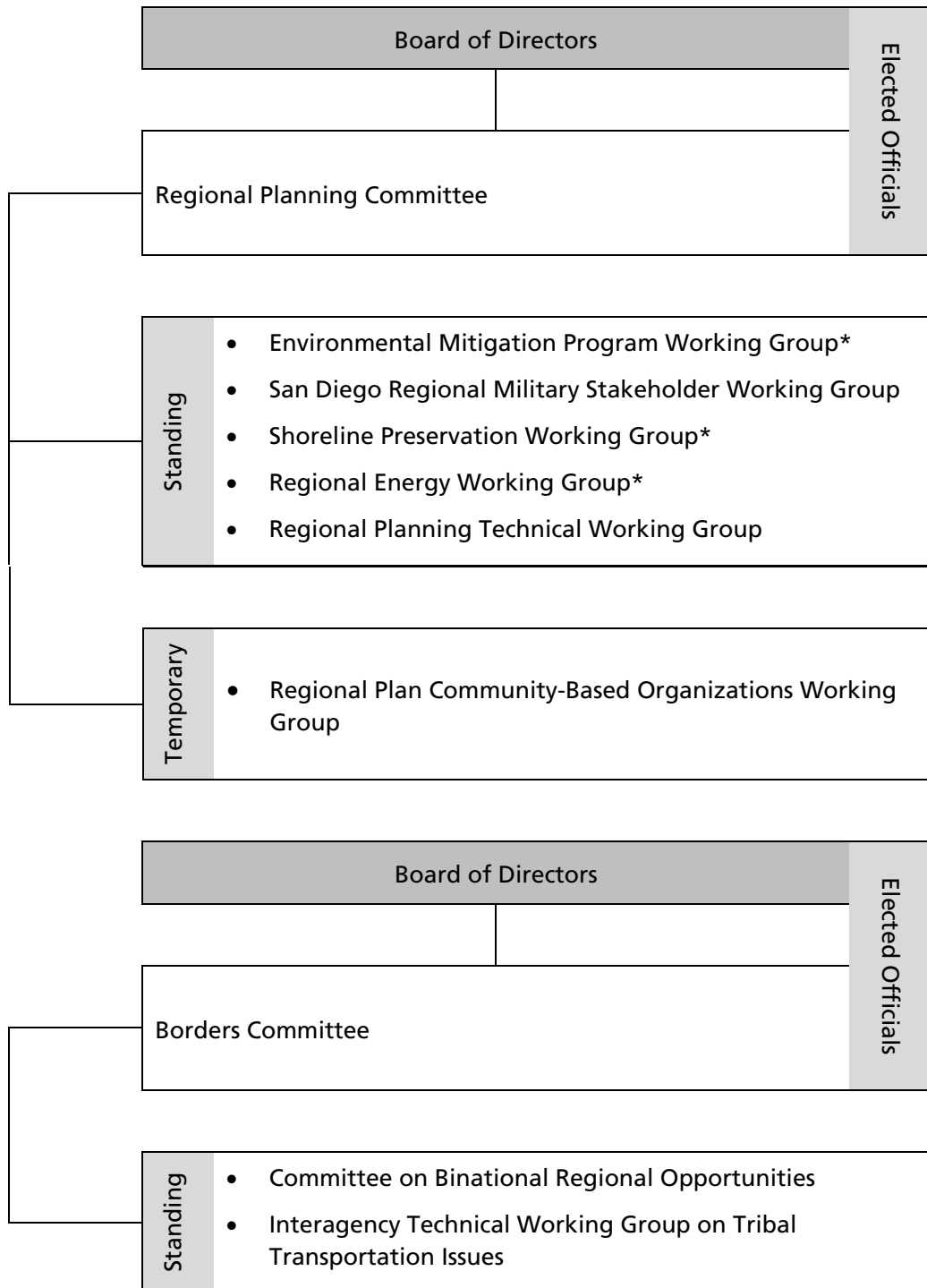


COMMITTEE STRUCTURE

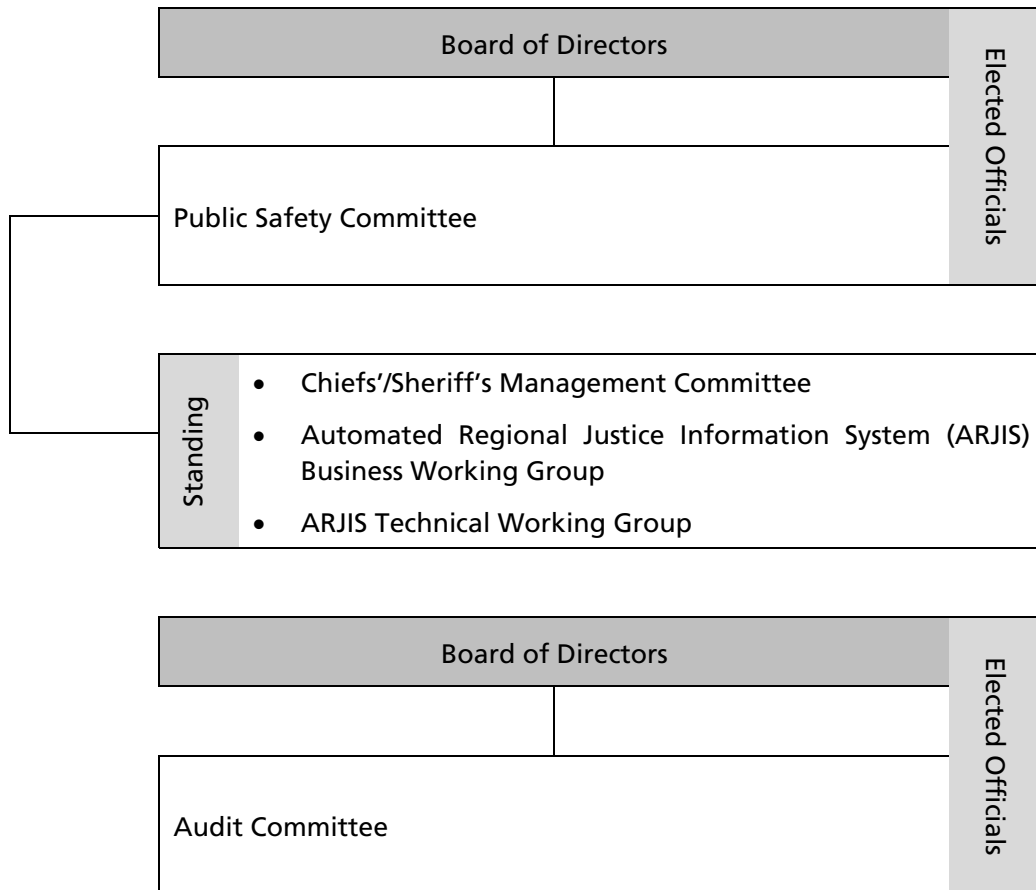




* Chaired by elected official



* Chaired by elected official



FY 2019 STRATEGIC GOALS AND AREAS OF EMPHASIS

The Strategic Goals are long-term agencywide goals that remain relatively unchanged on an annual basis. The Areas of Emphasis – designed to support the Strategic Goals – are updated each year to highlight structural changes or particular areas of focus for the coming year.

Strategic Goals

- 1. Implement the visions of San Diego Forward: The Regional Plan and the *TransNet Ordinance*** with the goal of optimizing the efficient movement of people and goods, contributing to a healthy and sustainable region, promoting public safety, increasing housing choices, supporting a vibrant economy, and helping to protect and improve the quality of life for everyone in the region.
- 2. Improve mobility by providing more transportation choices and efficiency** through implementation of San Diego Forward: The Regional Plan (Regional Plan), including improvements that provide congestion relief, public transportation, goods movement, Transportation Demand Management (TDM), innovation through emerging technologies, regional operations, and active transportation.
- 3. Enhance organizational effectiveness both internally and externally** through continuous improvements; technological solutions; employee engagement; fiscal discipline; effective communications; and partnerships with local, state, and federal agencies.
- 4. Pursue new funding and innovative solutions to fiscal, economic, and environmental challenges and opportunities.**

Areas of Emphasis

A key initiative during FY 2019 is the continued implementation of the SANDAG Board of Directors' Plan of Excellence (Plan). The Plan focuses on improving the credibility and integrity of the organization through changes to governance and oversight functions, reviewing organizational structure, defining performance expectations for programs and employees, implementing efficient and effective project delivery and operational practices, and ensuring transparent communication both within and outside the agency.

The Areas of Emphasis for FY 2019 include:

- **Modeling and Research.** Develop centers of excellence including data governance and management; and employ technologies, methodologies, and models to enhance the effectiveness of agency research and analysis, equipping SANDAG to provide comprehensive assessments of complex policy and operational issues, today and into the future.
- **Regional Planning.** Work with stakeholders to update the Regional Plan, including: working with partner agencies to develop subregional forecasts; working with the Board of Directors, stakeholders, and the community to develop a preferred transportation network for the Regional Plan; and developing a Sustainable Communities Strategy that meets sustainability goals set by the region and the state.

- **Project Implementation.** Implement the projects and programs included in the current Regional Plan with the intention of achieving the goals set out in that Regional Plan, including the development and construction of initiatives such as: the Mid-Coast Trolley Extension; the *Rapid* network; the Bike Early Action Program; coastal rail corridor double-tracking; extension of the Managed Lanes network; freeway enhancement projects; and a wide variety of projects and TDM programs to reduce congestion, promote alternative transportation, and achieve regional environmental goals.
- **External Support and Communications.** Expand and improve agency communications to more effectively engage the public and communicate essential information regarding the development of regional projects and programs, including deploying innovative technologies through public outreach programs supporting the Regional Plan development; project development; project construction; and marketing services for iCommute, South Bay Expressway, and Interstate 15 (I-15) *FasTrak*®. Pro-actively support Board members and member agencies in efforts to communicate with partner agencies and constituencies about SANDAG initiatives.
- **Regional Operations and Services.** Implement service management and optimize operational programs and customer services to deliver enhanced mobility and public safety services for the region. Provide operations, maintenance, and support of regional data systems for transportation and law enforcement that support travelers and public safety agencies in the San Diego region.

FY 2019 MAJOR PROJECTS AND WORK EFFORTS

San Diego Forward: The 2019-2050 Regional Plan and Regional Housing Needs Assessment

The Regional Plan is an overarching blueprint for the San Diego region. It combines a big-picture vision for how the region will grow over the next 30 to 35 years, with an implementation program to help make that vision a reality. At its core, it relies on a land use pattern that accommodates the region's future employment and housing needs, and protects environmental resources; a multimodal transportation network that provides the region's residents with travel options; and consideration of new travel trends enabled by smart phones and other technologies to maximize investments. Collectively, the Regional Plan seeks to protect the environment, create healthy communities, and stimulate economic growth. Federal law requires the Regional Plan to be updated every four years. Every eight years, state law requires that the Regional Housing Needs Assessment (RHNA) be undertaken in conjunction with the Regional Plan. The RHNA provides a methodology for allocating state housing production goals to each city and county in four income categories. San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and RHNA are scheduled to be finalized and adopted in fall 2019.

Mid-Coast Corridor Transit Project

Under construction since late 2016, the Mid-Coast Corridor Transit Project (Mid-Coast Trolley) is extending Trolley service for 11 miles from the Old Town Transit Center to the University City area of San Diego. The Mid-Coast Trolley, which will have nine stations, is scheduled to open in late 2021 and will serve major activity centers such as the VA Medical Center, UC San Diego, and UTC mall. A little more than half of the project is funded by the regional *TransNet* half-cent sales tax for transportation and the remainder by the federal government under a \$1 billion Full Funding Grant Agreement, which was executed with the Federal Transit Administration (FTA) in September 2016.

The first half of the Mid-Coast Trolley runs from the Old Town Transit Center to the southern section of University City. It follows the heavy rail freight and passenger corridor right-of-way, which is operated by the North County Transit District. The second section, which will be elevated, follows the Caltrans right-of-way along Interstate 5 (I-5), crossing over I-5 twice to travel through UC San Diego and then University City, where it ends at University Towne Center.



In FY 2018 SANDAG completed major work on bridges, abutments and piers, utility undergrounding, and building the columns that will support the elevated viaduct that holds the Trolley tracks. On the UC San Diego campus, all of the columns were completed and the work on the stations will begin in FY 2019. In addition, crews made substantial progress to realign the rail corridor, double track the heavy rail and make room for the light rail lines.

In FY 2019, SANDAG will continue work on the viaducts in the north half of the project and grading, drainage, retaining walls, and bridges on the south half. Trackwork, stations, and systems elements will begin construction.

San Diego River Bridge Project

The San Diego River Bridge Double Track Project is adding a second heavy-rail track from just north of the Old Town Transit Center to Tecolote Road in San Diego to improve rail and passenger service along the Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Rail Corridor), the second busiest intercity passenger rail corridor in the United States. This project is building a new 900-foot bridge over the San Diego River. In FY 2018, the first section of the new double track bridge opened, and demolition of the decades-old rail bridge began. Construction of associated site improvements were completed as were some rail signal improvements. Service was shifted onto the new bridge (Main Track 2) on February 5, 2018. The \$94 million project includes right-of-way costs, design, environmental planning, construction management, premitting, signal installation and construction. In FY 2019, SANDAG will continue construction on the second half of the new bridge (Main Track 1) and begin to build the the Mid-Coast Trolley light rail bridge over the San Diego River.

Interstate 5 North Coast Corridor Program/Build NCC

SANDAG and Caltrans kicked off construction for Phase 1 of the I-5 North Coast Corridor (NCC) Program, known as *Build NCC*, in November 2016. Environmental advocates have praised the \$480 million package of highway, rail, bike, pedestrian, and community and environmental enhancement projects as a role model for integrated planning. The projects are located in the North Coast area of the region with the majority of the work concentrated in the City of Encinitas. *Build NCC* includes LOSSAN Rail Corridor double-tracking projects, extended carpool lanes, new bike and pedestrian trails; and the restoration of the San Elijo Lagoon.

In FY 2018, construction started on the San Elijo Lagoon restoration; San Elijo Lagoon habitat preservation; bike and pedestrian improvements to Encinitas Boulevard and Santa Fe Drive; the Chesterfield Drive double-tracking project; relocation of utilities in various locations; and several sound and privacy walls. It is anticipated that work will continue on all of these projects in FY 2019 as well as those already underway including the double-tracking projects over the San Elijo Lagoon and Batiquitos Lagoon; the highway bridge replacements over both lagoons; and construction of the high-occupancy vehicle and auxiliary lanes on I-5.

Otay Mesa East Port of Entry and State Route 11

The Otay Mesa East Port of Entry (POE) Project, along with a new connecting freeway called State Route 11 (SR 11), is being jointly undertaken by SANDAG and Caltrans, in cooperation with key partner agencies on both sides of the United States-Mexico border. The project team's primary focus in FY 2019 is to determine the scope and cost of the POE; this requires completing an innovation analysis to determine which innovations should be incorporated into the new port to maximize security and efficiency. The project team also will complete the binational Intelligent Transportation System (ITS) pre-deployment study; operationalize southbound border wait time data collection; and develop a comprehensive funding plan that includes public funds, tolls, and other revenues. Upon completion of the studies, a binational architectural and engineering design plan for both the United States and Mexico sides of the POE complex will commence. Project milestones include the completion of Segment 1 of SR 11 between State Route 905 (SR 905) east to Enrico Fermi Drive, the completion of the northbound freeway-to-freeway connectors linking SR 11 and SR 905 to State Route 125 (SR 125), completed design plans for two other SR 125 connector ramps, and securing right-of-way agreements for nearly all the land needed on the United States side of the border.

South Bay Rapid

Construction began in March 2016 on the South Bay *Rapid* transit service, connecting the Otay Mesa border crossing with Downtown San Diego via Otay Ranch, with the goal of starting service in early 2019. In late 2017, construction was completed on a segment of the route on East Palomar Street between Heritage Road and Olympic Parkway. This new line will help to further expand the *Rapid* network in the region to provide better connections between residential areas and major employment centers. At the heart of the project is the dedicated transit guideway – a nearly six-mile-long transit-only lane being constructed in the median of East Palomar Street and along Eastlake Parkway in Chula Vista, including a transit-only guideway bridge over SR 125. *Rapid* services run more frequently, feature limited stops, and offer increased reliability and customer convenience. Transit riders enjoy new, uniquely branded vehicles, as well as stations with next arrival signs.

Regional Bike Plan Early Action Program

In FY 2014, the SANDAG Board of Directors approved the Regional Bike Plan Early Action Program (Bike EAP) – a \$200 million initiative to expand the bike network countywide and finish high-priority projects within a decade. Currently, nearly 30 projects in the Bike EAP are either open or in various stages of development. The goal is to make it easier for people of all ages and abilities to ride their bike to school, work, transit stations, and other major destinations. Emphasis in FY 2019 includes opening approximately seven miles of bike facilities including Coastal Rail Trail segments in the cities of San Diego and Encinitas, the Stadium Segment of the San Diego River Trail, and segments of the Inland Rail Trail in north county. The Bike EAP also calls for initiating construction on segments of the the Bayshore Bikeway, the North Park | Mid-City Bikeways, which includes Landis Bikeway and Georgia-Meade Bikeway, and Uptown Bikeways. Completing the designs of additional high-priority urban bikeway projects in the North Park and Mid-City communities of the City of San Diego also is included in the Bike EAP.

State Route 125 Operations

SANDAG will continue operations and maintenance of the SR 125 toll road while controlling costs and meeting financial obligations. This year's focus will include the continuation of the implementation of a new tolling system to support centralized operations for I-15, SR 125, SR 11/Otay Mesa East, and future priced facilities. This year also will include the replacement of the aging roadway toll collection system and will complete the transition to a new technology that will enhance operational efficiency and meet the state's new standard for interoperability.

Motorist Aid Services

SANDAG will continue with the implementation of the Call Box right-sizing plan to meet the changing needs of motorists. In addition to expanding marketing and outreach to increase public awareness of the 511 Mobile Roadside Assistance service, the Freeway Service Patrol will be expanded to add two roving service trucks to provide mid-day service to the I-5 (South) and Interstate 805 (South) corridors.

Transportation Modeling and Data Management

In FY 2019, SANDAG staff will continue supporting strategies identified in the Plan to strengthen data accuracy, transparency, and accountability. This will be accomplished through the adoption of data governance policies and procedures for the acquisition, management and delivery of data; the implementation of new quality control/quality assurance measures; establishing a department-wide project management framework; and by developing state of the practice methods and tools that promote data transparency.

SANDAG staff will be actively involved in the development of the 2019 Regional Plan through the application of forecast tools and the Activity-Based Model (ABM) in support of land use scenario evaluation, transportation network alternatives analysis, and the evaluation of performance measures. Supporting data transparency, documentation and code repositories for the ABM and Series 14 forecast tools will be developed and published in the public domain beginning in FY 2019 and continuing in future years.

Advancing 21st Century Mobility

In January 2017, the San Diego region was designated as one of ten autonomous vehicle proving grounds in the country by the U.S. Department of Transportation. The application for the designation was jointly submitted by SANDAG, Caltrans, and the City of Chula Vista. Nationwide, proving ground sites are bringing together auto manufacturers, local cities, public agencies, and private companies to test autonomous vehicles on designated facilities. The test sites will share information and work together to develop best practices to enable the safe deployment of autonomous vehicles. The San Diego Regional Proving Ground partners hosted a Consortium kick-off meeting in October 2017 that brought together affiliates from the private sector, public sector, and academia. Also in FY 2019, SANDAG will continue the operation of the I-15 Integrated Corridor Management (ICM) System. ICM uses cutting-edge technology to operate and manage individual transportation systems as a unified network. It allows freeway, surface street, and transit networks to be managed together to improve mobility and maximize system efficiency.

iCommute

The SANDAG iCommute Program promotes transportation choices that reduce drive-alone trips and manage demand on the regional transportation system. Emphasis in FY 2019 includes targeted outreach to regional employment centers; increased participation in the Regional Vanpool Program; support to member agencies with developing and implementing TDM plans, policies, and programs; expanded shared mobility through an on-demand carpool incentive pilot project in partnership with Waze Carpool; and increased planning for Mobility Hub demonstration projects. Also in FY 2019, the iCommute Program will focus on enhancing commuter services through technology improvements including a zero-emission vanpool pilot project; upgrading the Regional Bike Parking Program to electric bike lockers available on demand; and continuing the partnership with Uber to deliver a convenient transportation service for the Guaranteed Ride Home program.

Energy and Climate Change Planning

The SANDAG Energy and Climate Change Planning Program will continue to implement measures identified in San Diego Forward: The Regional Plan (Regional Plan) to save energy, reduce greenhouse gas (GHG) emissions, and support climate adaptation planning activities. Emphasis in FY 2019 includes working with local jurisdictions to prepare climate action plans, performing technical services and analysis such as updated GHG inventories, monitoring and analyzing state activities, and participating in collaborative regional climate planning activities.. FY 2019 also will feature support for regionally consistent planning, monitoring, and reporting of transportation strategies in local climate action plans, energy and climate analysis for the 2019-2050 Regional Plan, and beginning development of a new interactive web-based portal for regional and local climate action planning. The Electric Vehicle Charging Station (EVCS) deployment in the region will continue to be advanced and the development of a Regional Sea-Level Rise Adaptation Guidance Document will begin.

ECONOMIC AND FUNDING OUTLOOK

The SANDAG financial outlook is tied to the health of the regional, state, national, and global economy. How the overall economy in the world fares can have ripple effects on sales tax receipts and other sources of revenues that the agency depends on to carry out its projects and programs. More than half of the recurring revenue that funds the agency budget comes from sales tax-based sources (Transportation Development Act and *TransNet*).

The U.S. economy's growth in 2017 increased from 2016. The nation's total value of goods and services produced, also known as the Gross Domestic Product, rose at an annual rate of 3.3 percent during the third quarter of 2017, following second quarter growth of 3.1 percent, and first quarter growth of 1.2 percent. The Federal Open Market Committee (Fed) increased their full-year growth estimate to 2.5 percent, a marked improvement from the 1.6 percent growth achieved in 2016. This allowed them to raise the key Federal Funds Rate to 1.5 percent at its December 2017 meeting.

The faster economic growth has been widespread, with surprisingly strong international gains and robust global trade and investment, according to the Organisation for Economic Co-operation and Development. After the uncertainty of the 2016 presidential election, record stock prices, increased consumer confidence, lower unemployment, and slightly higher wages have materialized. The Fed is projecting a continued rate of 2.5 percent economic growth in 2018. In California, the economy continues to overcome challenges, with significant increases in high-tech, health care, and tourism more than offsetting lagging sectors.

Locally, the San Diego region's \$220 billion economy is healthy. The county offers employers a highly-skilled workforce. Forecasts for the next 20 years show population growth of roughly 23,000 residents annually. While prices in the housing market have recovered past pre-recession levels, construction of homes has not kept pace with population increases, leading to high housing costs. The San Diego region recorded 17,500 new jobs in 2017, with the local unemployment rate dropping more than the nation's, falling to an exceptionally low 3.3 percent in December 2017 below even the low national level of 4.1 percent. While wage growth has been sluggish during the recovery, wages are starting to trend upwards, with 2.5 percent annual growth reported by the Bureau of Labor Statistics in December. With much of San Diego's job growth occurring in relatively low-paying sectors, wage growth will be critical, as residents cope with rising housing costs.

The regional economy has diversified and matured over the past 75 years, from a military-focused city where 70 percent of jobs in the local economy were in traditional sectors (e.g., Military, Manufacturing, Construction, Finance, and Retail and Wholesale Trade). Today only about 39 percent of jobs are in traditional sectors, and no sector accounts for more than 15 percent of the regional economy.

Several sectors are economic drivers, specifically Tourism, the Military, and the "Innovation" sector, which together make up 33 percent of the regional economy. San Diego is routinely listed as the top domestic travel destination, and San Diego's Hospitality sector grew four times as fast as our overall economy during the past 27 years. Nearly 35 million visitors come to San Diego annually, and they bring almost \$10 billion into the regional economy.

The military is pivoting toward Asia and has committed to San Diego, as have many military contractors, like General Dynamics NASSCO and ViaSat. During the next few years more ships will be berthed in San Diego and billions of dollars will be invested by the Navy in infrastructure. The military also attracts \$8.4 billion in government contracts each year and supports 125,000 jobs locally. That means roughly 1 of every 11 San Diegans is directly employed by the military or Department of Defense. Many of these jobs are highly skilled, and all generate indirect employment in many other sectors throughout the economy.

Innovation will continue to drive the regional economy, with forward-looking technologies and massive growth potential from companies like QUALCOMM (mobile phone technology), Illumina (DNA sequencing), and ESET (cybersecurity). During the past 25 years, San Diego's Innovation sector has posted a growth rate ten times that of the rest of the economy, now representing roughly 12 percent of our local economy, and it employs almost 170,000 people in high-paying jobs. The Innovation sector itself also is diverse, featuring Information and Communication Technology, Biotechnology and Biomedical, Aerospace and Navigation, and CleanTech. San Diego is the most patent-intensive region in the United States, the top destination for National Institutes of Health research funding, first in life-sciences laboratory space, and one of the best places in the United States to launch a start-up.

San Diego also fares well in industries like Health Care, Education, and Government. These sectors are generally population-driven (rising in tandem with population) and, together with the economic driver sectors, have proven through the Great Recession to be less affected by economic cycles. Together these recession-resilient sectors account for nearly 60 percent of the San Diego region's economy.

While the structure and short-term outlook for the San Diego economy are positive, there are concerns. Of course, national and international conditions could deteriorate, but beyond that the local economy is challenged by high housing costs, coupled with sluggish wage growth. This creates a situation that could lead to reduced spending on taxable items in the shorter term, and could potentially become a drag on economic growth in the longer term. High housing costs can be a deterrent to young, skilled employees that might otherwise remain in or move to San Diego, and hinder the educational opportunities of young workers that do stay. If firms cannot find enough skilled workers at reasonable wages, they could choose to leave. And as the population of San Diego is expected to get older, attracting and retaining younger workers is critical, as is the ability to provide younger residents with educational opportunities.

Current Funding Environment

Taking into account these broader economic conditions, SANDAG has conducted the following analysis of funding trends:

Local Sales Tax Revenue – Taxable retail sales over the last four quarters (December 2016 – December 2017) increased 4.0 percent, which is strong and exceeds the 2.7 percent budgeted increase, but below the 4.3 percent California average. The trend away from brick-and-mortar retail to online sales, as well as spending shifts toward non-taxable items, have been a drag on local retail sales, with restaurant and construction sales making up for slower growth elsewhere. However, in light of the decline in the unemployment rate, increase in labor force, and small uptick in wages since last year, taxable sales can be expected to remain steady as consumer confidence and economic status improve. The FY 2018 forecast estimated *TransNet* collections at approximately \$292 million, and we are on pace for that. For FY 2019, approximately \$301 million in collections is forecast, an increase of 3 percent.

Federal and State Revenue

Federal recurring revenues comprise the remainder of the flexible annual funding for the Overall Work Program (OWP), with a portion of federal formula funds supporting capital projects as well. The current revenue projections represent an increase of approximately 2.5 percent based on preliminary estimates received from the state and federal governments (which are subject to both the state and federal governments approving annual budgets). The Fixing America's Surface Transportation Act (FAST Act) authorized a general increase in transportation funding of nearly 5 percent. Actual appropriation of Metropolitan Planning Organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

Federal formula funds for capital projects are expected to grow at the same general rates authorized in the FAST Act. Senate Bill 1 (SB 1) (Beall, 2017) was signed into law on April 28, 2017, and is expected to provide \$5.4 billion statewide annually over the next decade to fix California's transportation system. SANDAG and the transit agencies are eligible for formula funds under several of the new SB 1 programs that include planning, operations, and capital funding. SANDAG is expecting approximately \$1 million in formula funds from the Sustainable Communities grants program for the FY 2018-2019 funding cycle.

Other Revenue and Grants

Dedicated grants, enterprise revenue, and ongoing multi-year state and federal grant programs provide funding for other projects and programs in the OWP, Capital, and Regional Operations budget components. In particular, SANDAG and the transit agencies are eligible for discretionary funds under many of the new SB 1 programs, with awards expected to be made in Spring 2018. Per direction by the Board of Directors, SANDAG has submitted multiple applications for several major capital projects under the various SB 1 programs. These funds are not included in the FY 2019 Program Budget. Budget amendments to add any SB 1 capital project grant funds would be brought to the Board pending notification of successful award.

With estimated growth rates of 6.5 percent and 4 percent, respectively, the outlook for the I-15 Express Lanes and SR 125 toll road revenue appear robust enough to continue to fund these operations well into the future. Congestion Management and Air Quality and Department of Motor Vehicles call box revenue provide the remaining funding for the TDM and ITS programs.

Local and federal agencies continue to supply dedicated grant funding for SANDAG Applied Research functions, which include criminal justice research, economic analysis, and demographic forecasting.

Member assessments, user fees, and discretionary grants from the Department of Justice continue to provide sufficient funding for Automated Regional Justice Information System (ARJIS) activities.

Contingency Reserve

The ending balance of the agency's uncommitted Contingency Reserve as of December 31, 2017, was approximately \$7.99 million. Recent approved uses of Contingency Reserve funds, including AB 805 implementation expenses, Executive Director recruitment efforts, and the 2050 Regional Transportation Plan settlement, have reduced the balance down to \$6.04 million, representing approximately 13 percent of the FY 2018 OWP Budget, which exceeds the minimum target of 10 percent as required by SANDAG Board Policy No. 030: Contingency Reserve Policy. In addition, consistent with Board Policy, recommended levels of contingency reserves for other SANDAG programs, including the SR 125 Toll Road, Motorist Aid-Call Box, I-15 *FasTrak*®, ARJIS, Administrative Services, and Capital Program, have been developed. Projections of fund balances can be found in Chapter 12 of this Program Budget.

LOCAL, STATE, TRIBAL, AND FEDERAL AGENCY COORDINATION AND PARTICIPATION

SANDAG recognizes the value of working collaboratively with tribal governments, and local, state, and federal agency staff to achieve regional goals. Agency consultation, cooperation, and coordination with major regional, state, tribal, and federal work efforts are carried out primarily through area-wide clearinghouse responsibilities, as outlined in state law. The Governor has designated SANDAG as the sole state and federal grant clearinghouse for the San Diego region. Through working agreements with local, state, tribal governments, and federal agencies, SANDAG, serving as the consolidated agency, and its member local governments have the opportunity to ensure the consistency of individual agency plans and programs regionwide.

This approach means better coordination and assurance of the best local technical expertise available. It also results in plans that more accurately reflect local needs and foster support when completed. Many of the work elements outlined in this Program Budget use working groups and task forces composed of residents, special interest groups, and community organizations with local, state, and federal staff participation.

PUBLIC INVOLVEMENT

The SANDAG regional work program is based upon the premise that “the goals for planning originate with the people.” SANDAG uses a mix of committees, working groups, public hearings, workshops, surveys, web-based information, social media, and publications to inform, gauge, and respond to public concerns regarding regional issues. The direct involvement of residents and organizations representing all segments of the population, including outreach efforts to traditionally underrepresented and underserved populations, such as the elderly, disabled, low-income, and minority (i.e., Black, Hispanic, Asian American, American Indian/Alaskan Native, and Pacific Islander), are encouraged to ensure that plans and programs reflect the diverse interests within the region.

SANDAG public outreach efforts are guided by SANDAG Board Policy No. 025: Public Participation/Plan Policy, which is available at sandag.org/legal, and the agency’s Public Participation Plan (PPP), which is available at sandag.org/ppp.

The SANDAG PPP establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and program funding. The strategies and tactics outlined in the plan guide the agency’s public outreach and involvement efforts for highway projects; transit fare changes and construction; smart growth, environmental review, and planning efforts; growth forecasts; the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP); Tribal Consultation; and other initiatives. The PPP addresses Title VI and related nondiscrimination requirements, and reflects the principles of social equity and environmental justice. Included in the PPP are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The PPP also fulfills various state and federal public involvement requirements. It reflects the agency’s commitment to public participation and involvement to include all residents and stakeholders in the regional planning process.

The PPP was created in 2009 and updated in 2012. In FY 2018, the agency will conducted a fresh round of public outreach to update the PPP. The goal is to ensure the latest technologies and best practices are incorporated into the daily work of SANDAG so that the members of the public from all walks of life have the opportunity to weigh in on projects, programs, and policies and are informed about how agency work efforts affect them. SANDAG communicates with residents and groups through an array of websites: sandag.org, KeepSanDiegoMoving.com, SDForward.com, iCommuteSD.com, ShiftSanDiego.com, GObyBIKEsd.com, 511sd.com, and SBXthe125.com. In FY 2019, SANDAG also will begin the process to redesign the sandag.org website to make it more user-friendly.

Besides websites, SANDAG communicates with the public through the news media, social media channels (Facebook, Twitter, Instagram, and YouTube), agency publications, community meetings and public workshops, email blasts and newsletters, telephone hotlines, signage, videos, partnerships with community-based organizations, and special presentations. Newsletters, report summaries, and news releases are used to present technical and policy issues in plain terms to a broad audience. Through the SANDAG Speakers Bureau, staff members regularly make presentations about specific issues to local community, civic, and business groups. Additional information regarding individual topics and copies of full reports are available through the agency’s Public Information Office or via the SANDAG website at sandag.org.

FEDERAL CERTIFICATION PROCESS

Federal metropolitan transportation planning regulations require that SANDAG annually certify that its planning process is being carried out in conformance with all applicable federal requirements. In essence, the certification finding is based upon several factors. The agency must be officially designated as the MPO for the San Diego region.¹ SANDAG must have an adopted RTP,² RTIP,² and OWP² that meet the necessary federal requirements. Finally, the RTP and RTIP must be found to be consistent with the regionally adopted air quality plan.²

As the basis for determining the adequacy of compliance, SANDAG provides to Caltrans and maintains file copies of the appropriate documents and endorsements. Annually, as a part of the Program Budget and OWP adoption process, the Board of Directors makes the required certification finding, which is transmitted to Caltrans, Federal Highway Administration, and Federal Transit Administration. Caltrans notifies SANDAG if there are any deficiencies in the planning process, which would result in conditional certification. In such a case, the corrective actions and the date by which they must be taken are specified in an agreement between SANDAG and Caltrans.

SANDAG PROGRAM BUDGET

The SANDAG Program Budget is a comprehensive financial summary of all of the activities of the organization. The Capital Improvement Program is the largest component of the Program Budget, directly resulting from state legislation that made SANDAG the responsible agency for construction of major regional transit facilities. The *TransNet* Program itemizes the funds SANDAG manages as the administrator of the *TransNet* Extension. Other components detailed in this document include the Administrative Budget, the Board of Directors Budget, Member Agency Assessments, and Regional Operations and Services.

The OWP is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year (July 1, 2018, through June 30, 2019). The OWP reflects consideration of the regional goals and objectives to be accomplished over the coming years. It provides a list of projects to be done in the region, which conforms to state and federal requirements, and is considered necessary by locally elected officials and the residents they represent. The OWP includes a summary of local, state, and federal funding sources to support these work efforts.

¹23 U.S.C. 134, 49 U.S.C. 1607

²Sec. 174 and 176(c) and (d) of the Clean Air Act

How does SANDAG use the Program Budget as a management tool?

The annual Program Budget outlines the proposed work activities and serves as a management tool for policy advisory committees, working groups, and staff. It provides local and state agencies a focal point for improving regional coordination and reducing duplication of work efforts at all levels. As part of the process, SANDAG will monitor its effectiveness in achieving the objectives outlined in the Program Budget and OWP. By developing and updating Program Budget annually, and throughout the year as necessary, SANDAG improves its ability to identify the needs of the region and the specific programs to meet those needs.

How do residents, policymakers, and other officials use the Program Budget?

The adopted Program Budget becomes a blueprint of those agreed-upon regional programs and projects to be conducted during the fiscal year. It is the reference used by residents, elected officials, and planners throughout the year to understand SANDAG objectives and how they will be met through the regional comprehensive planning process.

How can you obtain a copy of the Program Budget document?

The Program Budget is available at sandag.org under "About SANDAG – Work Program and Budget" or by calling the Public Information Office at (619) 699-1950. The SANDAG website includes: a brief summary of the agency's functions and its history; the current list of Board of Directors and the agencies they represent; directions to get to the Downtown San Diego office; transportation, regional planning, and public safety information; interregional planning efforts; budgets from previous years; regional information systems; and information about the SANDAG Service Bureau. There is up-to-date information concerning meeting agendas, requests for consultant proposals, public workshops, and any job openings at the agency. SANDAG publications, reports, and most SANDAG demographic and economic data, along with geographic information system layers and interactive mapping applications, can be accessed from the website.

COMPONENTS OF THE PROGRAM BUDGET

OWP. The OWP documents all regional planning and program management efforts, and shows how they will be paid for using eligible for local, state, and federal planning funds.

Regional Operations and Services. Management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services to the region. Provide maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region.

Administrative Budget. The indirect administrative expense budget provides for the general services necessary to produce agency programs and activities.

Board Budget. Budgeted expenses relating to the functions of the Board of Directors.

Capital Program. The Capital Budget is detailed in Chapter 9 and includes the multi-year *TransNet* Early Action Program (EAP) as well as transit and other capital improvements for which SANDAG has the implementing authority. Many of the EAP Projects are done in conjunction with Caltrans, with their expenditure plan and funding shown separately within each project. The proposed Capital Budget continues the Board's goal of implementing the *TransNet* EAP and accelerating projects wherever possible. The proposed FY 2019 Capital Budget is funded with local, state, and federal revenues, including *TransNet* bond proceeds.

***TransNet* Program.** As regional administrator of *TransNet* funds, SANDAG manages and administers funding for administration; Independent Taxpayer Oversight Committee; Bicycle, Pedestrian, and Neighborhood Safety Program; Major Corridors Program; Environmental Mitigation Program; Bus Rapid Transit/Rail Operations Program; Transit System Improvement Program (including providing for senior and Americans with Disabilities Act-related services); Local System Improvement Program (Local Street and Road formula funds); and Smart-Growth Incentive Program.

Member Agency Assessments. As members of SANDAG, the 18 cities and county government are assessed a fee according to population as a means to fund the Board expenses, criminal justice clearinghouse reporting, and other regional planning efforts.

FY 2019 PROGRAM BUDGET
REVENUE AND EXPENDITURE SUMMARY

		Regional Capital Projects*:							
Line Item No.	Description	OWP Projects	Regional Operations and Services	SANDAG	Caltrans and Other Local Agencies	TransNet Program	Board Budget; Administrative Reserve	Total Program Budget	Chapter Reference
REVENUE SUMMARY									
1	Federal Grants	\$ 20,574,419	\$ 906,184	\$ 142,943,600	\$ 129,850,000	\$ -	\$ -	\$ 294,274,203	3, 4, and 9
2	State Grants	5,046,086	9,468,441	27,515,000	81,957,000	-	-	\$ 123,986,527	3, 4, and 9
3	TransNet Sales Tax Revenue	-	-	-	-	300,896,616	-	\$ 300,896,616	8
4	Interfund TransNet Transfers (including debt proceeds)	5,048,204	1,328,831	445,940,000	32,895,000	-	235,000	\$ 485,447,035	3, 4, 7, and 9
5	Transportation Development Act Funds	9,976,487	-	3,562,300	-	-	-	\$ 13,538,787	3 and 9
6	Member Agency Assessments	532,028	1,938,003	-	-	-	235,000	\$ 2,705,031	3, 4, 7, and 10
7	Other Local Funds	2,864,951	53,765,176	42,743,000	7,200,000	-	-	\$ 106,573,128	3, 4, and 9
8	Interest Income	-	-	-	-	7,392,917	-	\$ 7,392,917	8
TOTAL REVENUES		\$ 44,042,175	\$ 67,406,635	\$ 662,703,900	\$ 251,902,000	\$ 308,289,533	\$ 470,000	\$ 1,334,814,243	
EXPENDITURE SUMMARY									
9	Direct Personnel Costs	\$ 17,394,201	\$ 9,781,765	\$ 12,610,454	\$ -	\$ -	\$ -	\$ 39,786,420	3, 4, and 9
10	Administrative (Indirect) Costs	7,512,909	705,071	5,843,247	-	-	125,000	\$ 14,186,227	3, 4, 7, and 9
11	Direct Project Costs	17,234,354	55,830,195	644,250,199	251,902,000	-	-	\$ 969,216,749	3, 4, and 9
12	Board Related Functions	-	-	-	-	-	345,000	\$ 345,000	7
13	Pass-Through Expenditures	1,900,711	1,089,604	-	-	-	-	\$ 2,990,315	3 and 4
14	TransNet:								
15	TransNet Administrative Allocations	-	-	-	-	3,008,966	-	\$ 3,008,966	8
16	TransNet Bicycle, Pedestrian, & Neighborhood Safety	-	-	-	-	6,017,932	-	\$ 6,017,932	8
17	TransNet Independent Taxpayer Oversight Committee	-	-	-	-	399,019	-	\$ 399,019	8
18	TransNet Major Corridors Program	-	-	-	-	123,583,576	-	\$ 123,583,576	8
19	TransNet New BRT/Rail Operations	-	-	-	-	23,609,127	-	\$ 23,609,127	8
20	TransNet Transit System Improvements	-	-	-	-	48,092,665	-	\$ 48,092,665	8
21	TransNet Local System Improvements	-	-	-	-	96,185,331	-	\$ 96,185,331	8
22	Allocable Interest	-	-	-	-	7,392,917	-	\$ 7,392,917	8
TOTAL EXPENDITURES		\$ 44,042,175	\$ 67,406,635	\$ 662,703,900	\$ 251,902,000	\$ 308,289,533	\$ 470,000	\$ 1,334,814,243	

Notes to Line Items

- 1, 2 Multiple grant sources - see Program Revenues in Chapter 3 and 4 and Funding Sources in Chapter 9.
TransNet is both a funding source and a programmed expenditure on Administrative Allocations; Bicycle, Pedestrian, and Neighborhood Safety; Independent Taxpayer Oversight Committee; Major Corridors Program; New Major Corridor Transit Operations; Public Transit Improvements; and Local Street Improvements Program.
- 3,4 TransNet sales tax revenue shown at 100 percent of receipts; not net of interfund transfers, which are itemized on Line 4.
- 6 Member Agency Assessments are the total of member assessments resulting from SANDAG membership (\$547,426), Criminal Justice Clearinghouse (\$219,602), and ARJIS (\$1,938,003) = \$2,705,031. See Chapter 10.

* FY 2019 Capital projects include \$28 million of expenses that are not funded. This table reflects fully funded expenses.

Chapter 2



Detailed Work Element Descriptions

OVERALL WORK PROGRAM PROJECT DESCRIPTIONS

The project descriptions contained in this chapter address the specific planning activities for each work element. Tasks, products, and completion dates are identified to indicate how and when the stated work element objectives will be accomplished. For each project, prior year expenditures and funding is shown, as well as the 2019 proposed budget. For those projects that span multiple years in scope and funding, the multi-year total budget is provided. Progress on each task and product is monitored throughout the year. The percent of effort approximates the portion of the project budget or project work effort necessary to accomplish each significant task.

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CHAPTER 2.1

MODELING AND RESEARCH

Develop centers of excellence including data governance and management; and employ technologies, methodologies, and models to enhance the effectiveness of agency research and analysis, equipping SANDAG to provide comprehensive assessments of complex policy and operational issues, today and into the future.

WORK ELEMENT: 2300000 Transportation Analysis and Modeling
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$1,415,400	\$1,293,338	\$1,567,671
Other Direct Costs	\$52,639	\$67,100	\$131,309
Materials and Equipment	\$0	\$50,000	\$0
Contracted Services	\$617,284	\$994,500	\$605,000
TOTAL	\$2,085,323	\$2,404,938	\$2,303,980
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$345,000	\$225,000	\$350,000
FTA (5307) Transit Planning	\$1,000,000	\$1,000,000	\$1,039,741
TDA Planning/Administration	\$740,323	\$628,938	\$319,239
TDA Planning/Administration – Carryover from Previous Year	\$0	\$201,000	\$500,000
SANDAG Contingency Reserve Fund	\$0	\$325,000	\$0
SANDAG Service Bureau Fees	\$0	\$25,000	\$95,000
TOTAL	\$2,085,323	\$2,404,938	\$2,303,980

OBJECTIVE

The objectives of this work element are to ensure the SANDAG regional transportation model reflects the current and future needs of the region, uses the most current observed travel behavior, and compares closely to observed traffic and transit counts. To achieve these objectives, this work element seeks to: (1) update the existing and future transit, highway, and active transportation modeling networks; (2) provide continuous quality control of the travel demand modeling process, input data, and output results; (3) integrate new travel information; (4) apply new procedures to address applicable laws, regulations, guidelines, and policies for conducting transportation forecasting and to remain compatible with state air quality programs; and (5) prepare for the needs of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan). Emphasis in FY 2019 will be on updating documentation, improving quality control measures, and streamlining model procedures to reduce model runtime and complexity.

PREVIOUS ACCOMPLISHMENTS

SANDAG has been making continuous improvements to the Activity-Based Model (ABM) since 2013. Recent improvements include incorporating travel time reliability, adjusting the model to match the behavior in the new 2016/2017 Household Travel Survey and the 2015 On-Board Transit Survey, and calibrating the model for other local conditions such as military bases, beaches, and the new Cross Border Xpress (CBX) airport terminal.

JUSTIFICATION

SANDAG is required by state and federal law to have a transportation model that addresses the planning needs of the region and can be used for air quality conformity determinations, including those related to California Senate Bill 375 (Steinberg, 2008). These laws require the transportation model assumptions and data to be current and to properly reflect the associated behavior in making travel choices. The transportation model must be validated, properly documented, and as transparent to the public as possible.

PROJECT MANAGER: Rick Curry, Data Research Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	10	Task Description: Coordinate transportation model development to ensure integration of the needs of the Overall Work Program, Service Bureau, Caltrans, and local jurisdictions. Modify transportation model code to coordinate with new model software releases, new state or federal laws, new standards for Federal Transit Administration New Starts, and meet standards for the Regional Transportation Improvement Program, 2019 Regional Plan, and air quality conformity. Product: Updated model code with changes reported by version release and bimonthly regional modeling meeting agendas Completion Date: 6/30/2019
2	20	Task Description: Re-estimation of the ABM using the 2016/2017 Household Travel Survey and 2015 On-Board Transit Survey. Includes incorporation of a model component that predicts the type of transit pass ownership such as a monthly pass or discounted student or senior transit pass. Product: Updated ABM parameters and code, transit pass holder model Completion Date: 6/30/2019
3	10	Task Description: Maintain transportation geographic information system (GIS) networks. Product: Updated transit, highway, and active transportation GIS networks Completion Date: 6/30/2019
4	10	Task Description: Implement a software solution for regional traffic counts. Product: Regional traffic count database system Completion Date: 6/30/2019
5	5	Task Description: Update transportation model documentation, website, Traffic Forecast Information Center, and other communication materials. Product: Documentation and website updates Completion Date: 6/30/2019
6	10	Task Description: Update and implement new quality control measures for transportation model runs. Product: Quality control guidelines, checks, and code Completion Date: 6/30/2019
7	5	Task Description: Collaborate with other metropolitan planning organizations (e.g. Metropolitan Transportation Commission, Puget Sound Regional Council, and others) to enhance a common ABM code base (software platform is named ActivitySim: https://udst.github.io/activitysim/) with new features. Product: Updated ActivitySim code Completion Date: 6/30/2019
8	10	Task Description: Develop new procedures for range-based analysis of model results. Product: Updated model code and procedures Completion Date: 6/30/2019
9	10	Task Description: Maintain ABM model, optimize process and improve software performance. Product: Improved ABM software and processes Completion Date: 6/30/2019
10	10	Task Description: Maintain travel model databases and improve reporting systems. Product: Database and reporting improvements Completion Date: 6/30/2019

FUTURE ACTIVITIES

SANDAG is planning to update the core software of the ABM to a version being developed through an open source multi-agency collaboration. During the update SANDAG will re-estimate the model to reflect the behavior in the 2016/2017 Household Travel Survey, 2015 On-Board Transit Survey, and a CBX survey planned for in FY 2019.

WORK ELEMENT: 2300400 Economic and Demographic Analysis and Modeling
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$701,472	\$722,268	\$1,189,026
Other Direct Costs	\$18,780	\$18,000	\$46,000
Materials and Equipment	\$5,757	\$20,000	\$0
Contracted Services	\$42,092	\$0	\$90,000
TOTAL	\$768,101	\$760,268	\$1,325,026
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$626,310	\$673,000	\$1,000,000
TDA Planning/Administration	\$141,791	\$87,268	\$325,026
TOTAL	\$768,101	\$760,268	\$1,325,026

OBJECTIVE

The objective of this work element is to maintain and improve land use, demographic, and socioeconomic modeling systems, which are used in the development of the regionwide and subregional forecasts, yearly population and housing estimates, policy analysis, and scenario development in support of regional planning. Emphasis in FY 2019 will be on completing the modeling efforts to replace the Demographic and Economic Forecasting Model with the new modeling system and to create a process where the production of the yearly population, housing, and employment estimates are merged with the production of the socioeconomic growth forecast.

PREVIOUS ACCOMPLISHMENTS

Published 2016 population, housing, and income estimates for the region. Refined data and methodology to be used in the new modeling system. Produced subregional jobs and employment data. Created the regional and subregional forecasts that will be used in San Diego Forward: the 2019-2050 Regional Plan (2019 Regional Plan).

JUSTIFICATION

Regional planning activities, which include the 2019 Regional Plan, the Regional Housing Needs Assessment (RHNA), Service Bureau jobs, and a wide range of other state- and federally-mandated planning efforts performed by SANDAG and other entities, all require, and heavily rely on, accurate, detailed, and comprehensive regional socioeconomic information, which is generated by the modeling system referenced in the objective of this work element. This work element also supplies data and analytical support to other departments within SANDAG and to public and private clients outside of the agency. This includes servicing direct requests received for information and disseminating data via an online platform (DataSurfer).

PROJECT MANAGER: Rachel Cortes, Data Research Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Regional Planning Technical Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Maintain socioeconomic input data (e.g. vital statistics, migration) for use in the population and housing estimates and socioeconomic forecast. Product: Current socioeconomic input data Completion Date: 9/30/2018
2	15	Task Description: Produce annual population and housing estimates for use in economic, land use, transportation studies and Service Bureau projects. Product: Population and housing estimates Completion Date: 12/31/2018
3	5	Task Description: Publish demographic profiles for standard geographic areas on the DataSurfer.sandag.org website. Product: Demographic profiles Completion Date: 1/31/2019
4	5	Task Description: Produce annual employment estimates for use in economic, land use, transportation studies, and Service Bureau projects. Product: Employment estimates Completion Date: 4/30/2019
5	30	Task Description: Produce annual socioeconomic forecast integrated with the short-term economic forecast for the San Diego region. Product: Integrated annual socioeconomic forecast Completion Date: 6/30/2019
6	5	Task Description: Maintain comprehensive technical and user model documentation for economic and demographic analysis and modeling products. Product: Model documentation Completion Date: 6/30/2019
7	15	Task Description: Provide socioeconomic and land use inputs to travel demand model. Product: Socioeconomic and land use inputs Completion Date: 6/30/2019
8	10	Task Description: Provide support to internal and external users of land use, economic, and demographic data. Product: Support to internal and external data users, including outreach and training Completion Date: 6/30/2019
9	10	Task Description: Perform alternatives analysis for the 2019 Regional Plan and its Environmental Impact Report (EIR). Product: Alternatives analysis Completion Date: 6/30/2019

FUTURE ACTIVITIES

Publish 2017 population, housing, and income estimates for the region. Update subregional jobs and employment data. Integrate the programming that produces the population and housing estimates, the population, jobs, and housing forecasts, and the synthetic population model. Support SANDAG efforts to complete the 2019 Regional Plan, including providing data for the EIR and for the RHNA.

WORK ELEMENT: 2300600 Data Solutions and GIS for Research, Planning, and Project Delivery
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$286,151	\$331,070	\$715,437
Other Direct Costs	\$127,270	\$81,990	\$237,500
Contracted Services	\$0	\$0	\$50,000
TOTAL	\$413,421	\$413,060	\$1,002,937
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$270,737	\$330,000	\$312,166
TDA Planning/Administration	\$117,684	\$83,060	\$190,771
TDA Planning/Administration – Carryover from Previous Year	\$0	\$0	\$500,000
FHWA Strategic Highway Research Program	\$25,000	\$0	\$0
TOTAL	\$413,421	\$413,060	\$1,002,937

OBJECTIVE

The objectives of this work element are to: (1) acquire, create, update, document, maintain, and disseminate data that supports a wide range of agency goals, objectives, plans, and projects; (2) coordinate the implementation of standards, strategies, and tools that support agency data governance objectives and departmental data delivery needs; and (3) maintain and support SANDAG enterprise data delivery systems and Geographic Information Systems (GIS) platform. Emphasis in FY 2019 will be on implementing key strategies identified in the SANDAG Plan of Excellence by: (1) developing and implementing the Data Acquisition and Management Strategic Plan; (2) implementing standards and best practices for accessing, disseminating and visualizing data; (3) ensure Quality Assurance and Quality Control (QA/QC) procedures are followed throughout the data acquisition, maintenance, input/output, and dissemination lifecycle; and (4) maintaining secure, accessible, state-of-the-art data centers to support the SANDAG suite of economic, demographic, transportation, and GIS models and tools.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include: (1) performing an inventory, assessment, and documentation of data and application workflows that support economic, demographic, and transportation modeling technical requirements; (2) coordinating with the Operations and Data Research team on the development and implementation of the Data Governance and Information Technology Strategic Plans; (3) acquisition of 2017 regional aerial and oblique imagery through a partnership with 31 local entities; (4) published imagery services in the public domain; (5) acquisition of Light Detection and Ranging (LiDAR) elevation data for the eastern portion of the region, which was merged with data from two previous projects resulting in a new, high resolution seamless elevation dataset; (6) published elevation data services in the public domain; (7) migration of GIS server infrastructure and all data services to a new physical server, resulting in consolidation of operations, and reduction of overhead; (8) acquisition of regional building footprint data and integration into the SPACECORE land inventory system; (9) led the Data Standards and Tools Center of Excellence (COE) and began implementation of action items; (10) development of the Data and Analysis Request Form system to track data requests, supporting QA/QC and transparency goals and objectives; and (11) supported the SANDAG GIS platform, including updates to enterprise GIS data, development of GIS data services and web applications, creation of models, tools and scripts to automate workflows and QA/QC processes, and provided end user technical support .

JUSTIFICATION

This work element ensures the agency has access to the most current, accurate, and relevant data, technology and tools to support a broad range of agency initiatives, including the development of the federally-required San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and the *TransNet* capital improvement program. This work element also supports the development of standards and tools related to the SANDAG 7-Point Data Accuracy and Modeling Work Plan, a component of the SANDAG Plan of Excellence.

PROJECT MANAGER: Pat Landrum, Data Research Department

COMMITTEE(S): None

WORKING GROUP(S): San Diego Regional GIS Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Develop the Data Acquisition and Management Strategic Plan to provide guidance, documentation, and tracking methods for all data managed by the Data Solutions team. Product: Data Acquisition and Management Strategic Plan Completion Date: 12/31/2018
2	50	Task Description: Manage the procurement, translation, loading, and dissemination of core datasets that support SANDAG goals and objectives. Product: Secure, accessible and up to date data supporting economic and demographic forecasting, transportation analysis and modeling, and GIS Completion Date: 6/30/2019
3	25	Task Description: GIS support for the Regional Transportation Plan. Activities include active transportation model network coding, analysis, and mapping to support the environmental impact report, performance metric analytics and evaluation, and coordination with Creative Services on the translation of GIS data to graphic formats. Product: GIS analysis, mapping, technical support, and oversight to support the 2019 Regional Plan development Completion Date: 6/30/2019
4	15	Task Description: Coordinate the management of the SANDAG enterprise systems that support spatial and non-spatial data, including SQL Server databases and associated tools, ArcGIS Server, and geodatabase systems that support multi-server, multi-user, and data warehousing environment. Product: Secure, reliable, and efficient hardware and software environments that house enterprise databases and tools; and GIS applications, data services, and tools accessed by staff through software systems and client interfaces Completion Date: 6/30/2019
5	5	Task Description: Implement standards, tools, and best practices for accessing, disseminating, and visualizing data through leadership of the Data Standards and Tools COEs. Coordinate with the QA/QC, Transparency and Program Management COEs to continue the ongoing implementation of the SANDAG 7-point Data Accuracy and Modeling Work Plan (a component of the SANDAG Plan of Excellence). Product: Data standards, tools, and best practices Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include: (1) the implementation of the Data Acquisition and Management Strategic Plan; (2) coordination with the Technology Solutions team to reconfigure and optimize database servers, and deploy standards-based development, staging, and production servers; (3) create SQL integration, analysis, and reporting services to facilitate improved performance, analytics, reporting, and business intelligence capabilities; (4) identification and implementation of standard tools and best practices to support analytics, visualization, and business intelligence needs; (5) maintain and enhance the Data and Analysis Request for toolset, including integration with the Peer Review Process; (6) development of the SPACECORE Project Management System to document and monitor data and editing workflows throughout the annual data update process; and (7) ongoing support of the SANDAG GIS platform, including updates to enterprise GIS data, development of GIS data services and web applications, creation of models, tools, and scripts to automate workflows and QA/QC processes, and providing end user technical support.

WORK ELEMENT: 2300700 Data Visualization, Dissemination, and Analysis Methods
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$360,351	\$276,838	\$247,591
Other Direct Costs	\$6,361	\$8,500	\$24,000
TOTAL	\$366,712	\$285,338	\$271,591

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$301,344	\$250,000	\$200,000
TDA Planning/Administration	\$65,368	\$35,338	\$71,591
TOTAL	\$366,712	\$285,338	\$271,591

OBJECTIVE

The objective of this work element is to provide analysis and visualization tools and processes to produce graphic products that help policymakers, stakeholders, and staff to better understand issues, make informed decisions, and communicate SANDAG efforts. Emphasis in FY 2019 will on: (1) coordinating map production for the San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and outreach efforts; (2) developing datasets for visualization products, including a regionwide 3D basemap; and (3) developing and implementing standard methodologies, best practices, and templates for analysis and display of data.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, SANDAG created and/or maintained several visualizations and/or embedded website content including Story Maps (*TransNet* Story Map interactive content and Environmental Mitigation Program Story Maps), interactive web maps, Geographic Information System (GIS) web applications, and large format maps. SANDAG also created the Freight Visualization Tool and performed upgrades to the Transportation Forecast Information Center, Parcel Lookup Tool, and Geographic Boundary Viewer. Border Imagery and Regional Land Use wall maps were updated.

JUSTIFICATION

Developing data dissemination strategies and visualization methods for SANDAG programs, plans (e.g., the 2019 Regional Plan), and projects helps to transform large and often complex geographic and statistical analyses into more understandable formats for planners, policymakers, and the public. This in turn supports improved communication and regional decision making. Having robust tools and processes for visualization in place allows SANDAG to leverage the agency's significant data assets into actionable information.

PROJECT MANAGER: Andrew Gordon, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): San Diego Regional GIS Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Produce visualizations, such as maps, graphics, charts, and animations to support SANDAG program objectives. Product: Visualization products to support the 2019 Regional Plan and a wide range of other SANDAG program objectives Completion Date: 6/30/2019
2	30	Task Description: Create and implement interactive Story Maps, web mapping applications, and geo-based visual content to support SANDAG program objectives. Product: Interactive Story Maps, enhanced, responsive GIS web mapping applications, and interactive geo-based content for internal SANDAG program areas, and public facing products and services Completion Date: 6/30/2019
3	15	Task Description: Research and implement 3D visualization strategies to support capital project delivery, operations, and outputs from the SANDAG suite of regional models. Product: Improved quality and accessibility of visualization products and services; and state-of-the-art web application development framework Completion Date: 6/30/2019
4	10	Task Description: Develop GIS models, procedures, and analyses to support the development and integration of large, complex datasets for use in visualization products. Product: Regional 3D basemap, GIS models, procedures, and analyses Completion Date: 6/30/2019
5	5	Task Description: Implement SANDAG Cartographic Standards and Visualization Strategies. Product: Updated cartographic and visualization standards, including web publishing components and templates Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include continuing to research, develop, and implement advanced data analysis methods, visualization tools, and strategies, including further exploration of improved 3D modeling and scenario building techniques, and developing visualization strategies and tools for Activity-Based Model output.

WORK ELEMENT: 2300900 Database Administration
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$430,278	\$626,992	\$495,390
Other Direct Costs	\$26	\$136,500	\$25,000
Contracted Services	\$114,870	\$85,000	\$65,000
TOTAL	\$545,174	\$848,492	\$585,390
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$312,273	\$680,000	\$500,000
TDA Planning/Administration	\$232,901	\$93,492	\$85,390
SANDAG Service Bureau Fees	\$0	\$75,000	\$0
TOTAL	\$545,174	\$848,492	\$585,390

OBJECTIVE

The objective of this work element is to administer the data centers that support the agency's modeling, forecasting, analysis, mapping, and visualization efforts. Emphasis in FY 2019 will be on formalizing the infrastructure for production, testing, and development of databases for the Data Research Department to ensure that database servers and data are managed in accordance with industry standards and best practices and to ensure data integrity and system security, while enhancing workflow efficiencies.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include: (1) hiring a database administrator; (2) beginning the development of agency data governance and management policies focused on data organization, management, security, and quality assurance; and (3) beginning work on agency-wide standards based on best practices for searching, updating, documenting, and disseminating data.

JUSTIFICATION

This work element supports the agency's data governance and information technology strategic plan that is a key component of the agency's Plan of Excellence.

PROJECT MANAGER: Ray Major, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Implement departmental data governance and management policies focused on data organization, management, security, and quality assurance. Product: Departmental data management processes and policies Completion Date: 12/31/2018
2	30	Task Description: Manage the department's testing, staging, and production databases, ensuring security, accessibility, and efficient data delivery. Improve data integration, analysis, and reporting capabilities by developing tools, scripts, and methods for loading, extracting, and disseminating data. Support the development of enhanced data portals and dashboards such as Data Surfer to improve accessibility and ease of use for searching and retrieving data. Product: Database infrastructure and supporting tools Completion Date: 6/30/2019
3	10	Task Description: Manage tasks for database administration and maintenance. Product: Project management plan and quarterly reports Completion Date: 6/30/2019
4	10	Task Description: Provide technical support to other divisions within the agency. Product: Ongoing support Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to manage databases and coordinate with future implementation efforts of the agency's data governance and information technology strategic plan and data-related centers of excellence.

WORK ELEMENT: 2301100 Transportation Surveys and Other Primary Data Collection
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$172,319	\$147,607	\$382,979
Other Direct Costs	\$395	\$2,600	\$5,100
Contracted Services	\$1,509,883	\$290,000	\$522,500
TOTAL	\$1,682,597	\$440,207	\$910,579
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$544,800	\$250,000	\$295,000
TDA Planning/Administration	\$387,797	\$12,671	\$522,685
SANDAG Contingency Reserve Fund	\$750,000	\$0	\$0
TDA Planning/Administration – Carryover from Previous Year	\$0	\$165,000	\$0
TransNet Administration (1%)	\$0	\$12,536	\$92,894
TOTAL	\$1,682,597	\$440,207	\$910,579

OBJECTIVE

The objective of this work element is to conduct surveys and other primary data collection for regional transportation and transit planning purposes and transportation model development. Emphasis in FY 2019 will be on gathering data related to travel-related border policies and how people choose where they live in relation to work.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include the completion of the 2016/2017 Household Travel Behavior survey, 2015 Onboard Transit Passenger survey, and before/after surveys for the Mid-City and Interstate 15 *Rapid* service.

JUSTIFICATION

SANDAG is committed to improving the agency's modeling tools and collecting data to inform planning efforts that are not available from any other source (e.g., onboard transit passenger data, household travel behavior information). Two gaps in data will be filled this year. First, cross border travel information will be collected as part of the agency's core function to evaluate border policies. Second, two critical model upgrades will be possible resulting in reasonable and realistic projections of regional household demographic and socioeconomic characteristics.

PROJECT MANAGER: Darlanne Mulmat, Data Research Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	10	Task Description: Complete Transit Public Opinion Study. Product: Report summarizing results and data files Completion Date: 12/31/2018
2	10	Task Description: Provide agency support for survey needs throughout the year (as needed), incorporating lessons learned from national best practices. Product: Survey instruments, data, reports, and minutes from meetings, including Transportation Research Board annual meeting Completion Date: 6/30/2019
3	35	Task Description: Conduct and manage Household Demographic Transitions Survey Product: Survey report and data files Completion Date: 6/30/2019
4	5	Task Description: Participate in the cooperative household travel behavior survey effort with Metropolitan Transportation Commission, Southern California Association of Governments, and Sacramento Area Council of Governments to leverage economies of scale for future household travel behavior survey projects Product: Research design and survey instruments Completion Date: 6/30/2019
5	35	Task Description: Conduct and manage the cross-border travel behavior survey Product: Survey report and data files Completion Date: 6/30/2019
6	5	Task Description: Prepare and disseminate Request for Proposals (RFP) for Onboard Transit Passenger Survey Product: RFP Completion Date: 6/30/2019

FUTURE ACTIVITIES

Transportation studies that support regional transportation and transit planning programs and modeling efforts will continue to be an important part of the work program in future years to maintain the quality of the information used to inform the agency's various planning and capital development functions.

WORK ELEMENT: 2301200 Regional Economic and Finance Services and Research Services
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$428,364	\$386,993	\$508,525
Other Direct Costs	\$897	\$0	\$27,000
Contracted Services	\$1,900	\$10,000	\$20,000
TOTAL	\$431,161	\$396,993	\$555,525
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$344,928	\$315,000	\$430,000
TDA Planning/Administration	\$86,233	\$81,993	\$125,525
TOTAL	\$431,161	\$396,993	\$555,525

OBJECTIVE

The objectives of this work element are to: (1) provide economic and fiscal analysis to support the SANDAG programs and projects; (2) develop economic data and analytical techniques for use in SANDAG programs and projects; (3) periodically update economic research reports; and (4) provide technical assistance and support to local jurisdictions, economic development organizations, and other agencies to address issues that affect the regional and local economies as well as municipal budgets and financial conditions. Emphasis in FY 2019 will be on continuing to provide as-needed assistance across SANDAG in preparation of financial reports, analysis for grant applications, and development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) as resources permit.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include: (1) completion of economic analysis for San Diego Forward: The Regional Plan including new measures of economic effects; (2) completion of the Traded Industry Cluster Data Update; (3) continued support and analysis for SANDAG projects and programs such as the *TransNet* Department, Transportation Investment Generating Economic Recovery grant applications, and the Mid-Coast Corridor Transit Project; (4) several "INFO" reports on subjects of public interest; and (5) technical assistance and support to local jurisdictions, economic development organizations, and other agencies.

JUSTIFICATION

Understanding the San Diego economy is critical for making intelligent transportation investments, and virtually every group in SANDAG needs economic data, analysis, guidance, or knowledge at times. This work element is to support those projects, as well as conduct the original economic analysis and data gathering that SANDAG requires. The tasks listed below support a metropolitan planning process that supports the economic vitality of the San Diego region, and promotes consistency between transportation improvements and state and local planned growth and economic development patterns.

PROJECT MANAGER: Jim Miller, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Support SANDAG programs and projects by providing economic and fiscal research and analysis. Projects and programs supported include grant applications, the 2019 Regional Plan, <i>TransNet</i> Program, Finance, Operations, Regional Growth Forecast, performance monitoring, and others, as needed. Product: Research, benefit-cost analysis, revenue estimates, presentations, and internal memos, etc., as needed Completion Date: 6/30/2019
2	25	Task Description: Support, update, and maintain economic data and tools necessary for SANDAG programs and projects. Product: Databases, presentations, methods, and sources of economic information Completion Date: 6/30/2019
3	15	Task Description: Update economic reports. Product: Report(s), including updated data and analysis Completion Date: 6/30/2019
4	10	Task Description: Provide technical assistance and support to other local agencies on economic and fiscal issues. Participate on local economic development committees. Product: Produce research, data results, and reports, as needed Completion Date: 6/30/2019

FUTURE ACTIVITIES

In FY 2020 and beyond, the focus will be on continuing to develop innovative ways to measure and assess the San Diego economy and become the "go-to" source for economic data, tools, analysis, and insight in the region, to help inform policy decisions.

WORK ELEMENT: 2301400 Regional Census Data Center Operations
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$134,443	\$166,621	\$182,498
Other Direct Costs	\$3,477	\$2,200	\$5,200
TOTAL	\$137,920	\$168,821	\$187,698

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$137,920	\$168,821	\$187,698
TOTAL	\$137,920	\$168,821	\$187,698

OBJECTIVE

As the Regional Census Data Center (RCDC) for San Diego County, SANDAG coordinates with the state data center network and the U.S. Census Bureau to collect and disseminate data. Coordinating these activities helps to ensure that the region has the best data available for population and housing estimate and forecast models, transportation models, and other regional data needs. Emphasis in FY 2019 will be on supporting efforts in preparation for the 2020 Census, including the Complete Count Committee, Local Update of Census Addresses (LUCA), and Participant Statistical Areas Program (PSAP).

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include processing and publishing information from the annual release of the American Community Survey (ACS) data in DataSurfer for all SANDAG geographic areas, conducting workshops regarding LUCA and how to access Census and ACS data, and supporting SANDAG Census data needs as well as those of member agencies and the public.

JUSTIFICATION

SANDAG is the RCDC for San Diego County as stipulated through a Joint Statistical Agreement with the California State Census Data Center. This work element fulfills the requirements of this agreement, as well as supports all the census-related data needs for the agency and the region. Census data is the base for SANDAG population and housing estimates and forecasts and is used for transportation modeling.

PROJECT MANAGER: Darlanne Mulmat, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	10	Task Description: Manage RCDC, including attending State Data Center meetings. Product: Internal reports summarizing takeaways from meetings Completion Date: 6/30/2019
2	15	Task Description: Support SANDAG and member agency data needs, responding to requests for user-defined data products and maps. Product: Data tables, datasets, and maps Completion Date: 6/30/2019
3	15	Task Description: Integrate Census data into SANDAG publications and web-based applications. Product: INFO bulletins and additions to web-based applications, as needed Completion Date: 6/30/2019
4	10	Task Description: Host Census Data Center workshops for SANDAG and member agency staff on the use of the ACS. Product: Two workshops Completion Date: 6/30/2019
5	50	Task Description: Support efforts in preparation for the 2020 Census, including the Complete Count Committee, LUCA, and PSAP. Product: Workshops and summaries of meetings Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to integrate current Census data into SANDAG work program efforts, educate staff, member agencies, and the public about Census data and related issues, and support efforts in preparation for the 2020 Census.

WORK ELEMENT: 2301600 Fresh Look at Economic Impacts of Border Delays
AREA OF EMPHASIS: Modeling and Research

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$6,838	\$67,994	\$23,098	\$5,049	\$102,979
Other Direct Costs	\$62	\$3,977	\$205	\$0	\$4,244
Contracted Services	\$20,375	\$193,230	\$65,292	\$0	\$278,897
TOTAL	\$27,275	\$265,201	\$88,595	\$5,049	\$386,120

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
FHWA Coordinated Border Infrastructure Planning	\$24,033	\$225,967	\$0	\$0	\$250,000
TDA Planning/Administration	\$3,242	\$39,234	\$88,595	\$5,049	\$136,120
TOTAL	\$27,275	\$265,201	\$88,595	\$5,049	\$386,120

OBJECTIVE

The objective of this work element is to estimate the effects of delays at the ports of entry (POEs) in the counties of San Diego and Imperial on the regional, statewide, and national economies of the United States and Mexico. Emphasis in FY 2019 will be on finalizing the report that documents the study's findings and disseminating information to partner agencies and stakeholders.

PREVIOUS ACCOMPLISHMENTS

In 2006, SANDAG and Caltrans completed a study entitled "Economic Impacts of Wait Times at the San Diego Region-Baja California Border." In 2007, the Imperial Valley-Mexicali Economic Delay Study was completed and updated in 2012. In 2016, an update to the economic analysis was initiated, including performing data collection at the San Diego and Imperial counties POEs, updating economic modeling methodologies, developing and implementing an outreach plan for the economic study, and estimating a range of economic impacts due to delays at the border crossings.

JUSTIFICATION

SANDAG has received two grants to update and enhance previous studies that estimated economic impacts of delays at California-Baja California POEs. One grant, expected to be completed in FY 2018, will expand the scope of these studies to estimate pollutant emissions and greenhouse gas emissions due to vehicular delays to cross the border. The other grant contributes funding to this work element, which will estimate the economic impacts of border delays.

PROJECT MANAGER: Elisa Arias, Land Use / Transportation Planning Department

COMMITTEE(S): Borders Committee
Transportation Committee

WORKING GROUP(S): Committee on Binational Regional Opportunities

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Finalize report documenting study findings. Disseminate findings of the study related to economic impacts of border delays with relevant local, state, and federal agencies to advocate for infrastructure and operational improvements that would lead to reduction in border delays. Product: Final Study Report; Presentations to partner agencies and stakeholders Completion Date: 6/30/2019

FUTURE ACTIVITIES

Project completion is scheduled in FY 2019.

WORK ELEMENT: 2301700 Regional Land Inventory System
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$416,504	\$428,148	\$493,173
Other Direct Costs	\$0	\$18,500	\$3,500
Contracted Services	\$69,778	\$250,000	\$50,000
TOTAL	\$486,282	\$696,648	\$546,673
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$389,025	\$459,718	\$425,000
TDA Planning/Administration	\$97,257	\$114,930	\$121,673
TDA Planning/Administration – Carryover from Previous Year	\$0	\$122,000	\$0
TOTAL	\$486,282	\$696,648	\$546,673

OBJECTIVE

The objectives of this work element are to: (1) ensure the SANDAG regional land inventory system (SPACECORE) will meet the requirements of the SANDAG suite of modeling and forecasting tools; (2) streamline workflow and perform Quality Assurance and Quality Control to ensure data accuracy and integrity through the regional growth forecasting process; and (3) enhance the spatial and content quality of the data to allow for the production of higher-quality maps. Emphasis in FY 2019 will be on: (1) supporting the data needs for regional demographic and economic estimates, the Series 14 Regional Growth Forecast, binational planning and San Diego Forward: The 2019-2050 Regional Plan; (2) completing the 2019 land inventory update; and (3) developing the automated process to integrate data sets such as employment and building information into the SPACECORE system.

PREVIOUS ACCOMPLISHMENTS

SANDAG has a long history of maintaining its regional land inventory system known as LANDCORE. The legacy LANDCORE system includes complex land use information such as dwelling units, land ownerships, and existing and historical land use dating back to 1990s. In FY 2016 SANDAG completed the development of SPACECORE, an enhanced and upgraded land inventory system, followed in FY 2017 by developing a bilingual land use web application for local agencies to provide input, and executing the contract to create regional building outlines. The SPACECORE system's spatial database supports all functionality of the legacy LANDCORE system as well as introduces and accommodates new features and attributes to support the SANDAG regional growth forecast and modeling framework. Additionally, the SPACECORE system includes an expanded land inventory database that includes the Northern Baja California, Mexico region to support the development of binational land use and transportation models.

JUSTIFICATION

Land inventory data is an essential input for SANDAG's land use and transportation models. SPACECORE supports a large variety of SANDAG planning projects, analysis, and mapping activities. Most importantly the SPACECORE system is used to provide several core data sets as the inputs for SANDAG estimates and regional growth forecast models.

PROJECT MANAGER: Grace Chung, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Enhance the regional buildings dataset through the addition of outlines for newly constructed buildings and the verification of building information. Product: Regional Buildings Dataset Completion Date: 12/31/2018
2	45	Task Description: Perform the annual regional land inventory update including land use, dwelling units, group quarters, schools, and zoning/general plan updates. Product: Regional Land Use and Dwelling Unit Inventory Report, Regional Group Quarters Inventory Report, Regional Schools Dataset (2019), and Zoning and General Plan Update Completion Date: 6/30/2019
3	5	Task Description: Perform the annual Baja California region land inventory update. Product: Updated SPACECORE Baja California Database Completion Date: 6/30/2019
4	10	Task Description: Develop models and procedures to streamline the workflow and ensure quality control through the SANDAG regional growth forecasting process. Product: Automated workflow and quality control and assurance procedures Completion Date: 6/30/2019
5	10	Task Description: Update the SPACECORE System database and applications Product: Updated SPACECORE System Completion Date: 6/30/2019

FUTURE ACTIVITIES

This work element will continue to collect, document, and maintain land inventory data to support SANDAG plans, programs, and land use and transportation forecasting model development.

WORK ELEMENT: 2301800 NEW – Peer Review Process
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$0	\$0	\$153,844
TOTAL	\$0	\$0	\$153,844
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$0	\$0	\$153,844
TOTAL	\$0	\$0	\$153,844

OBJECTIVE

The objective of this work element is to provide expert review of data used throughout the agency. Emphasis in FY 2019 will be on ensuring all data are thoroughly vetted, policies, and procedures are documented, transparency is increased, and that the Peer Review Process is refined to improve efficiency and effectiveness.

PREVIOUS ACCOMPLISHMENTS

A Peer Review Process was created and implemented in FY 2018 to ensure that all data used to inform public policy were thoroughly vetted through internal and external review.

JUSTIFICATION

As part of the agency's Plan of Excellence, processes, and procedures to increase transparency by thoroughly reviewing how data are used, analyzed, and applied in models and forecasts was highlighted. The integrity of data and a clear understanding of how it was used is an important goal of the Board of Directors and agency. Implementing standard policies and procedures to ensure data are reviewed prior to release is essential as SANDAG information is used to inform the region.

PROJECT MANAGER: Cynthia Burke, Data Research Department

COMMITTEE(S): None

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Provide quality review to agency staff of data compiled and tabulated for grant programs and other functions where additional review is required. Product: Valid and reliable data sets Completion Date: 6/30/2019
2	60	Task Description: Bring together peer review panels as needed to review data and analyses and ask critical questions regarding processes, data sources, analysis methods, and documentation of data assumptions. Product: Data documentation and review panel notes Completion Date: 6/30/2019
3	20	Task Description: Escalate data concerns as needed and ensure transparency in all data-related efforts. Product: Documentation of escalation processes and procedures Completion Date: 6/30/2019

FUTURE ACTIVITIES

The Peer Review Process will continue to be refined and utilized to ensure the integrity of all data released by the agency and that all results are valid and reliable and assumptions are clearly articulated.

WORK ELEMENT: 2301900 NEW – Quality Assurance and Control
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$0	\$0	\$540,373
Other Direct Costs	\$0	\$0	\$35,000
Contracted Services	\$0	\$0	\$250,000
TOTAL	\$0	\$0	\$825,373
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$0	\$0	\$825,373
TOTAL	\$0	\$0	\$825,373

OBJECTIVE

The objective of this work element is to develop departmental quality assurance processes and documentation for various types of data acquired or produced by the agency's modeling, forecasting, analysis, mapping, and visualization efforts. Emphasis in FY 2019 will be on implementing formalized quality control processes, policies, and standards consistent with best practices and industry standards.

PREVIOUS ACCOMPLISHMENTS

A framework for developing formalized quality control processes and standard operating procedures for key data types was established.

JUSTIFICATION

This work element supports the agency's Plan of Excellence and agency programs and projects through formalized and transparent Quality Assurance/Quality Control (QA/QC) processes to ensure data integrity.

PROJECT MANAGER: Ray Major, Data Research Department

COMMITTEE(S): None

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Develop QC procedures and tools to ensure accuracy is maintained for data through the acquisition, loading, transformation, and dissemination lifecycle. Product: Standard operating procedures, best practices, and QA/QC tools Completion Date: 12/31/2018
2	40	Task Description: Provide technical support and oversight to Data Research Department functional teams to ensure the application of QA/QC procedures. Coordinate with the Data Solutions team on activities related to the Data and Analysis Request Form and the Peer Review Process. Product: Technical support, oversight, progress reports, and monitoring Completion Date: 12/31/2018
3	10	Task Description: Develop and provide training. Product: Training materials Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to implement formalized QA/QC processes, policies, and standards.

WORK ELEMENT: 2302000 NEW – Program Management
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$0	\$0	\$225,741
Contracted Services	\$0	\$0	\$25,000
TOTAL	\$0	\$0	\$250,741

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$0	\$0	\$250,741
TOTAL	\$0	\$0	\$250,741

OBJECTIVE

The objective of this work element is to effectively manage the Data Research interrelated projects and resources to ensure on-time delivery of project deliverables and outputs that support agency programs and efforts. Emphasis in FY 2019 will be on establishing the framework for the Office of Program Management, including developing master schedules in key program areas.

PREVIOUS ACCOMPLISHMENTS

In 2017, a Program Management Center of Excellence was established to identify best practices to help shape the Office of Program Management within the Data Research Department. A master schedule for the regional growth forecast and travel demand model was developed and used to monitor tasks and schedules to meet deadlines for the San Diego Forward: The 2019-2050 Regional Plan.

JUSTIFICATION

This work element is the implementation associated with the agency's Plan of Excellence. It supports other agency programs and projects through formalized program management to ensure that key deliverables supporting agency programs are completed on time.

PROJECT MANAGER: Cheryl Mason, Data Research Department

COMMITTEE(S): None

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Hire a full-time Program Manager to manage the Office of Program Management. Product: New hire Completion Date: 8/31/2018
2	10	Task Description: Implement an effective communication mechanism to report progress and early identification of issues to executive management. Product: Reporting tool Completion Date: 12/31/2018
3	40	Task Description: Understand how data products are produced and what the timelines are for using the data in agency efforts such as the growth forecast, travel demand forecast models, and software development. Product: Schedules for data products, modeling efforts, and software development Completion Date: 12/31/2018
4	45	Task Description: Coordinate with department leads to effectively manage the schedules of interrelated projects and resources to ensure on-time delivery of project deliverables and outputs. Product: Implement processes for discussing project progress and identifying issues Completion Date: 6/30/2019

FUTURE ACTIVITIES

This work element will continue to support SANDAG programs and ensure program management is an integral part of the department.

WORK ELEMENT: 2340000 Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$194,763	\$195,658	\$208,260
Other Direct Costs	\$5,185	\$14,342	\$11,342
Contracted Services	\$0	\$4,000	\$0
TOTAL	\$199,948	\$214,000	\$219,602
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Criminal Justice Member Assessments	\$199,948	\$214,000	\$219,602
TOTAL	\$199,948	\$214,000	\$219,602

OBJECTIVE

The objectives of this work element are to: (1) support local criminal justice (CJ) planning and policymaking by providing analysis of crime and other public safety data; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee (PSC). Emphasis in FY 2019 will be on improving the distribution of timely, relevant and informative publications to the community, including seven to eight CJ bulletins and 12 CJ flashes.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include: (1) responding to daily requests for crime-related information from elected officials, CJ professionals, community-based organizations, the public, and the media; (2) maintaining crime-related databases and CJ-related information resources for the community's access; (3) compiling, assessing for quality, and analyzing crime and arrest data from 20 public safety agencies; (4) participating as a member of the City of San Diego's Commission on Gang Prevention and Intervention, North County Comprehensive Gang Initiative Steering Committee, Methamphetamine Strike Force, Comprehensive Strategy Task Force, Community Corrections Partnership, and San Diego Reentry Roundtable; (5) analyzing and disseminating data from the Substance Abuse Monitoring (SAM) project; (6) compiling, analyzing, and summarizing San Diego County's detention facility capacity; and (7) providing staff support to the PSC.

JUSTIFICATION

The Clearinghouse has been in existence since 1977 and is supported with dedicated funding from SANDAG member agencies. It is the only entity that compiles data from individual jurisdictions to create a regional picture of trends and upcoming issues related to public safety.

PROJECT MANAGER: Cynthia Burke, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Support and staff the PSC. Product: Agenda, reports, and PSC follow-up materials Completion Date: 6/30/2019
2	40	Task Description: Prepare CJ flashes, CJ bulletins, and other products such as SAM outcomes, regional crime and arrest data, and other regional public safety information. Product: Nine CJ bulletins, 12 CJ faxes Completion Date: 6/30/2019
3	25	Task Description: Gather, manage, and quality control crime-related databases and information. Product: Current and historical databases Completion Date: 6/30/2019
4	5	Task Description: Identify, summarize, and respond to Requests for Proposals. Product: Minimum of three grant proposals Completion Date: 6/30/2019
5	10	Task Description: Present to policymakers, practitioners, and the community on crime-related and SAM data. Product: Minimum of two presentations Completion Date: 6/30/2019
6	5	Task Description: Serve on intergovernmental committees, task forces, and pertinent state and national groups. Product: Committee memberships Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future efforts will involve continuing to focus on the region's information and research needs, tracking statistics and key issues, providing timely resources to the community, and staffing the PSC.

WORK ELEMENT: 2340100 CJAM – Substance Abuse Monitoring
AREA OF EMPHASIS: Modeling and Research

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$1,050,364	\$93,578	\$87,506	\$83,047	\$1,314,495
Other Direct Costs	\$81,196	\$4,071	\$15,027	\$10,774	\$111,068
Contracted Services	\$230,945	\$21,135	\$23,430	\$24,624	\$300,134
Pass-Through to Other Agencies	\$33,659	\$12,591	\$0	\$0	\$46,250
TOTAL	\$1,396,164	\$131,375	\$125,963	\$118,445	\$1,771,947
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
SANDAG Member Assessments	\$168,000	\$18,750	\$18,750	\$18,750	\$224,250
County of SD & CA Border Alliance Group	\$1,227,164	\$112,625	\$107,213	\$99,695	\$1,546,697
CJ-Community Based Orgs	\$1,000	\$0	\$0	\$0	\$1,000
TOTAL	\$1,396,164	\$131,375	\$125,963	\$118,445	\$1,771,947

OBJECTIVE

The objective of this work element is to support practitioners and policymakers in assessing the effectiveness of prevention activities and changes in drug trends. Emphasis in FY 2019 will be on continuing to measure drug use and other behavior trends among arrested adults and juveniles, and conducting interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall on a biannual basis about their alcohol and other drug use history.

PREVIOUS ACCOMPLISHMENTS

SANDAG has conducted interviews with adult and juvenile arrestees since 1987. When federal funding for these interviews was discontinued in 2003-2004, local funding sources were secured. San Diego is the only location nationwide that collects data from recent arrestees and maintains the possibility for longitudinal analysis of local drug trends. In the past year the instrument was modified in response to partners' requests to collect baseline information about marijuana use (prior to passage of Proposition 64) in order to monitor the impact of Proposition 64 on marijuana use, sales, and attitudes.

JUSTIFICATION

This project has dedicated local funding. Locally, this information is used to assess drug-use trends and identify potential drug epidemics and treatment needs. This project also has served as a platform for other research, with the inclusion of questions related to methamphetamine and intravenous drug use, marijuana use, gang involvement, and domestic violence.

PROJECT MANAGER: Cynthia Burke, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Continue to conduct interviews and collect urine specimens from adult and juvenile arrestees. Analyze results and summarize trends in drug use of arrestees. Product: Complete interviews and samples Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Continue to conduct interviews and collect urine specimens from adult and juvenile arrestees. Analyze results and summarize trends in drug use of arrestees. Product: Complete interviews and samples Completion Date: 6/30/2020

GROUP PROGRAM TITLE: 2345000 CJAM – Adult Criminal Justice Projects (Group Program)
AREA OF EMPHASIS: Modeling and Research

GROUP OBJECTIVE

The objective of this work element is to provide quality research and evaluation in support of local law enforcement and public safety agencies. Emphasis in FY 2019 will be on providing timely and relevant information to practitioners and policymakers regarding effective policy with respect to adult offender rehabilitation.

PREVIOUS ACCOMPLISHMENTS

The SANDAG Criminal Justice Clearinghouse has provided evaluation support to various adult offender program evaluations over the years with dedicated funding.

JUSTIFICATION

The projects in the Criminal Justice Adult Program use dedicated funds provided by public safety entities, including state and federal grants, to provide objective evaluations regarding effective and efficient strategies to keep our communities safe.

PROJECT MANAGER: Sandy Keaton, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Design and implement research methodologies, including collecting data from a variety of sources. Product: Minutes, reports, and data sets Completion Date: 6/30/2019

WORK ELEMENT: 2346200 CJAM – AB 109 Evaluation

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$491,244	\$161,231	\$172,459	\$0	\$824,934
Other Direct Costs	\$22,734	\$25,127	\$10,000	\$5,000	\$62,861
Contracted Services	\$0	\$0	\$11,076	\$0	\$11,076
TOTAL	\$513,978	\$186,358	\$193,535	\$5,000	\$898,871
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
County Dept. of Probation	\$513,978	\$186,358	\$193,535	\$5,000	\$898,871
TOTAL	\$513,978	\$186,358	\$193,535	\$5,000	\$898,871

WORK ELEMENT: 2346500 CJAM – Specialized Services to Human Trafficking Victims

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$10,911	\$6,177	\$0	\$17,088
Other Direct Costs	\$0	\$0	\$258	\$654	\$912
TOTAL	\$0	\$10,911	\$6,435	\$654	\$18,000
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
U.S. Department of Justice	\$0	\$10,911	\$6,435	\$654	\$18,000
TOTAL	\$0	\$10,911	\$6,435	\$654	\$18,000

WORK ELEMENT: 2346600 CJAM – Prop. 47 Evaluation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$149,210	\$167,015	\$163,276	\$479,501
Other Direct Costs	\$0	\$0	\$1,190	\$0	\$0	\$1,190
TOTAL	\$0	\$0	\$150,400	\$167,015	\$163,276	\$480,691
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
County of San Diego	\$0	\$0	\$150,400	\$167,015	\$163,276	\$480,691
TOTAL	\$0	\$0	\$150,400	\$167,015	\$163,276	\$480,691

WORK ELEMENT: 2346700 CJAM – SMART STAR Evaluation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$52,210	\$64,094	\$68,055	\$184,359
Other Direct Costs	\$0	\$0	\$3,028	\$3,028	\$0	\$6,056
Pass-Through to Other Agencies	\$0	\$0	\$186,500	\$186,500	\$186,500	\$559,500
TOTAL	\$0	\$0	\$241,738	\$253,622	\$254,555	\$749,915
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
Bureau of Justice Assistance	\$0	\$0	\$241,738	\$253,622	\$254,555	\$749,915
TOTAL	\$0	\$0	\$241,738	\$253,622	\$254,555	\$749,915

GROUP PROGRAM TITLE: 2350000 CJAM – Youth Evaluation Projects (Group Program)
AREA OF EMPHASIS: Modeling and Research

GROUP OBJECTIVE

The objective of this work element is to continue to partner with local jurisdictions to evaluate grant-funded programs, ranging from prevention to graduated sanctions for youth. SANDAG also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services to youth. Emphasis in FY 2019 will be to provide timely and relevant information to practitioners on these on-going grant projects.

PREVIOUS ACCOMPLISHMENTS

SANDAG has partnered with county partners on numerous grant-funded projects and has the staff with the expertise and background required to complete evaluation activities.

JUSTIFICATION

The projects in the Criminal Justice Youth Program use dedicated funds provided by public safety entities, including federal and state grants, to provide objective evaluations regarding effective and efficient strategies to keep our communities safe and prevent juvenile delinquency.

PROJECT MANAGER: Sandy Keaton, Data Research Department

COMMITTEE(S): Public Safety Committee

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Contingent upon available funding, continue to track outcome measures for ongoing projects related to reducing juvenile delinquency and victimization as well as to evaluate programs directed at supporting at-risk youth populations. Product: Research tools and reports Completion Date: 6/30/2019

WORK ELEMENT: 2350100 CJAM – Juvenile Justice Crime Prevention Act

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$2,592,587	\$244,029	\$192,653	\$232,559	\$3,261,828
Other Direct Costs	\$74,736	\$59	\$200	\$250	\$75,245
Contracted Services	\$0	\$0	\$0	\$3,000	\$3,000
TOTAL	\$2,667,323	\$244,088	\$192,853	\$235,809	\$3,340,073
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
County Dept. of Probation	\$2,594,551	\$244,088	\$192,853	\$235,809	\$3,267,301
Criminal Justice – Other Local Funds	\$72,772	\$0	\$0	\$0	\$72,772
TOTAL	\$2,667,323	\$244,088	\$192,853	\$235,809	\$3,340,073

WORK ELEMENT: 2352200 CJAM – Alternatives to Detention

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$44,657	\$130,901	\$164,583	\$52,622	\$392,763
Other Direct Costs	\$346	\$54	\$3,837	\$0	\$4,237
Contracted Services	\$0	\$0	\$0	\$3,000	\$3,000
TOTAL	\$45,003	\$130,955	\$168,420	\$55,622	\$400,000
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
County Dept. of Probation	\$45,003	\$130,955	\$168,420	\$55,622	\$400,000
TOTAL	\$45,003	\$130,955	\$168,420	\$55,622	\$400,000

WORK ELEMENT: 7500000 SANDAG Service Bureau
AREA OF EMPHASIS: Modeling and Research

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$147,104	\$197,796	\$184,498
Other Direct Costs	\$226	\$0	\$0
Contracted Services	\$349,337	\$0	\$0
TOTAL	\$496,667	\$197,796	\$184,498
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
SANDAG Service Bureau Fees	\$496,667	\$197,796	\$184,498
TOTAL	\$496,667	\$197,796	\$184,498

OBJECTIVE

The SANDAG Service Bureau is a fee-based operation that includes work conducted through SourcePoint, the nonprofit public benefit corporation chartered by SANDAG in 1982. The objective of this work element is to provide customized data and reports to member agencies, nonmember government agencies, tribal governments, private organizations, and individuals. Emphasis in FY 2019 will be to provide professional products and services in the areas of feasibility studies and strategic planning, geographic information system (GIS) mapping and analysis, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients. Activities also could include providing member and government partner agencies access to SANDAG on-call contractors and consultants to support projects needing job order contracting, construction management, and architectural and engineering services, or other professional services for planning purposes. As approved by the Executive Committee on December 1, 2017, this work will be conducted according to the following priority order: First priority: San Diego Forward: The 2019-2050 Regional Plan and other agency priorities; Second priority: Member and other government agency project requests; and Third priority: Private-sector development project requests.

PREVIOUS ACCOMPLISHMENTS

The SANDAG Service Bureau was formed in 2005 to generate revenue to help cover the costs of maintaining and enhancing the Regional Information System (RIS). The SANDAG Service Bureau works on 50 to 70 projects and generates approximately \$400,000 to \$500,000 in revenues each fiscal year. The vast majority of services are transportation modeling jobs. Routine services in demographic and economic data and analysis, GIS mapping, and feasibility studies also are provided on a regular basis.

JUSTIFICATION

The purpose of the SANDAG Service Bureau is to offer products and services that meet the needs of decision-makers in the public and private sectors while generating revenue to help maintain and enhance the quality and extent of demographic, economic, transportation, land use, and other information maintained in the SANDAG RIS. Many of the SANDAG projects and programs rely on the databases and technical capabilities of the RIS. The ability of the Service Bureau to generate revenue to enhance the RIS will help ensure that SANDAG is able to continue to provide high-quality, comprehensive, and timely inter- and intra-agency support.

PROJECT MANAGER: Cheryl Mason, Data Research Department
COMMITTEE(S): Executive Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	75	Task Description: Offer data products and professional services that meet the needs of public agencies, tribal governments, private organizations, and individuals. Product: Products and services Completion Date: 6/30/2019
2	10	Task Description: Manage Service Bureau, including overseeing operations, including contracts, invoicing, and presenting progress reports to the Executive Committee. Product: Quarterly progress reports and mid-year and annual financial and activity reports to the Executive Committee Completion Date: 6/30/2019
3	10	Task Description: Perform customer outreach to increase visibility and expand customer base. Product: Customer outreach activities; Service Bureau orientations to new SANDAG staff Completion Date: 6/30/2019
4	5	Task Description: Monitor and evaluate Service Bureau efforts to ensure an effective program that actively promotes Service Bureau capabilities and resources. Product: Updated webpages and other tools Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to provide professional products and services as in past years through the Service Bureau and through SourcePoint.

CHAPTER 2.2

REGIONAL PLANNING

Work with stakeholders to update San Diego Forward: The Regional Plan (Regional Plan), including: working with partner agencies to develop subregional forecasts; working with the Board of Directors, stakeholders, and the community to develop a preferred transportation network for the Regional Plan; and developing a Sustainable Communities Strategy that meets sustainability goals set by the region and the state.

WORK ELEMENT: 3100400 Regional Plan Implementation
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$852,517	\$577,232	\$690,448
Other Direct Costs	\$19,490	\$12,000	\$11,000
Contracted Services	\$99,531	\$35,000	\$0
TOTAL	\$971,538	\$624,232	\$701,448
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$497,000	\$541,477	\$500,000
SANDAG Contingency Reserve Fund	\$106,326	\$0	\$0
TDA Planning/Administration	\$368,212	\$70,155	\$100,724
TransNet Administration (1%)	\$0	\$12,600	\$100,724
TOTAL	\$971,538	\$624,232	\$701,448

OBJECTIVE

The objective of this work element is to assist with the implementation of the San Diego Forward: The Regional Plan adopted in 2015 (Regional Plan). Emphasis in FY 2019 will be on continuing implementation of near-term and continuing actions included in the Regional Plan, including target setting, monitoring, and reporting for performance metrics established by the U.S. Department of Transportation pursuant to the Fixing America's Surface Transportation Act (FAST Act).

PREVIOUS ACCOMPLISHMENTS

The SANDAG Board of Directors adopted the Regional Plan and certified its Environmental Impact Report in October 2015. The U.S. Department of Transportation issued its air quality conformity finding, which expires on December 2, 2019. In December 2015, the California Air Resources Board (ARB) accepted the Regional Plan and its Sustainable Communities Strategy.

JUSTIFICATION

This project is required to meet state and federal laws governing the creation and adoption of the Regional Plan, which serves as the Regional Transportation Plan for the San Diego region, including requirements from Senate Bill 375 (Steinberg, 2008). The project also is required to meet state law regarding the development of Regional Comprehensive Plans described in Assembly Bill 361 (Kehoe, 2003). Requirements of Assembly Bill 805 (Gonzalez-Fletcher, 2017) related to the Regional Plan will be incorporated in the Regional Plan update under development and anticipated for adoption in FY 2020 (Work Element No. 3102000).

PROJECT MANAGER: Elisa Arias, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee, Transportation Committee
WORKING GROUP(S): Active Transportation Working Group, Cities/County Transportation Advisory Committee, Coordinated Transit & Human Services Transportation Plan Working Group, Environmental Mitigation Program Working Group, Freight Stakeholders Working Group, Independent Taxpayer Oversight Committee, Interagency Technical Working Group on Tribal Transportation Issues, North-South Maglev Stakeholders Working Group, Regional Energy Working Group, Regional Planning Technical Working Group, San Diego Region Conformity Working Group, San Diego Regional Military Working Group, San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Coordinate with the Federal Highway Administration (FHWA) and refine the Congestion Management Process as part of transportation planning, monitoring, and programming activities. Product: Federal Congestion Management Process framework for FHWA review Completion Date: 4/30/2019
2	15	Task Description: Monitor the implementation of near-term and continuing actions adopted in the Regional Plan, and compile data for the Regional Plan Monitoring Report (2018). Product: Quarterly status reports and web-based Regional Plan Monitoring Report database with 2016-2017 data Completion Date: 6/30/2019
3	5	Task Description: Implement initial components of the Regional Transit Oriented Development Strategy, and enhance and maintain the SANDAG Smart Growth Tool Kit. Product: Smart Growth Tool Kit web site updates Completion Date: 6/30/2019
4	15	Task Description: Coordinate, develop, and refine the highway, transit, bike and arterial system planning for the Regional Plan and Regional Transportation Improvement Program. Coordinate with local jurisdictions on roadway functional class reclassifications. Product: Refined highway, transit, bike, and arterial networks Completion Date: 6/30/2019
5	25	Task Description: Coordinate with FHWA, Federal Transit Administration, and Caltrans to implement metropolitan planning provisions of the FAST Act, including target setting, monitoring, and reporting. Participate in performance monitoring working groups convened by the ARB, Caltrans, and other stakeholders. Product: Meetings, staff reports, data analysis and documentation Completion Date: 6/30/2019
6	15	Task Description: Coordinate regional transportation planning with land use plans of local agencies, military, and tribal governments, collaborate with Caltrans in the development of district and statewide plans (e.g. California Transportation Plan, System Management Plan, Strategic Highway Safety Plan, etc.), and with other stakeholders, such as the Interstate 15 Mobility Alliance. Collaborate with the San Diego County Regional Airport Authority and the Port of San Diego on ground access planning activities. Develop scopes of work for corridor or subregional studies, as needed. Product: Correspondence and comments on draft plans and reports Completion Date: 6/30/2019
7	10	Task Description: Provide staffing needs for the Regional Planning Technical Working Group, Regional Military Working Group, and Interagency Technical Working Group on Tribal Transportation Issues. Product: Meetings, staff reports, and agendas Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue the implementation of projects and programs included in the Regional Plan. Continue implementation of metropolitan planning provisions of the FAST Act, including performance-based planning.

WORK ELEMENT: 3100600 Air Quality Planning and Transportation Conformity
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$66,078	\$115,340	\$121,556
Other Direct Costs	\$95	\$3,100	\$3,100
TOTAL	\$66,173	\$118,440	\$124,656

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$58,583	\$104,855	\$100,000
TDA Planning/Administration	\$7,590	\$13,585	\$24,656
TOTAL	\$66,173	\$118,440	\$124,656

OBJECTIVE

The objective of this work element is to comply with federal requirements for air quality conformity analysis. Emphasis in FY 2019 will be on: (1) interagency consultation and preparation of the final air quality conformity analysis for the 2018 Regional Transportation Improvement Program (RTIP) and any subsequent amendments; (2) interagency consultation and preparation of regional emissions analysis for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) transportation conformity determination; (3) implementation of the federal standard for Eight-Hour Ozone; and (4) compliance with updates to transportation conformity rules and procedures.

PREVIOUS ACCOMPLISHMENTS

Previous work includes emissions analysis and conformity findings for the current 2015 Regional Plan, as well as for the 2016 RTIP and its amendments. Work efforts support the San Diego Region Conformity Working Group (CWG) as well as monitor and implement federal air quality conformity requirements.

JUSTIFICATION

Federal regulations require SANDAG to conduct air quality conformity analysis of the 2019 Regional Plan and RTIP, including all regionally significant projects that increase the transportation system capacity, regardless of funding sources.

PROJECT MANAGER: Rachel Kennedy, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
 Transportation Committee
WORKING GROUP(S): San Diego Region Conformity Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Conduct interagency consultation and emissions analyses to determine conformity of the 2018 RTIP and amendments, as needed. Develop documentation, including modeling procedures. Product: Draft and final conformity findings and documents Completion Date: 6/30/2019
2	25	Task Description: Provide staff support for the CWG and continue required consultation procedures. Product: Consultation with U.S. Department of Transportation, U.S. Environmental Protection Agency, Caltrans, and California Air Resources Board. Agendas, minutes, and actions Completion Date: 6/30/2019
3	40	Task Description: Conduct interagency consultation and regional emissions analysis for the 2019 Regional Plan. Develop documentation, including modeling procedures. Product: Draft conformity finding and documents Completion Date: 6/30/2019
4	10	Task Description: Monitor federal legislation and regulations regarding air quality conformity and participate in Statewide CWG meetings. Product: Statewide CWG agendas and meeting materials Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing work element. In FY 2020, transportation conformity activities related to the 2019 Regional Plan and 2018 RTIP, and coordination with the CWG will continue.

WORK ELEMENT: 3100700 Goods Movement Planning
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$262,671	\$298,215	\$351,757
Other Direct Costs	\$10,590	\$10,000	\$10,000
Contracted Services	\$0	\$0	\$11,675
TOTAL	\$273,261	\$308,215	\$373,432
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$165,848	\$175,000	\$250,000
TDA Planning/Administration	\$52,413	\$78,215	\$68,432
Contribution from Local Cities or Member Agencies	\$55,000	\$55,000	\$55,000
TOTAL	\$273,261	\$308,215	\$373,432

OBJECTIVE

The objectives of this work element are to: (1) collaborate with interregional, state, and federal agencies and goods movement organizations to coordinate the development, operations, funding, and legislative and regulatory changes for a goods movement transportation system; and (2) coordinate with the region's freight agencies to continue development and implementation of the regional freight strategy as outlined in San Diego Forward: The Regional Plan (Regional Plan). Emphasis in FY 2019 will be on freight projects funded through the Senate Bill 1 Trade Corridor Enhancement Program (TCEP), with a focus on sustainable freight projects and operational improvements within freight projects.

PREVIOUS ACCOMPLISHMENTS

Continued participation on the State Route 11 Otay Mesa East (SR 11 OME) project, including Innovation Analysis; participation on the statewide advisory group for the development of the TCEP guidelines; continued participation on the California Freight Advisory Committee; completion of the border wait time pilot study and near completion of the federally-funded Intelligent Transportation Systems Pre-Deployment Study; submitted Transportation Investment Generating Economic Recovery grant application for State Route 125 to State Route 905 westbound connector project.

JUSTIFICATION

Goods movement planning is an integral component of the agency's long-range planning activities, including the Regional Plan and development of new projects. This work element will provide developmental work for the emerging local, state, and federal freight programming efforts. Goods movement planning activities also support the collaborative planning partnership with the Port of San Diego.

PROJECT MANAGER: Christina Casgar, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): Freight Stakeholders Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	35	Task Description: Collaborate with state and federal agencies to respond to proposed rulemakings, planning documents, freight mapping initiatives, and potential freight policies for goods movement related to the federal Fixing America's Surface Transportation Act (FAST Act) and the state TCEP; respond to other emerging freight program initiatives such as the California Sustainable Freight Action Plan. Product: Background and research papers, funding proposals, and response to proposed rulemaking items of the FAST Act, TCEP, and other state freight policies as required Completion Date: 6/30/2019
2	20	Task Description: Collaborate with freight planning professionals and other metropolitan planning organizations to coordinate project development as part of local and statewide goods movement strategies. Product: Various reports, meeting attendance related to goods movement issues Completion Date: 6/30/2019
3	25	Task Description: Coordinate with the Port of San Diego, rail operators, and regional freight agencies on planning, operations, and development of viable freight projects for various funding sources. Product: Funding proposals as well as reports and meeting agendas as required Completion Date: 6/30/2019
4	20	Task Description: Monitor goods movement trends and legislation to inform overall agency work as well as specific long-range planning activities and grant applications. Product: Grant applications and freight related reports, as required Completion Date: 6/30/2019

FUTURE ACTIVITIES

Staff anticipates maintaining a high level of activity on the SR 11 OME project; and upon adoption of the TCEP in May 2018, we expect to be implementing several freight projects within the region. Staff will continue to monitor all local, state, and federal issues related to freight activity; and support development needs for the goods movement sections of the Regional Plan.

WORK ELEMENT: 3101800 CV Light Rail Trolley Improvement Study
AREA OF EMPHASIS: Regional Planning

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$89,171	\$14,567	\$34,093	\$24,453	\$162,284
Other Direct Costs	\$2,055	\$0	\$0	\$0	\$2,055
Contracted Services	\$692,943	\$3,814	\$257,479	\$200,000	\$1,154,236
TOTAL	\$784,169	\$18,381	\$291,572	\$224,453	\$1,318,575

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
Contribution from Local Cities or Member Agencies	\$784,169	\$18,381	\$291,572	\$224,453	\$1,318,575
TOTAL	\$784,169	\$18,381	\$291,572	\$224,453	\$1,318,575

OBJECTIVE

The objective of this work element is to complete the preliminary design and environmental phase of a grade separated Capital Improvement Program Project at the intersection of Palomar Street and Industrial Boulevard that will improve traffic flow and safety. Emphasis in FY 2019 will be on completing an environmental document.

PREVIOUS ACCOMPLISHMENTS

Updated traffic counts on Palomar Street. Began updating traffic forecast models with the Service Bureau. Peer review of Activity- Based Model performed to ensure accuracy.

JUSTIFICATION

The City of Chula Vista obtained a federal grant and has provided dedicated funding to SANDAG for grade separations and station platform analysis.

PROJECT MANAGER: Omar Atayee, Mobility Management and Project Implementation Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	70	Task Description: Environmental analysis with supporting technical studies. Product: Final environmental document Completion Date: 6/30/2019
2	15	Task Description: Prepare materials and support public outreach efforts. Product: Support public outreach meetings Completion Date: 6/30/2019
3	15	Task Description: Project report summarizing findings on alignment, phasing, detour, staging and other technical elements of the proposed project Product: Project report Completion Date: 6/30/2019

FUTURE ACTIVITIES

This grant-funded project is anticipated to be completed in FY 2019.

WORK ELEMENT: 3102000 San Diego Forward: The 2019-2050 Regional Plan
AREA OF EMPHASIS: Regional Planning

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$6,008,769	\$651,334	\$2,837,441	\$3,116,558	\$500,000	\$13,114,102
Other Direct Costs	\$111,153	\$13,669	\$35,500	\$665,500	\$50,000	\$875,822
Contracted Services	\$3,222,615	\$82	\$625,000	\$892,000	\$200,000	\$4,939,697
TOTAL	\$9,342,537	\$665,085	\$3,497,941	\$4,674,058	\$750,000	\$18,929,621
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
Strategic Growth Council – Prop 84	\$143,777	\$0	\$0	\$0	\$0	\$143,777
Planning, Programming and Monitoring Program	\$2,718,294	\$375,319	\$540,370	\$1,751,644	\$375,000	\$5,760,627
TDA Planning/Administration	\$3,976,687	\$49,766	\$1,749,470	\$645,227	\$215,000	\$6,636,150
FTA (5307) Transit Planning	\$1,247,673	\$240,000	\$1,022,024	\$1,025,000	\$0	\$3,534,697
TransNet Administration (1%)	\$939,215	\$0	\$65,500	\$154,000	\$0	\$1,158,715
TDA Planning/Administration – Carryover from Previous Year	\$0	\$0	\$70,577	\$0	\$0	\$70,577
FTA (5303) MPO Planning	\$303,921	\$0	\$0	\$0	\$0	\$303,921
Federal Contract – HUD	\$12,970	\$0	\$0	\$0	\$0	\$12,970
SB1 Sustainable Communities Grant	\$0	\$0	\$50,000	\$1,098,187	\$160,000	\$1,308,187
TOTAL	\$9,342,537	\$665,085	\$3,497,941	\$4,674,058	\$750,000	\$18,929,621

OBJECTIVE

The objective for this work element is to continue work on the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) for adoption in 2019. Emphasis in FY 2019 will be on finalizing the preferred transportation network, developing the draft plan, including draft air quality analysis; performing social equity and economic impact analyses; preparing the draft Environmental Impact Report (EIR); and continuing to conduct public outreach.

PREVIOUS ACCOMPLISHMENTS

In FY 2017, development of the 2019 Regional Plan was initiated. Milestones completed in FY 2017 include the work program and schedule; and updates to the Public Involvement Plan (PIP) for the 2019 Regional Plan. In FY 2018, the 2019 Regional Plan's vision and goals were updated; white papers were initiated on the topics of Emerging Transportation Technologies, Public Health, Climate Change, and Economic Prosperity; the unconstrained transportation network and project rankings were accepted; and network performance measures were developed in conjunction with a comprehensive public outreach effort. By the end of FY 2018, it is anticipated that the network performance measures will be adopted, revenue assumptions will be developed, Assembly Bill 805 (Gonzalez-Fletcher, 2017) (AB 805) Regional Plan provisions will be discussed, white papers finalized, and preliminary transportation networks will be developed and evaluated with public input.

JUSTIFICATION

This project is required to meet state and federal laws and regulations governing the creation and adoption of a Regional Transportation Plan (RTP), including requirements from Senate Bill 375 (Steinberg, 2008), and Regional Housing Needs Assessment (RHNA). The 2019 Regional Plan serves as the RTP for the San Diego region. The 2019 Regional Plan also is required to meet state law regarding the development of Regional Comprehensive Plans described in Assembly Bill 361 (Kehoe, 2003). AB 805 provisions related to the 2019 Regional Plan will be incorporated.

PROJECT MANAGER: Philip Trom, Land Use / Transportation Planning Department

COMMITTEE(S): Borders Committee
Regional Planning Committee
Transportation Committee

WORKING GROUP(S): Active Transportation Working Group, Cities/County Transportation Advisory Committee, Committee on Binational Regional Opportunities, Environmental Mitigation Program Working Group, Freight Stakeholders Working Group, Independent Taxpayer Oversight Committee, Interagency Technical Working Group on Tribal Transportation Issues, Regional Planning Technical Working Group, San Diego Region Conformity Working Group, San Diego Regional Military Working Group, Regional Energy Working Group, San Diego Traffic Engineers' Council, Social Services Transportation Advisory Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Continue to evaluate transportation scenarios and select the preferred scenario. Product: Preferred revenue constrained transportation scenario Completion Date: 9/28/2018
2	15	Task Description: Continue public outreach and involvement. Product: Implementation of PIP strategies: public outreach events, website updates, social media engagement, focus groups, digital interactive activities, educational materials, and other public participation tools Completion Date: 6/30/2019
3	35	Task Description: Prepare Draft 2019 Regional Plan, its Sustainable Communities Strategy (SCS), System Performance Report, social equity and economic impact analyses, and RHNA, including an analysis of State of Good Repair needs and investments and draft air quality conformity analysis. Product: Draft Regional Plan and its SCS Completion Date: 6/30/2019
4	25	Task Description: Prepare Draft EIR and release for public comment period. Product: Draft EIR Completion Date: 6/30/2019
5	10	Task Description: Address comments received on Draft 2019 Regional Plan and Draft EIR for incorporation into Final 2019 Regional Plan and Final EIR. Product: Matrix of comments and responses Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Prepare Final EIR Product: Final EIR Completion Date: 11/30/2019
2	75	Task Description: Prepare Final Plan, SCS, RHNA, and Air Quality Conformity Determination Product: Final Plan, SCS, RHNA, and Air Quality Conformity Determination Completion Date: 11/30/2019

WORK ELEMENT: 3200100 Regional Habitat Conservation Planning
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$132,147	\$112,719	\$107,808
Other Direct Costs	\$37	\$4,200	\$4,700
TOTAL	\$132,184	\$116,919	\$112,508

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Administration (1%)	\$132,184	\$58,459	\$56,254
TDA Planning/Administration	\$0	\$58,460	\$56,254
TOTAL	\$132,184	\$116,919	\$112,508

OBJECTIVE

The objectives of this work element are to: (1) conduct advance planning and implementation of the region's habitat preservation system by assisting in the development and implementation of the regional habitat conservation plans; (2) strategically apply *TransNet* Environmental Mitigation Program (EMP) funding to assist regional open space acquisitions, management, and monitoring efforts; and (3) pursue funding through regional, state, and/or regional sources to assist with the current and pending regional habitat conservation planning programs. Emphasis in FY 2019 will be on: (1) implementing the goals identified in a regional management and monitoring strategy; (2) updating and revising implementation agreements between SANDAG and the resource agencies; and (3) collaborating on regional conservation issues and priorities.

PREVIOUS ACCOMPLISHMENTS

Prior accomplishments include: (1) completion of Final Environmental Impact Report for Buena Vista Lagoon; (2) completion of a two-year regional management and monitoring work plan; (3) development of metrics for determining the current status and success rates for San Diego conserved land; (4) continuation of the intra-regional partnership with Orange and Riverside counties to develop best management practices to implement habitat conservation programs.

JUSTIFICATION

Promoting an integrated collaborative effort for the conservation of habitat and the cost-effective management of the land once conserved is consistent with the SANDAG strategic goal to Implement the visions of San Diego Forward: The Regional Plan and the *TransNet* Ordinance with the goal of...contributing to a healthy and sustainable region...and helping to protect and improve the quality of life for everyone in the region.

PROJECT MANAGER: Kim Smith, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Environmental Mitigation Program Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Develop and discuss with the SANDAG Board of Directors a proposed amendment to the expiring Memorandum of Agreement (MOA) on implementation of the EMP, which will include how to continue with regional management and monitoring efforts. Product: Amended MOA Completion Date: 9/1/2018
2	15	Task Description: Identify FY 2019 tasks from the updated Management Strategic Plan. Create a portal for public viewing of the status of regional conservation planning for habitat conservation plans. Product: Include FY 2019 tasks into FY 2019 Annual Funding Plan for regional management and monitoring; and complete a working draft of the portal Completion Date: 12/1/2018
3	15	Task Description: Complete standardized preserve management plan template for use as Best Management Practice tool for other land managers in the region. Product: Hold up to two workshops with land managers to determine what work product is best Completion Date: 12/30/2018
4	15	Task Description: Determine established methodology and protocols for regional vegetation monitoring by working with the San Diego Management and Monitoring Program (SDMMP) and U.S. Geological Survey. Product: Established methodology and field protocols for regional vegetation monitoring Completion Date: 3/30/2019
5	10	Task Description: Conduct an assessment of regional freshwater mitigation banks, focusing on challenges and opportunities for regional projects and local streets and roads. Product: Plan outlining location, instrument and implementation of regional freshwater banks Completion Date: 3/30/2019
6	15	Task Description: Facilitate and oversee the SDMMP for implementation of Regional Management and Monitoring planning, including contracting, project management, organizational planning, strategic budget, and resource allocation. Product: Meeting agendas and reports Completion Date: 6/30/2019
7	15	Task Description: Continue with intra-regional coordination, attending meetings with San Diego, Orange and Riverside counties in the development of best management practices to implement habitat conservation programs for covered species. Product: Implement multi-regional management programs for species such as, but not limited to, the California gnatcatcher, shot hole borer beetle, mountain lion, etc. Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include: (1) implement the renewed MOA with resource agencies for implementation of conservation goals; (2) completion of a working draft of a public portal for the viewing of the status of regional conservation planning; (3) implement a regional freshwater mitigation bank for transportation projects; (4) implement a tri-county effort for applying the regional vegetation monitoring strategy; and (5) implement recommendations from the Ten-Year Look Forward Program Review.

WORK ELEMENT: 3200200 Regional Shoreline Management Planning
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$46,398	\$67,253	\$56,611
Other Direct Costs	\$5,143	\$7,000	\$7,900
Contracted Services	\$112,148	\$137,929	\$142,035
TOTAL	\$163,689	\$212,182	\$206,546
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Contribution from Local Cities or Member Agencies	\$112,148	\$137,929	\$142,035
SANDAG Member Assessments	\$51,541	\$74,253	\$64,511
TOTAL	\$163,689	\$212,182	\$206,546

OBJECTIVE

The objectives of this work element are to: (1) facilitate the implementation of beach restoration and sea-level rise adaptation activities; and (2) continue the Regional Shoreline Monitoring Program. Emphasis in FY 2019 will be on monitoring the results of the 2012 Regional Beach Sand Project (RBSP) through continuation of the Regional Shoreline Monitoring Program and coordinating with local coastal jurisdictions on their coastal resiliency planning work.

PREVIOUS ACCOMPLISHMENTS

In 2009, SANDAG adopted the Coastal Regional Sediment Management Plan (CRSMP) for the San Diego region, which provides data and information on the region's long-term nourishment needs. It builds upon the existing guidance and policy document, the Shoreline Preservation Strategy, adopted in 1993. The Shoreline Management Program seeks to implement the CRSMP through ongoing beach nourishment and monitoring efforts. In 2001 and 2012, SANDAG completed two regional beach nourishment projects, known as RBSP I and RBSP II. In addition, SANDAG has carried out a shoreline monitoring program since 1996. SANDAG continues to coordinate the efforts of the Shoreline Preservation Working Group and has been actively involved with the San Diego Regional Climate Collaborative's Sea-Level Rise Working Group since 2014.

JUSTIFICATION

The Regional Shoreline Management Program is guided by the SANDAG Board of Directors' approved Shoreline Preservation Strategy, Coastal Regional Sediment Management Plan, and Sand Retention Strategy. Shoreline preservation and restoration leads to healthy beaches, which provide necessary habitat, recreation, and economic prosperity, in support of an overall healthy environment.

PROJECT MANAGER: Sarah Pierce, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Shoreline Preservation Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Coordinate the efforts of the Shoreline Preservation Working Group. Product: Agenda materials Completion Date: 6/30/2019
2	20	Task Description: Continue to attend Climate Collaborative Sea Level Rise Working Group Meetings and coordinate with local jurisdictions on sea level rise and erosion control strategies outlined in the SANDAG shoreline policy documents. Product: Meeting participation Completion Date: 6/30/2019
3	10	Task Description: Continue to conduct monthly beach photo monitoring to track coastal changes over time. Product: Monthly photo documentation Completion Date: 6/30/2019
4	20	Task Description: Continue to manage the Regional Shoreline Monitoring Program through contractual services. Product: Annual report and analysis presented to the Shoreline Preservation Working Group and provided to jurisdictions Completion Date: 6/30/2019
5	10	Task Description: Participate as a member of the California Shore and Beach Preservation Association, National American Shore and Beach Preservation Association, and California Coastal Coalition. Product: Meeting participation Completion Date: 6/30/2019

FUTURE ACTIVITIES

The Regional Shoreline Monitoring Program will continue to monitor the location and volume of sand along the region's beaches. This program provides valuable information to local jurisdictions that are currently working on local adaptation planning and beach restoration efforts. Staff will continue to support the work of the Shoreline Preservation Working Group and will continue to participate in the San Diego Regional Climate Collaborative's Sea-Level Rise Working Group. In addition, staff will continue to monitor the efforts of local governments as they update their Local Coastal Programs and develop sea-level rise adaptation strategies.

WORK ELEMENT: 3200300 Regional Energy/Climate Change Planning
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$160,086	\$264,396	\$299,291
Other Direct Costs	\$12,466	\$10,400	\$11,420
Contracted Services	\$41,457	\$100,000	\$300,000
TOTAL	\$214,009	\$374,796	\$610,711
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$65,000	\$128,557	\$125,000
SANDAG Member Assessments	\$52,681	\$90,089	\$122,361
<i>TransNet</i> Administration (1%)	\$96,328	\$0	\$0
TDA Planning/Administration	\$0	\$151,724	\$167,776
SB1 Sustainable Communities Grant	\$0	\$4,426	\$195,574
TOTAL	\$214,009	\$374,796	\$610,711

OBJECTIVE

The objective of this work element is to implement measures identified in San Diego Forward: The Regional Plan (Regional Plan) to save energy and reduce greenhouse gas (GHG) emissions and address climate change mitigation and adaptation. Emphasis in FY 2019 will be on supporting local and regional climate action planning, implementation, and monitoring activities related to transportation, renewable energy, and climate adaptation by performing technical services and analysis, monitoring and analyzing state activities, and participating in collaborative regional climate planning activities.

PREVIOUS ACCOMPLISHMENTS

Major accomplishments include providing technical and consultant services to support climate action plan preparation, implementation, and monitoring by member agencies; successfully securing new funding for the region (e.g., Work Element Nos. 3201000, 3201200, and 3201300); staffing the Regional Energy Working Group (EWG); monitoring and analyzing state government activities related to energy and climate change; and integrating climate change criteria into *TransNet* grant programs.

JUSTIFICATION

The objective of supporting the preparation, implementation, and monitoring of local and regional climate action plans furthers the strategic goal of Implementing the visions of the Regional Plan and the *TransNet* Ordinance with the goal of...contributing to a healthy and sustainable region...and helping to protect and improve the quality of life for everyone in the region.

PROJECT MANAGER: Andrew Martin, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Regional Energy Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Provide technical assistance, data, and consultant services to help local jurisdictions prepare, implement, and monitor climate action plans related to primarily to transportation, renewable energy, and adaptation. Product: Components of climate action plans and related documents – such as implementation plans, monitoring reports, GHG inventories and projections – that address transportation, renewable energy, and climate adaptation Completion Date: 6/30/2019
2	30	Task Description: Prepare report identifying ways in which SANDAG actions support local and state climate change and energy efficiency goals and information on potential new actions SANDAG could take to further support these goals. Product: Technical report on regional energy efficiency and climate change strategies Completion Date: 6/20/2019
3	10	Task Description: Support the EWG. The focus will be on implementation of energy and climate change aspects of the Regional Plan and discussion of regionally-significant energy and climate change issues. Product: Meeting agendas and presentations Completion Date: 6/30/2019
4	10	Task Description: Support implementation of local and regional climate and energy goals through membership and participation in various regional and state groups addressing energy and climate issues, including but not limited to the San Diego Regional Climate Collaborative, San Diego Regional Clean Cities Coalition, and Local Government Sustainable Energy Coalition. Product: Presentations, meeting agendas, and materials on energy and climate issues that support implementation of local and regional goals Completion Date: 6/30/2019
5	5	Task Description: Monitor and, where appropriate, comment on, state legislation, plans, programs, regulations, rulemakings, and proceedings, related to implementation of local and regional climate and energy goals. These include but are not limited to the activities of the following state entities: Legislature, Air Resources Board, Energy Commission, Public Utilities Commission, Caltrans, California Transportation Commission, and Office of Planning and Research. Product: Monitoring reports and comment letters. Completion Date: 6/30/2019
6	5	Task Description: Monitor and apply for additional funding opportunities to support implementation of local and regional climate and energy goals. Product: Monitoring reports and funding applications Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continued support to local jurisdictions for climate action planning, implementation, and monitoring; support the EWG; monitor state activities; general support for addressing energy and climate change issues for San Diego Forward: the 2019-2050 Regional Plan; and activities that further regional collaboration on energy and climate change issues.

WORK ELEMENT: 3201000 Plug-in SD: Implementation of Regional Electric Vehicle Plan
AREA OF EMPHASIS: Regional Planning

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$33,477	\$36,539	\$66,881	\$34,910	\$171,807
Other Direct Costs	\$683	\$0	\$1,684	\$1,027	\$3,394
Contracted Services	\$104,314	\$116,408	\$100,000	\$100,000	\$420,722
TOTAL	\$138,474	\$152,947	\$168,565	\$135,937	\$595,923

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
California Energy Commission	\$138,331	\$152,864	\$4,502	\$0	\$295,697
California Energy Commission	\$0	\$0	\$164,063	\$135,937	\$300,000
TDA Planning/Administration	\$143	\$83	\$0	\$0	\$226
TOTAL	\$138,474	\$152,947	\$168,565	\$135,937	\$595,923

OBJECTIVE

The objective of this work element is to implement the San Diego Regional Plug-In Electric Vehicle (PEV) Readiness Plan (2014) and facilitate activities to advance Electric Vehicle Charging Station (EVCS) deployment in the region. Emphasis in FY 2019 will be on continued Electric Vehicle (EV) Expert technical assistance, regional EVCS planning and analysis (helping to inform the SANDAG EV Charging Program), and general PEV and EVCS awareness activities.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include: secured funding to continue Plug-in San Diego; offering the EV Expert to provide on-demand technical assistance to potential EVCS hosts; developed an EV Expert inquiry tracking log to help catalogue and streamline responses; coordinated with other EV infrastructure programs to ensure collaboration and efficiency.

JUSTIFICATION

The SANDAG Board of Directors accepted the San Diego Regional PEV Readiness Plan in January 2014. On March 27, 2015, the SANDAG Board of Directors accepted a two-year award from the California Energy Commission (CEC) to support implementation of San Diego regional planning efforts for PEV. This project helps SANDAG achieve its strategic goal to improve mobility by providing more transportation choices and efficiency through implementation of San Diego Forward: The Regional Plan, ...innovation through emerging technologies, ... Facilitating the deployment of PEVs is an implementation action in San Diego Forward: The Regional Plan. Energy and transportation are the largest contributors to greenhouse gas (GHG) emissions in the region and state, and facilitating the continued roll out of PEVs and EVCS will be a significant means for the region to reduce GHG emissions through 2050.

PROJECT MANAGER: Anna Lowe, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Regional Energy Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Finalize the regional planning analysis identifying gaps in existing EV charging network, opportunities for investment and/or incentives, including SANDAG EV Charging Program, and considerations for EV charging in disadvantaged communities. Product: Interactive web-based maps and methodology report, presentations to working groups and interested stakeholders Completion Date: 12/31/2018
2	20	Task Description: Oversee subcontractor Center for Sustainable Energy (CSE) work to offer technical assistance via the EV Expert. Product: Monthly tracking logs and sample response reports, EV Expert Summary Report Completion Date: 6/30/2019
3	35	Task Description: Administer CEC grant funding to implement Plug-in SD program. Oversee subcontract with CSE. Product: Monthly progress reports and quarterly invoices; Critical Project Review Report, and Final Report Completion Date: 6/30/2019
4	25	Task Description: Oversee CSE's work to prepare and implement an outreach and education plan focused on promoting the EV Expert and offering education on PEVs and EVCS to diverse stakeholders. Product: Updated education and outreach plan and tracking log for presentations and events; presentation and training materials for Freeway Service Patrol EV training Completion Date: 6/30/2019

FUTURE ACTIVITIES

This project is expected to be completed in FY 2019.

WORK ELEMENT: 3201100 Energy Roadmap Program Continuation: SDG&E
AREA OF EMPHASIS: Regional Planning

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 – 2021 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$155,601	\$362,076	\$530,498	\$535,282	\$771,323	\$2,354,780
Other Direct Costs	\$4,002	\$10,038	\$16,419	\$9,000	\$24,000	\$63,459
Contracted Services	\$0	\$209,969	\$550,000	\$600,000	\$1,090,000	\$2,449,969
TOTAL	\$159,603	\$582,083	\$1,096,917	\$1,144,282	\$1,885,323	\$4,868,208

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020 – 2021	Total
San Diego Gas & Electric	\$159,603	\$582,083	\$1,096,917	\$1,144,282	\$1,885,323	\$4,868,208
TOTAL	\$159,603	\$582,083	\$1,096,917	\$1,144,282	\$1,885,323	\$4,868,208

OBJECTIVE

The objective of this grant-funded work element is the continuation of the Energy Roadmap Program. Emphasis in FY 2019 will be on supporting local and regional planning, implementation, and monitoring activities related to climate action with a major emphasis on working with local jurisdictions to achieve energy savings and greenhouse gas (GHG) emissions reductions through energy efficiency.

PREVIOUS ACCOMPLISHMENTS

Major previous accomplishments include providing technical and consultant services to help member agencies achieve energy and financial savings through energy efficiency, including SANDAG operations in the South Bay; helping member agencies, prepare, adopt, implement, and monitor climate action plans; and establishing subregional energy action collaboratives comprised of member agency staff to facilitate regional coordination on issues related to saving energy through energy efficiency and climate action.

JUSTIFICATION

By supporting local and regional efforts to address climate change and save energy through energy efficiency this work element supporting the strategic goal of implementing the visions of San Diego Forward: The Regional Plan and the *TransNet* Ordinance with the goal of...contributing to a healthy and sustainable region and helping to protect and improve the quality of life for everyone in the region.

PROJECT MANAGER: Andrew Martin, Land Use / Transportation Planning Department

COMMITTEE(S): Regional Planning Committee

WORKING GROUP(S): Regional Energy Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Provide staff support and climate action planning consultant services to help member agencies prepare, implement, and monitor climate action plans. Product: Adopted climate action plans; local and regional GHG inventories and forecasts; local and regional climate action monitoring reports; local climate action implementation plans; project-level climate action plan consistency checklists; benefit-cost analysis reports Completion Date: 6/30/2019
2	30	Task Description: Provide no-cost staff support and energy engineering consultant services to help member agencies reduce energy use, lower utility bills, and reduce GHG from their buildings, facilities, and overall operations. Product: Energy assessment reports identifying municipal building and facility energy performance and opportunities to reduce energy use, lower utility bills, and reduce GHG; financing, rebate, and incentive applications to implement energy-saving projects; monitoring reports on municipal energy savings and utility energy program participation achieved through SANDAG program Completion Date: 6/30/2019
3	15	Task Description: Promote energy savings by integrating energy efficiency measures and behaviors into SANDAG agency operations, plans, and capital projects, such as a green operations manual update, capital project design, creating an internal "green team", wellness fairs, lunch and learn, internal employee messaging, design of a potential new SANDAG building, and updating the agency's existing energy and climate strategies. Product: Green operations manual update; design checklist for capital projects; Yammer/intranet posts; booth at SANDAG Wellness Fairs; lunch and learn agenda; Green Team agendas; design plans for a potential new SANDAG building updated energy/climate strategy Completion Date: 6/30/2019
4	10	Task Description: Provide additional support for implementation of local and regional climate and energy goals through staff participation in and financial support for collaborative regional programs and partnerships, including the four subregional energy action collaboratives, the San Diego Regional Energy Partnership (SDREP), San Diego Regional Climate Collaborative (SDRCC), and the San Diego Gas & Electric (SDG&E) Emerging Cities Program (ECP). Product: Meeting agendas and presentations for the four subregional energy action collaboratives; SDRCC scope of work and deliverables and meeting agendas and presentations; SDREP scopes of work, deliverables, meeting agendas and presentations; SANDAG-SDG&E meeting agendas for Energy Roadmap-Emerging Cities Program coordination; Implementation Plans for SANDAG Energy Roadmap Program and SDG&E Emerging Cities Program; agendas for meetings with member agencies on ECP offerings Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Provide staff support and climate action planning consultant services to help member agencies prepare, implement, and monitor climate action plans. Product: Adopted climate action plans; local and regional GHG inventories and forecasts; local and regional climate action monitoring reports; local climate action implementation plans; project-level climate action plan consistency checklists; benefit-cost analysis reports Completion Date: 6/30/2020
2	30	Task Description: Provide no-cost staff support and energy engineering consultant services to help member agencies reduce energy use, lower utility bills, and reduce GHG emissions from their buildings, facilities, and overall operations. Product: Energy assessment reports identifying municipal building and facility energy performance and opportunities to reduce energy use, lower utility bills, and reduce GHG emissions; financing, rebate, and incentive applications to implement energy-saving projects; monitoring reports on municipal energy savings and utility energy program participation achieved through SANDAG program Completion Date: 6/30/2020
3	15	Task Description: Promote energy savings by integrating energy efficiency measures and behaviors into SANDAG agency operations, plans, and capital projects, such as a green operations manual update, capital project design, creating an internal "green team", wellness fairs, lunch and learn, internal employee messaging, and updating the agency's existing energy and climate strategies. Product: Green operations manual update; design checklist for capital projects; Yammer/intranet posts; booth at SANDAG Wellness Fairs; lunch and learn agenda; Green Team agendas; updated energy/climate strategy. Completion Date: 6/30/2020
4	10	Task Description: Provide additional support for implementation of local and regional climate and energy goals through staff participation in and financial support for collaborative regional programs and partnerships, including the four subregional energy action collaboratives, SDREP, SDRCC, and the SDG&E ECP. Product: Meeting agendas and presentations for the four subregional energy action collaboratives; SDRCC scope of work and deliverables and meeting agendas and presentations; SDREP scopes of work, deliverables, meeting agendas and presentations; SANDAG-SDG&E meeting agendas for Energy Roadmap-Emerging Cities Program coordination; Implementation Plans for SANDAG Energy Roadmap Program and SDG&E Emerging Cities Program; agendas for meetings with member agencies on ECP offerings. Completion Date: 6/30/2020

WORK ELEMENT: 3201200 Advancing Climate Action Plans with Data-Driven Transportation Strategies
AREA OF EMPHASIS: Regional Planning

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$20,101	\$63,176	\$66,723	\$150,000
Contracted Services	\$0	\$0	\$10,000	\$182,400	\$157,600	\$350,000
TOTAL	\$0	\$0	\$30,101	\$245,576	\$224,323	\$500,000

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
FTA Transit Planning for Sustainable Communities	\$0	\$0	\$30,101	\$245,576	\$224,323	\$500,000
TOTAL	\$0	\$0	\$30,101	\$245,576	\$224,323	\$500,000

Note: Matching funds of \$100,000 are programmed in Work Element 3201100 Energy Roadmap Continuation: SDG&E.

OBJECTIVE

The objective of this grant-funded work element is to: (1) support greenhouse gas (GHG) emissions reduction goals in the transportation sector; (2) enable regionally consistent planning, monitoring, and reporting of transportation strategies in local climate action plans; (3) create an interactive web-based portal with best available transportation, energy, and other regional and local climate planning data; and (4) complement the Energy Roadmap Program offerings with expanded transportation and climate action related services for member agencies. Emphasis in FY 2019 will be on establishing the data needs for the project, developing the web-based data portal, and preparing updated GHG emissions inventories.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, a task order will be issued for the University of San Diego Energy Policy Initiatives Center to begin work as a subcontractor on the project. In addition, work has begun to release a Request for Proposals for a web development consultant to provide assistance on the data portal development.

JUSTIFICATION

In April 2017, Caltrans awarded SANDAG a \$500,000 Sustainable Communities planning grant to support the development of a climate action data portal and climate action planning assistance for member agencies. In the region, nearly all jurisdictions have adopted or are developing climate action plans (CAPs) that identify community-wide strategies to reduce GHG emissions. Recognizing that transportation is the largest source of emissions, local CAPs identify a variety of strategies to reduce vehicle-miles-traveled (VMT) and increase use of zero-emission vehicles and alternative fuels. Monitoring CAP implementation and demonstrating quantified GHG reductions require robust data at the local level, and this project provides a valuable resource to make transportation data more accessible to local jurisdictions in support of their CAPs.

PROJECT MANAGER: Allison Wood, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Regional Energy Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Establish data needs and collect data; develop data framework; procure data. Product: Data framework; tabulation of data received and data gaps Completion Date: 9/30/2018
2	5	Task Description: Project management and administration; subcontractor procurement; staff coordination; and invoicing and quarterly reports. Product: Subcontractor agreements; monthly meeting notes; invoice packages and quarterly reports Completion Date: 6/30/2019
3	50	Task Description: Climate action data portal development; web interface design and development; VMT and emissions visualization; code development and quality assurance. Product: Full web design comprehensive layout; VMT mapping module; Data Portal initial version; Beta-testing; Data portal launch Completion Date: 6/30/2019
4	25	Task Description: Climate action planning transportation assistance; transportation GHG calculations; quantitative analysis of GHG reduction measures; policy development; implementation assistance; monitoring and evaluation. Product: Nineteen GHG inventories; up to 19 GHG reduction measure reports; transportation policy document; 19 monitoring reports Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Project Management and Administration; staff coordination; and invoicing and quarterly reports. Product: Meeting summaries; monthly meeting notes; invoice packages and quarterly reports Completion Date: 6/30/2020
2	40	Task Description: Communication, training, and technical assistance; present to key stakeholder groups; hold local government trainings; offer on-demand technical assistance with data portal. Product: Presentations; training materials; webinar; consultation report Completion Date: 6/30/2020
3	55	Task Description: Climate action planning transportation assistance; transportation GHG calculations; quantitative analysis of GHG reduction measures; policy development; implementation assistance; monitoring and evaluation. Product: Completion of 19 GHG inventory updates; up to 19 GHG reduction measure reports; transportation GHG reduction measure implementation guide; 19 monitoring report updates Completion Date: 6/30/2020

WORK ELEMENT: 3201300 San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program
AREA OF EMPHASIS: Regional Planning

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$49,815	\$148,870	\$105,929	\$304,614
Other Direct Costs	\$0	\$0	\$1,424	\$1,200	\$1,200	\$3,824
Contracted Services	\$0	\$0	\$73,165	\$137,764	\$158,369	\$369,298
TOTAL	\$0	\$0	\$124,404	\$287,834	\$265,498	\$677,736

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
SB1 Adaptation Planning Grant	\$0	\$0	\$110,135	\$254,820	\$235,045	\$600,000
TDA Planning/Administration	\$0	\$0	\$14,269	\$33,014	\$30,453	\$77,736
TOTAL	\$0	\$0	\$124,404	\$287,834	\$265,498	\$677,736

OBJECTIVE

The objective of this grant-funded work element is to: (1) develop a detailed framework for a new incentive program that will support the purchase and installation of publicly accessible Electric Vehicle (EV) charging infrastructure; (2) identify program administration options, eligible technologies and incentive amounts; (3) determine tracking and reporting methods; and (4) develop an education and outreach strategy. Emphasis in FY 2019 will be on conducting outreach to develop the program's main components including administration, eligible technologies, and participation requirements.

PREVIOUS ACCOMPLISHMENTS

This project launched in January 2018 through a grant award from Caltrans. Since then, SANDAG has hired consultants to assist with the tasks and undertaken the research and assessment of program best practices.

JUSTIFICATION

With adoption of San Diego Forward: The Regional Plan (Regional Plan) and its Sustainable Communities Strategy in 2015, the SANDAG Board of Directors committed its support to building out a network of publicly accessible EV charging infrastructure throughout the region. The Regional Plan Environmental Impact Report (EIR) solidified the SANDAG commitment through Greenhouse Gas (GHG) Mitigation Measure 4C (GHG-4C). The measure states that SANDAG will allocate funding for charging infrastructure and that a regional incentive program will be established by 2020 to promote and increase publicly accessible EV charging infrastructure. Work completed under this grant will be used to develop the San Diego Regional Electric Vehicle Infrastructure Charging Program, or REVI Program.

PROJECT MANAGER: Susan Freedman, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Regional Energy Working Group
Regional Planning Technical Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	10	Task Description: Existing conditions research and analysis. Product: Final set of criteria tables; Best practices report on structure and components of EV charging program Completion Date: 10/15/2018
2	50	Task Description: Prepare detailed framework for SANDAG charging program. Product: Draft framework report; Reports and presentations for stakeholder groups, policy advisory committees, and Board of Directors Completion Date: 6/30/2019
3	36	Task Description: Develop components of charging program based on framework. Product: Administrator needs assessment; Program application guidelines; Education and outreach strategy Completion Date: 6/30/2019
4	4	Task Description: Project administration and coordination Product: Quarterly reports and invoices; Summaries from project status meetings Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Develop components of charging program based on framework. Product: Administrator needs assessment; Program application guidelines; Education and outreach strategy Completion Date: 2/28/2020
2	45	Task Description: Project implementation next steps. Product: List of final program preparations for FY 2021 program opening; Staffing plan and budget for next phase of project Completion Date: 2/28/2020
3	5	Task Description: Project administration and oversight Product: Quarterly reports and invoices; Summaries from project status meetings Completion Date: 4/30/2020

WORK ELEMENT: 3201400 Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure
AREA OF EMPHASIS: Regional Planning

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$4,635	\$12,000	\$6,686	\$23,321
Contracted Services	\$0	\$0	\$32,500	\$108,375	\$39,125	\$180,000
TOTAL	\$0	\$0	\$37,135	\$120,375	\$45,811	\$203,321

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
SB1 Adaptation Planning Grant	\$0	\$0	\$32,876	\$106,568	\$40,556	\$180,000
SANDAG Member Assessments	\$0	\$0	\$4,259	\$13,807	\$5,255	\$23,321
TOTAL	\$0	\$0	\$37,135	\$120,375	\$45,811	\$203,321

OBJECTIVE

The objective of this grant-funded work element is to collaborate with local jurisdictions and stakeholders to develop a Regional Sea-Level Rise Adaptation Guidance Document. This document will include: (1) an update of existing shoreline management policies, which do not address climate change impacts to transportation infrastructure; (2) a suite of adaptation strategies and best practices for consideration by local jurisdictions; and (3) an examination of potential sea-level rise impacts to regional transportation infrastructure in San Diego County. Emphasis in FY 2019 will be on updating existing shoreline policies, collecting regional data, and drafting the guidance document.

PREVIOUS ACCOMPLISHMENTS

SANDAG has prepared a number of policy and guidance documents related to shoreline management in the San Diego region including the Shoreline Preservation Strategy (1993), Sand Retention Strategy (2001), and the Coastal Regional Sediment Management Plan (2009). In addition, the Shoreline Preservation Working Group has been meeting regularly since the 1980s to discuss issues related to shoreline management.

JUSTIFICATION

This is a dedicated grant-funded project that is intended to build upon local efforts to determine potential impacts to regional transportation infrastructure and develop guidance for addressing sea-level rise and climate change impacts to these facilities. This will all be compiled into a single deliverable: the Regional Sea-Level Rise Adaptation Guidance Document. A coordinated approach to adaptation is necessary to synchronize planning efforts, elevate local analysis to a regional decision-making body, and to best protect vulnerable regional infrastructure.

PROJECT MANAGER: Sarah Pierce, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
WORKING GROUP(S): Shoreline Preservation Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	10	Task Description: Project management and administration Product: Consultant contracts, billing, and quarterly reports Completion Date: 6/30/2019
2	40	Task Description: Update existing policies and collect regional data. Product: Updated policies, interview summaries, document identifying impacts to transportation infrastructure Completion Date: 6/30/2019
3	40	Task Description: Develop Regional Sea-Level Rise Adaptation Guidance Document. Product: Draft guidance document Completion Date: 6/30/2019
4	10	Task Description: Communication and outreach Product: Stakeholder meetings and public workshop summary notes Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Communication and outreach Product: Stakeholder meetings and public workshop summary notes Completion Date: 12/31/2019
2	10	Task Description: Project Management and Administration Product: Consultant contracts, billing, and quarterly reports Completion Date: 2/28/2020
3	30	Task Description: Develop Regional Sea-Level Rise Adaptation Guidance Document Product: Final guidance document Completion Date: 2/28/2020
4	40	Task Description: Acceptance and online publication of Regional Sea-Level Rise Adaptation Guidance Document Product: Meeting minutes and online web link Completion Date: 2/28/2020

WORK ELEMENT: 3300100 *TransNet* Smart Growth Incentive and Active Transportation Grant Programs
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$319,879	\$459,306	\$354,794
Other Direct Costs	\$53	\$2,000	\$2,000
Contracted Services	\$20,850	\$25,000	\$24,200
TOTAL	\$340,782	\$486,306	\$380,994
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Bicycle/Pedestrian Program Monitoring	\$0	\$147,598	\$147,000
<i>TransNet</i> Administration (1%)	\$320,782	\$191,110	\$86,994
<i>TransNet</i> Smart Growth Program Monitoring	\$20,000	\$147,598	\$147,000
TOTAL	\$340,782	\$486,306	\$380,994

OBJECTIVE

The objective of this work element is to administer and implement the *TransNet* Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). Emphasis in FY 2019 will be on administering new contracts awarded under the fourth cycle of the grant programs, which will include new grants for completing Climate Action Plans (CAPs) and Complete Streets Policies funded through the SGIP.

PREVIOUS ACCOMPLISHMENTS

There have been three cycles of funding for both of these competitive grant programs. In the first three cycles, the SGIP awarded almost \$31 million in funds to a total of 43 projects, including 23 capital grants and 20 planning grants. The ATGP awarded approximately \$29 million in funds to a total of 72 projects, including 30 planning, bike parking, and education program grants and 42 capital grants. The fourth cycle of funding is anticipated to award an additional \$27 million for the SGIP and an additional \$3.6 million for the ATGP, with funding recommendations expected in summer 2018.

JUSTIFICATION

Both programs are required under the *TransNet* Extension Ordinance.

PROJECT MANAGER: Tracy Ferchaw, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
Transportation Committee
WORKING GROUP(S): Active Transportation Working Group
Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee
Regional Planning Technical Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	75	Task Description: Administer grant projects funded by the SGIP and ATGP, including the remaining Cycle 3 projects, as well as the new Cycle 4 projects, including the new SGIP CAP and Complete Streets Policies grants; ensure the timely completion of grant funded projects and contract compliance. Product: Quarterly status reports to Independent Taxpayer Oversight Committee, Transportation Committee, and Regional Planning Committee; invoice payments; contract amendments; site visit summaries and reports Completion Date: 6/30/2019
2	10	Task Description: Add the new Cycle 4 grant projects into the Regional Transportation Improvement Program financial software tool, known as ProjectTrak; maintain information about project budgets, project expenditures, invoice reimbursements, and local funding matches in ProjectTrak. Product: ProjectTrak reports Completion Date: 6/30/2019
3	10	Task Description: Continue to refine and implement the communications plan for the grant programs. Product: Updated communications plan; project photos/videos; press releases and social media posts; website updates including project deliverables and story map Completion Date: 6/30/2019
4	5	Task Description: Conduct internal Grant Coordination Team meetings; continue to seek and implement efficiencies and streamlining procedures across all SANDAG grant programs in future calls for projects, invoicing procedures, and reporting documents. Support statewide Active Transportation Program grant process as necessary. Product: Grants Coordination Team agendas and meeting summaries, Updated Grants Implementation Guide; initial database/tracking enhancement options Completion Date: 6/30/2019

FUTURE ACTIVITIES

Staff will continue to administer grants, monitor progress made by grantees, and undertake administrative process improvements. In future years, staff anticipates developing an assessment tool that would compile key metrics, both spatially and over time, to track benefits resulting from grant investments.

WORK ELEMENT: 3330300 Intergovernmental Review
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$58,959	\$120,316	\$75,246
TOTAL	\$58,959	\$120,316	\$75,246
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5303) MPO Planning	\$52,196	\$100,000	\$63,000
TDA Planning/Administration	\$6,763	\$20,316	\$12,246
TOTAL	\$58,959	\$120,316	\$75,246

OBJECTIVE

The objective of this work element is to oversee the review of current and future development plans, and local and state environmental and policy documents for potential impacts on the regional transportation network. This work is done in coordination with other work elements to facilitate implementation of San Diego Forward: The Regional Plan (Regional Plan) and in collaboration with Caltrans, the Metropolitan Transit System (MTS), the North County Transit District (NCTD), the San Diego Regional Airport Authority (SDRAA), and the Port of San Diego. Emphasis in FY 2019 will be on coordinating with the Port of San Diego on its North Harbor Drive Mobility and Access Study.

PREVIOUS ACCOMPLISHMENTS

The Intergovernmental Review (IGR) process circulates numerous documents to SANDAG staff throughout the year, collects staff's comments, and submits a comment letter to local agencies within the public review period requested. IGR projects are tracked both in a mapping tool and in quarterly reports. Additionally, IGR has coordinated with Caltrans and other public agencies on projects that mutually affect both agencies.

JUSTIFICATION

Since the goal of the IGR Program is to ensure that regional needs are met in current and future development projects, the program supports the Regional Planning area of emphasis in the following ways: (1) ensuring early coordination when regionally significant projects are proposed; (2) working with local jurisdictions and special districts to ensure implementation of the Regional Plan; and (3) identifying future opportunities for coordination with local jurisdictions.

PROJECT MANAGER: Seth Litchney, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee
 Transportation Committee
WORKING GROUP(S): Group Cities/County Transportation Advisory Committee
 Regional Planning Technical Working

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Coordinate area wide clearinghouse and IGR processing, including ongoing maintenance and refinements of the enhanced project and reporting tool, performing internal reporting requirements, and coordinating the internal circulation of projects for review. Product: IGR database, IGR project tracking and reporting tool, and monthly IGR report Completion Date: 6/30/2019
2	50	Task Description: Conduct review of local development projects, as well as local and state policy documents and guidelines, for transportation related impacts in coordination with agencies such as Caltrans, MTS, NCTD, California Association of Councils of Governments, SDRAA, Port of San Diego and/or others, as appropriate. Product: Comment letters Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include continued monitoring and commenting on local projects and plans, as well as statewide policy documents and guidelines.

WORK ELEMENT: 3400100 Interregional Planning: Imperial, Orange, and Riverside Counties
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$32,284	\$42,646	\$44,028
Other Direct Costs	\$1,016	\$500	\$660
TOTAL	\$33,300	\$43,146	\$44,688

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$29,409	\$38,197	\$35,000
TDA Planning/Administration	\$3,891	\$4,949	\$9,688
TOTAL	\$33,300	\$43,146	\$44,688

OBJECTIVE

The objective of this work element is to oversee and coordinate planning activities that impact the San Diego region's borders with Imperial, Orange, and Riverside counties. This work element supports the work of the Borders Committee.

Imperial County: Emphasis in FY 2019 will be on continuing collaboration efforts with the Imperial County Transportation Commission (ICTC), the Southern California Association of Governments (SCAG), and Caltrans on joint planning activities between the two regions, including development of interregional elements of San Diego Forward: The Regional Plan (Regional Plan) and the Imperial County Long-Range Transportation Plan and completion of the Impacts of Border Delays Study.

Orange County: Emphasis in FY 2019 will be on continuing collaboration efforts with the Orange County Transportation Authority (OCTA), SCAG, and Caltrans to exchange information on long-range planning activities and participate in the OCTA Interstate 5 (I-5) Corridor Study between Pico and the San Diego County line.

Riverside County: Emphasis in FY 2019 will be on coordinating with the Riverside County Transportation Commission (RCTC) and SCAG on the Inter-Regional Park & Ride Strategy.

PREVIOUS ACCOMPLISHMENTS

Imperial County: Since 2012 SANDAG has hosted quarterly coordination meetings with ICTC, SCAG, and Caltrans to discuss updates to joint planning activities. In 2015, SANDAG, ICTC, and Caltrans completed the Pedestrian and Bicycle Transportation Access Study for the California-Baja California Ports of Entry (POEs), and, in 2016, these agencies partnered to conduct the study titled California-Baja California: A Fresh Look at Impacts of Border Delays Study.

Orange County: SANDAG participated in the OCTA South Orange County Major Investment Study, which was completed in 2008. Since 2016, SANDAG has participated in the OCTA I-5 Corridor Study between Pico and the San Diego County Line.

Riverside County: SANDAG and Western Riverside Council of Governments (WRCOG)/Riverside Transit Agency (RTA)/RCTC formed the Interstate 15 (I-15) Interregional Partnership (IRP), analyzed the interregional commuter issues, developed a comprehensive set of strategies in transportation, economic development, and housing to reduce congestion on the I-15, and have been implementing those strategies for several years.

JUSTIFICATION

All three counties (Imperial, Orange, and Riverside) are advisory members of the Borders Committee, and Imperial County is an advisory member of the SANDAG Board of Directors. As such, ongoing collaboration with all three counties is important in developing and implementing the Regional Plan, in addition to several other ongoing statewide and federal planning efforts. This work element supports the work of the Borders Committee.

PROJECT MANAGER: Zachary Hernandez, Land Use / Transportation Planning Department

COMMITTEE(S): Borders Committee

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Imperial County: Continue coordination and collaboration with ICTC, SCAG, and Caltrans including: monitoring strategies included in the San Diego-Imperial County Interstate 8 Corridor Strategic Plan; follow-up activities related to the Pedestrian and Bicycle Transportation Access Study for the California-Baja California POEs; SCAG Goods Movement Border Crossing Study – Phase II; and A Fresh Look at Impacts of Border Delays Study, and other items of joint interest. Product: Status reports for the Borders Committee Completion Date: 6/30/2019
2	30	Task Description: Orange County: Coordinate and collaborate with OCTA on the development of interregional elements of long range plans, including Orange County's Long-Range Transportation Plan and the Regional Plan, the I-5 Pico to San Diego County Line Study, as well as other items of joint interest. Product: Status reports for the Borders Committee Completion Date: 6/30/2019
3	30	Task Description: Riverside County: Continue working with WRCOG, RCTC, RTA, SCAG, and Caltrans within the context of the I-15 IRP and the Inter-Regional Park & Ride Strategy. Also, continue to collaborate on implementing the Regional Plan, as well as other issues of mutual concern. Product: Status reports for the Borders Committee Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include continued coordination on interregional planning matters with Caltrans, ICTC, OCTA, SCAG, and WRCOG.

WORK ELEMENT: 3400200 Interregional Planning: Binational Planning and Coordination
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$324,197	\$382,692	\$402,063
Other Direct Costs	\$186	\$3,100	\$3,100
Contracted Services	\$0	\$6,000	\$6,000
TOTAL	\$324,383	\$391,792	\$411,163
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$240,000	\$346,854	\$350,000
TDA Planning/Administration	\$84,383	\$44,938	\$61,163
TOTAL	\$324,383	\$391,792	\$411,163

OBJECTIVE

The objective of this work element is to oversee and coordinate binational collaboration activities, including coordination of the Borders Committee and the Committee on Binational Regional Opportunities (COBRO) as well as collaboration with Mexico, municipalities and the State of Baja California, border stakeholders, and tribal governments. Emphasis in FY 2019 will be on finalizing necessary project agreements with federal agencies and Mexico to develop the future Otay Mesa East Port of Entry (POE).

PREVIOUS ACCOMPLISHMENTS

Since its creation in 2001, the SANDAG Borders Committee provides policy oversight for collaboration and planning activities that impact the borders of the San Diego region – Riverside, Orange, and Imperial counties, tribal governments, and Mexico. Since 1996, COBRO has provided a forum for discussion of binational border activities, and provides input to the Borders Committee in the areas of binational planning and collaboration. Annual joint meetings of these two groups and representatives from the municipalities and the State of Baja California, Mexico, have been held since 2008, and binational events addressing relevant topics, such as water supply, border wait times, smart growth, climate change, active transportation, etc., have been held on an annual basis since 1997.

JUSTIFICATION

San Diego's location along the border with Mexico places the region in an advantageous position when leveraging its strengths with those of its neighbors, resulting in improved global competitiveness and better quality of life for our communities. Border mobility and transportation, housing, water and energy supply, the environment and climate change, economic development and public safety have been identified as the main areas for border collaboration.

PROJECT MANAGER: Héctor Vanegas, Executive Department
COMMITTEE(S): Borders Committee
WORKING GROUP(S): Committee on Binational Regional Opportunities
 Interagency Technical Working Group on Tribal Transportation Issues

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Coordinate with the State of Baja California and the municipalities of Tijuana, Tecate, and Playas de Rosarito, including the Metropolitan Zone framework (Tijuana-Tecate-Rosarito), City of Tijuana Metropolitan Planning Institute (IMPLAN, in Spanish), the Consuls General of Mexico in San Diego and of the United States in Tijuana, and native tribal governments. Update the Binational Contact Guide. Product: Update reports and the Binational Contacts Guide Completion Date: 6/30/2019
2	35	Task Description: Provide staff support and coordination for the Borders Committee and COBRO meetings, and for the SANDAG annual binational event. Product: Agendas, follow-up activities, and recommendations. A joint meeting of the Borders Committee, COBRO, and the municipalities and the State of Baja California Completion Date: 6/30/2019
3	15	Task Description: Collaborate with agencies and stakeholders to promote the development of the State Route 11/Otay Mesa East POE project within the different binational border forums, including the High-Level Economic Dialogue, the Binational Group on Bridges and Border Crossings, and the Joint Working Committee (in conjunction with Work Element No. 1201101). Product: Progress and informational reports Completion Date: 6/30/2019
4	10	Task Description: Collaborate with IMPLAN to link proposed regional planning and collaboration strategies, including issues identified in the Otay Mesa – Mesa de Otay Binational Corridor Strategic Plan. Product: Joint policy meeting with the State of Baja California and the municipalities of Tijuana, Tecate, and Playas de Rosarito, and progress reports Completion Date: 6/30/2019
5	15	Task Description: Update the reports on shared border infrastructure projects (in conjunction with Work Element No. 3400100), and on border crossing and trade statistics. Product: Annual report Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing work element. The Borders Committee holds monthly meetings, and COBRO has scheduled six regular meetings, including the annual binational event.

WORK ELEMENT: 3400500 Interregional Planning: Tribal Liaison Program
AREA OF EMPHASIS: Regional Planning

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$108,590	\$103,486	\$98,692
Other Direct Costs	\$1,965	\$20,820	\$8,370
Contracted Services	\$108	\$0	\$0
Pass-Through to Other Agencies	\$5,000	\$20,000	\$20,000
TOTAL	\$115,663	\$144,306	\$127,062

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$102,263	\$127,754	\$110,000
TDA Planning/Administration	\$13,400	\$16,552	\$17,062
TOTAL	\$115,663	\$144,306	\$127,062

OBJECTIVE

The objectives of this work element are to: (1) continue the government-to-government framework for engaging the 18 federally-recognized sovereign tribal nations in the region in the regional transportation planning process as mandated by state and state regulations; (2) coordinate and consult with tribal governments and intertribal organizations on major transportation, land use, and other regional planning initiatives to ensure timely and meaningful input into the decision-making process; (3) facilitate the meaningful involvement of the Southern California Tribal Chairmen's Association (SCTCA) in the SANDAG policy-making structure; and (4) provide a technical forum for discussing tribal transportation issues through the Interagency Technical Working Group on Tribal Transportation Issues. Emphasis in FY 2019 will be to follow up on actions agreed to at the 2018 Tribal Summit and the implementation of the Intraregional Tribal Transportation Strategy.

PREVIOUS ACCOMPLISHMENTS

SANDAG and the SCTCA conducted an Intraregional Tribal Transportation Strategy to identify and analyze the mobility needs of the tribes in the region and develop a collaborative strategy to address those needs. A Tribal Consultation Plan was developed for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan).

JUSTIFICATION

The San Diego region is home to 18 federally-recognized tribal governments with jurisdiction over 19 reservations, the most in any county in the United States. State and federal planning regulations mandate timely and meaningful consultation with tribal governments in regional and transportation planning activities, including the development of the 2019 Regional Plan and the Regional Transportation Improvement Program. SANDAG is committed to not only meeting the federal requirement for consultation, but to strengthening its regional government-to-government framework for long-range planning with tribal nations.

PROJECT MANAGER: Jane Clough, Land Use / Transportation Planning Department

COMMITTEE(S): Borders Committee
Public Safety Committee
Regional Planning Committee
Transportation Committee

WORKING GROUP(S): Interagency Technical Working Group on Tribal Transportation Issues

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Facilitate the effective and equitable involvement of tribal nations in regional and transportation planning through consultation, coordination, and collaboration. Implement the Tribal Consultation Plan for the 2019 Regional Plan. Product: One presentation to the SCTCA Board per quarter on a regional or transportation planning policy/program of relevance to the tribal nations Completion Date: 6/30/2019
2	25	Task Description: Provide technical support to the SCTCA advisory members to SANDAG in the development of agenda items to the policy advisory committees and SANDAG Board of Directors on relevant tribal issues, including follow-up on the 2018 Regional Tribal Summit. Product: One agenda item/report per quarter to either Borders, Regional Planning, Transportation, or Public Safety Committees, and presentation of materials from 2018 Regional Tribal Summit Completion Date: 6/30/2019
3	35	Task Description: Oversee and provide administrative staff support for the quarterly meetings of the Interagency Technical Working Group on Tribal Transportation Issues, composed of representatives from as many of the 18 tribal nations in the region as want to formally participate. Product: Quarterly meeting agenda packets/participant list Completion Date: 6/30/2019
4	15	Task Description: Coordinate with local, state, and federal government agencies on relevant tribal-related issues as well as with intertribal agencies such as the Reservation Transportation Authority, Native American Environmental Protection Coalition, and the National Indian Justice Center. Product: Meeting agendas/participant lists and participation in key conferences/meetings such as the Caltrans Native American Advisory Committee Completion Date: 6/30/2019

FUTURE ACTIVITIES

SANDAG is committed to not only meeting the federal requirement for consultation, but to strengthening its regional government-to-government framework for long-range planning with tribal nations. This is an ongoing effort.

CHAPTER 2.3

PROJECT IMPLEMENTATION

Implement the projects and programs included in San Diego Forward: The Regional Plan (Regional Plan) with the intention of achieving the goals set out in the Regional Plan, including the development and construction of initiatives such as: the Mid-Coast Trolley Extension; the *Rapid* network; the Bike Early Action Program; coastal rail corridor double-tracking; extension of the Managed Lanes network; freeway enhancement projects; and a wide variety of projects and Transportation Demand Management programs to reduce congestion, promote alternative transportation, and achieve regional environmental goals.

WORK ELEMENT: 3300200 Active Transportation Planning and Programs
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$2,802,698	\$638,761	\$687,380	\$713,280	\$705,000	\$5,547,119
Other Direct Costs	\$55,644	\$10,541	\$28,700	\$25,300	\$47,000	\$167,185
Materials and Equipment	\$0	\$0	\$50,000	\$50,000	\$50,000	\$150,000
Contracted Services	\$1,177,638	\$277,920	\$350,000	\$274,151	\$200,000	\$2,279,709
TOTAL	\$4,035,980	\$927,222	\$1,116,080	\$1,062,731	\$1,002,000	\$8,144,013
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
FHWA Metropolitan Planning (PL)	\$805,418	\$565,000	\$577,333	\$568,492	\$400,000	\$2,916,243
TDA Planning/Administration	\$1,674,616	\$342,222	\$538,747	\$494,239	\$602,000	\$3,651,824
<i>TransNet</i> Bicycle/Pedestrian Program Monitoring	\$1,050,000	\$20,000	\$0	\$0	\$0	\$1,070,000
Strategic Growth Council – Prop 84	\$254,066	\$0	\$0	\$0	\$0	\$254,066
County of San Diego	\$49,352	\$0	\$0	\$0	\$0	\$49,352
FTA (5307) Transit Planning	\$202,528	\$0	\$0	\$0	\$0	\$202,528
TOTAL	\$4,035,980	\$927,222	\$1,116,080	\$1,062,731	\$1,002,000	\$8,144,013

OBJECTIVE

The objective of this work element is to support SANDAG efforts to improve mobility and access through coordinated Active Transportation planning and project development activities. Emphasis in FY 2019 will be on supporting implementation of regional bikeway projects, and collecting and analyzing data in support of Active Transportation Project Evaluation and Monitoring.

PREVIOUS ACCOMPLISHMENTS

Previous work includes SANDAG Board of Directors approval of the San Diego Regional Bicycle Plan and the Regional Bike Plan Early Action Program to advance implementation of high-priority regional bikeway corridors. There are currently 25 active bikeway Capital Improvement Program projects in various stages of development. The Active Transportation Monitoring and Evaluation Program has been established to support gathering and analyzing data for these projects and other SANDAG grant funded projects.

JUSTIFICATION

This program is a key input to San Diego Forward: The 2019-2050 Regional Plan and is critical to the development of regional and local projects funded by the *TransNet* Active Transportation Program.

PROJECT MANAGER: Chris Kluth, Land Use / Transportation Planning Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): Active Transportation Working Group
Bayshore Bikeway Working Group
Independent Taxpayer Oversight Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Oversight and coordination of efforts underway to complete unfinished sections of the Bayshore Bikeway, Coastal Rail Trail, and Inland Rail Trail. Coordination of High-Priority Urban Bikeway project development and implementation. Product: Quarterly status reports of Regional Bicycle project implementation Completion Date: 6/30/2019
2	40	Task Description: Collect and analyze data in support of Active Transportation Project Evaluation and Monitoring. Continue pilot effort to operate and maintain automated bike and pedestrian counters. Product: Summaries of project-level baseline data, and baseline monitoring report Completion Date: 6/30/2019
3	10	Task Description: Provide staff support to the Active Transportation Working Group Meetings and facilitation of regional coordination of active transportation projects and planning, best practices, and input on the state Active Transportation Program grant process. Product: Meeting agendas and minutes; Input to state Active Transportation Program grant process Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Oversight and coordination of efforts underway to complete unfinished sections of the Bayshore Bikeway, Coastal Rail Trail, and Inland Rail Trail. Coordination of High-Priority Urban Bikeway project development and implementation. Product: Quarterly status reports of Regional Bicycle project implementation Completion Date: 6/30/2020
2	40	Task Description: Collect and analyze data in support of Active Transportation Project Evaluation and Monitoring. Continue effort to operate and maintain automated bike and pedestrian counters. Product: Summaries of project-level baseline data, and baseline monitoring report Completion Date: 6/30/2020
3	10	Task Description: Provide staff support to the Active Transportation Working Group Meetings and facilitation of regional coordination of active transportation projects and planning, best practices, and input on the state Active Transportation Program grant process. Product: Meeting agendas and minutes; Input to state Active Transportation Program grant process Completion Date: 6/30/2020

GROUP PROGRAM TITLE: 3310000 Smart Mobility Services to the Public (Group Program)
AREA OF EMPHASIS: Project Implementation

GROUP OBJECTIVE

The objective of this group program is to plan and implement services to the public that reduce traffic congestion and improve mobility throughout the region. The services provided in the following group of projects – Work Element Nos. 3310500 through 3311800 – describe the proposed activities for this fiscal year.

PROJECT MANAGER: Raymond Traynor, Operations Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): None

WORK ELEMENT: 3310500 511 Advanced Traveler Information Service
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 – 2022 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$1,156,184	\$88,611	\$149,722	\$138,189	\$380,000	\$1,912,706
Other Direct Costs	\$77,019	\$559	\$50,000	\$0	\$100,000	\$227,578
Contracted Services	\$4,824,755	\$120	\$50,000	\$260,000	\$600,000	\$5,734,875
TOTAL	\$6,057,958	\$89,290	\$249,722	\$398,189	\$1,080,000	\$7,875,159
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020 – – 2022	Total
Congestion Management Air Quality (CMAQ)	\$239,916	\$69,536	\$159,215	\$0	\$0	\$468,667
FHWA Intelligent Transportation Systems (ITS)	\$4,155,144	\$0	\$0	\$0	\$0	\$4,155,144
TransNet Major Corridors Program	\$1,624,039	\$19,754	\$0	\$373,189	\$1,080,000	\$3,096,982
California State DMV Vehicle Registration Fee	\$0	\$0	\$90,507	\$25,000	\$0	\$115,507
Miscellaneous Project Revenue	\$28,676	\$0	\$0	\$0	\$0	\$28,676
TDA Planning/Administration	\$10,183	\$0	\$0	\$0	\$0	\$10,183
TOTAL	\$6,057,958	\$89,290	\$249,722	\$398,189	\$1,080,000	\$7,875,159

OBJECTIVE

The objective of this work element is to operate and maintain the existing 511 Advanced Traveler Information Service for the region. Emphasis in FY 2019 will be on conducting an assessment of the existing 511 system, including a review of best practices, to identify improvements that can be made through cost effective upgrades.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, the interactive voice response system (IVR) was enhanced to prioritize handling of Motorist Aid calls to support the implementation plan for right-sizing the call box network and enhancing operations of motorist aid services. The 511 system is projected to receive over 253,616 calls and 623,910 web visits; and the system performed well with zero downtime reported.

JUSTIFICATION

The 511 system provides commuters with 24/7 automated traveler information, a key component to improved mobility. The 511 program also serves as the gateway to regional transportation programs, including iCommute, Motorist Aid Services, *FasTrak*®, and transit services information.

PROJECT MANAGER: Chiachi Rumbolo, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Oversight of ongoing operations and maintenance of the 511 system. Product: Monthly progress reports, public input and comments tracking, and performance analysis Completion Date: 6/30/2019
2	30	Task Description: Assessment of the existing 511 system, including a review of best practices, to determine the improvements that can be made through cost effective upgrades. Product: Summary of findings; and gap analysis report Completion Date: 6/30/2019
3	30	Task Description: Complete detailed system requirements and specifications based on the findings and gap analysis reports for 511 system upgrade. Product: Concept of Operations and design specification documentations Completion Date: 6/30/2019
4	10	Task Description: Coordinate, plan and implement marketing efforts to promote 511 services. Product: Coordination of marketing to promote 511 services to the region including to increasing public awareness of the 511 Roadside Assistance services Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Completion of RFP process for 511 system upgrade. Product: Select new 511 system consultant Completion Date: 6/30/2020
2	50	Task Description: Notice to Proceed to the new 511 consultant and initiate the new 511 system development. Product: New 511 system development on going Completion Date: 6/30/2020

WORK ELEMENT: 3310700 Transportation Demand Management Program
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$229,713	\$223,250	\$252,069
Other Direct Costs	\$35,231	\$69,500	\$93,500
Contracted Services	\$121,233	\$610,000	\$100,000
TOTAL	\$386,177	\$902,750	\$445,569
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$359,909	\$902,750	\$445,569
FasTrak® Revenues	\$17,017	\$0	\$0
TransNet New MC Transit Ops	\$8,507	\$0	\$0
TDA Planning/Administration	\$744	\$0	\$0
TOTAL	\$386,177	\$902,750	\$445,569

OBJECTIVE

The objective of this work element is to manage the regional Transportation Demand Management (TDM) Program known as iCommute. Emphasis in FY 2019 will be on implementing, monitoring, and measuring TDM programs that reduce vehicle miles traveled and support greenhouse gas (GHG) emission reduction goals established in San Diego Forward: The Regional Plan (Regional Plan).

PREVIOUS ACCOMPLISHMENTS

In FY 2018, the configuration of Salesforce was completed, enabling staff to use the tool to facilitate administration and monitoring of iCommute employer outreach and commuter services (Guaranteed Ride Home, Bike Parking, Vanpool, etc.). Additionally, iCommute continued to offer online tools for ridematching and trip planning. Staff also coordinated with the Future Mobility Research Program to evaluate and plan for the impact of emerging technologies and new mobility services on transportation demand.

JUSTIFICATION

TDM is an important component of the Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing vehicle miles traveled and GHG emissions, and increasing travel choices in the region.

PROJECT MANAGER: Antoinette Meier, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Manage the regional TDM Program (iCommute); guide implementation of current TDM measures in the Regional Plan and plan for the integration of new mobility programs and services in San Diego Forward: The 2019-2050 Regional Plan. Product: Implementation plans for TDM programs and projects in the Regional Plan. Evaluation of TDM strategies to be considered for the 2019 Regional Plan. Completion Date: 6/30/2019
2	20	Task Description: Conduct performance monitoring and reporting on TDM program progress. Product: Monthly and quarterly reports Completion Date: 6/30/2019
3	20	Task Description: Lead SANDAG participation in the Future Mobility Research Program. Collaborate with the Metropolitan Transportation Commission, Sacramento Area Council of Governments and Southern California Association of Governments on research related to transportation technology and new mobility services. Product: Research that evaluates the impact of technology on travel behavior and recommendations for incorporating technology into the Metropolitan Planning Organization's Regional Transportation Plans and Sustainable Communities Strategies. Completion Date: 6/30/2019
4	20	Task Description: Continue enhancing TDM systems and technologies to make operations more efficient and to deliver a satisfactory customer experience. Product: TDM system improvements Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue administering the regional TDM program and provide commuters with tools and resources for choosing transportation alternatives to driving alone. Conduct performance monitoring and reporting on outreach activities. Coordination with the Future Mobility Research Program.

WORK ELEMENT: 3310701 Transportation Demand Management – Planning Studies/
Pilot Projects
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$165,318	\$169,368	\$267,888
Other Direct Costs	\$0	\$50,000	\$75,000
Contracted Services	\$11,060	\$276,338	\$500,000
Pass-Through to Other Agencies	\$50,000	\$0	\$0
TOTAL	\$226,378	\$495,706	\$842,888
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$176,378	\$120,706	\$467,888
California State DMV Vehicle Registration Fee	\$0	\$375,000	\$375,000
TransNet Major Corridors Program	\$50,000	\$0	\$0
TOTAL	\$226,378	\$495,706	\$842,888

OBJECTIVE

The objective of this work element is to produce Transportation Demand Management (TDM) studies/plans and implement mobility hub pilot projects aimed at expanding alternative travel choices and reducing vehicle miles traveled (VMT). Emphasis in FY 2019 will be on supporting the expansion of shared mobility services in the region and supporting local jurisdictions with TDM planning and policy development to include regional bikeshare coordination, Neighborhood Electric Vehicle network planning coordination, and microtransit pilot project planning.

PREVIOUS ACCOMPLISHMENTS

Accomplishments in FY 2018 included assisting the City of Carlsbad with development of a parking management plan and TDM ordinance; providing guidance on the integration of TDM programs and services into the planning and development process by way of intergovernmental review; launch of an on-demand carpool incentive pilot; completion of the Commute Behavior Survey data collection and analysis; and continued progress on mobility hub planning for the region.

JUSTIFICATION

TDM is an important component of San Diego Forward: The Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing VMT and greenhouse gas emissions, and increasing travel choices in the region.

PROJECT MANAGER: Marisa Mangan, Operations Department
COMMITTEE(S): Transportation Committee
Regional Planning Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
Regional Planning Technical Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Provide regional coordination, TDM planning, and policy support for member and partner agencies. Product: TDM coordination and technical support for member and partner agencies Completion Date: 6/30/2019
2	50	Task Description: Support implementation of mobility hub pilot projects as a direct outcome of the Regional Mobility Hub Implementation Strategy and the Mid-Coast Mobility Hub Implementation Strategy. Product: Mobility hub pilot project specs (e.g., cost, near-term versus future investments) and supporting outreach to shared mobility service and technology providers Completion Date: 6/30/2019
3	15	Task Description: Monitor and assess shared mobility and related technologies while identifying barriers and opportunities to integrate these solutions in the San Diego region as part of mobility hub planning efforts. Product: Research and analysis of shared mobility solutions and identification of opportunities to implement and promote these solutions in the San Diego region Completion Date: 6/30/2019
4	15	Task Description: Continue to administer the Carpool Incentive Pilot and monitor results. Product: Summary of total incentivized carpool trips Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to assess, pilot, and recommend innovative TDM strategies that integrate shared mobility and supporting technology. Continue to support member agencies with TDM planning and implementation.

WORK ELEMENT: 3310702 Transportation Demand Management – – Employer Services
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$370,849	\$424,801	\$387,588
Other Direct Costs	\$13,405	\$17,500	\$15,500
Contracted Services	\$522,310	\$575,000	\$911,589
Pass-Through to Other Agencies	\$0	\$12,000	\$12,000
TOTAL	\$906,564	\$1,029,301	\$1,326,677
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$906,564	\$1,029,301	\$1,326,677
TOTAL	\$906,564	\$1,029,301	\$1,326,677

OBJECTIVE

The objective of this work element is to assist employers, organizations, and local jurisdictions with the development of Transportation Demand Management (TDM) programs for their employees. Emphasis in FY 2019 will be on growing the number of employers participating in iCommute to 300.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, staff successfully worked with employers of all sizes across the region to develop and implement commuter programs for their employees which included a Try Transit program, a Vanpool Marketing Campaign, and promoted carpool ridematching.

JUSTIFICATION

TDM is an important component of San Diego Forward: The Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing vehicle miles traveled and greenhouse gas emissions, and increasing travel choices in the region.

PROJECT MANAGER: Deborah Jones, Operations Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	90	Task Description: Assist employers, organizations, and local jurisdictions with the development and implementation of commuter programs that reduce single occupancy vehicle trips. Product: Increase from 270 employers to 300 employers offering commuter benefits to their employees; increase in the number of employees using commute alternatives Completion Date: 6/30/2019
2	10	Task Description: Manage and maintain employer accounts in Salesforce. Product: Current database of employer accounts with data on employee mode share and commuter program offerings Completion Date: 6/30/2019

FUTURE ACTIVITIES

Increase the number of employers who offer commuter benefits to their employees. Encourage and support employers in their efforts to reduce single occupancy vehicle commute trips.

WORK ELEMENT: 3310703 Transportation Demand Management – Program and Service Delivery
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$160,072	\$253,289	\$291,433
Other Direct Costs	\$2,614	\$53,000	\$49,000
Materials and Equipment	\$209,872	\$165,000	\$300,000
Contracted Services	\$43,350	\$155,000	\$68,000
TOTAL	\$415,908	\$626,289	\$708,433

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$415,908	\$221,289	\$305,433
California State DMV Vehicle Registration Fee	\$0	\$375,000	\$375,000
FasTrak® Revenues	\$0	\$20,000	\$19,000
TransNet New MC Transit Ops	\$0	\$10,000	\$9,000
TOTAL	\$415,908	\$626,289	\$708,433

OBJECTIVE

The objective of this work element is to assist with demand management on the regional transportation system by providing commuter programs and services that promote transportation alternatives to driving alone. Emphasis in FY 2019 will be on upgrading the mechanical bike locker inventory with on-demand, electronic bike lockers where warranted; completing a Regional Bike Parking Program Administration Plan to improve operational efficiency; administering the Guaranteed Ride Home (GRH) program to continue to grow membership; and promoting regional Park & Ride facilities to encourage ridesharing.

PREVIOUS ACCOMPLISHMENTS

FY 2018 accomplishments included initiating the development of a Bike Parking Program Administration Plan; performing bike locker maintenance; removing mechanical bike lockers and installing electronic bike lockers to meet demand; conducting Park & Ride coordination and completing an update of the Regional Park & Ride map; and providing customer service to commuters and employers.

JUSTIFICATION

TDM is an important component of San Diego Forward: The Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing vehicle miles traveled and greenhouse gas emissions, and increasing travel choices in the region.

PROJECT MANAGER: Rose Farris, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Assist iCommute customers, partners, and stakeholders via phone or web inquiries. Product: Salesforce records and reports Completion Date: 6/30/2019
2	20	Task Description: Perform bike locker maintenance and upgrade lockers in areas with high demand to improve the Regional Bike Parking Program. Product: Upgraded bike parking facilities Completion Date: 6/30/2019
3	20	Task Description: Administer the GRH Program per the standard operating procedures. Product: Salesforce records and reports Completion Date: 6/30/2019
4	20	Task Description: Administer the Regional Bike Parking Program per the standard operating procedures. Product: Salesforce records and reports Completion Date: 6/30/2019
5	15	Task Description: Complete a Strategic Regional Bike Parking Program Administration Plan that will recommend improvements to the operational model, and guide program management and expansion. Product: Strategic Regional Bike Parking Program Administration Plan Completion Date: 6/30/2019
6	5	Task Description: Conduct Park & Ride coordination. Product: Up-to-date Park & Ride map and public information Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include continuing GRH and Bike Parking program administration through Salesforce; implementing recommendations from the Bike Parking Program Administration Plan; performing bike locker upgrades and maintenance; conducting Park & Ride coordination; and providing customer service.

WORK ELEMENT: 3310704 Transportation Demand Management – Regional Vanpool Program
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$174,086	\$185,371	\$203,272
Other Direct Costs	\$4,223	\$50,000	\$10,000
Contracted Services	\$3,460,944	\$4,000,000	\$3,850,000
TOTAL	\$3,639,253	\$4,235,371	\$4,063,272
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$3,639,253	\$4,235,371	\$4,063,272
TOTAL	\$3,639,253	\$4,235,371	\$4,063,272

OBJECTIVE

The objective of this work element is to administer the Regional Vanpool Program and complete the annual Federal Transit Administration (FTA) National Transit Database (NTD) reporting. Emphasis in FY 2019 will be to increase the number of vans participating in the program to 750.

PREVIOUS ACCOMPLISHMENTS

Accomplishments in FY 2018 include completing the vanpool marketing campaign, completing the annual report to the FTA, and completing the annual program audit with no findings.

JUSTIFICATION

Transportation Demand Management is an important component of San Diego Forward: The Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing vehicle miles traveled and greenhouse gas emissions, and increasing travel choices in the region.

PROJECT MANAGER: Michelle Porter, Operations Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Conduct a vanpool subsidy analysis and develop an administration plan. Product: Vanpool subsidy analysis and recommendations for program administration improvements Completion Date: 1/1/2019
2	10	Task Description: Prepare annual NTD report to FTA; assist with the preparation of the program audit. Product: Final NTD report, program audit, and closure report Completion Date: 1/30/2019
3	20	Task Description: Deliver a vanpool electric vehicle pilot project and monitor the program. Product: Fully implemented vanpool pilot project; reporting on pilot program metrics Completion Date: 6/30/2019
4	50	Task Description: Administer Regional Vanpool Program including monthly invoice processing, performance monitoring, marketing and reporting. Optimize administration, vendor integration, and improve system reporting. Product: Vanpool participation, miles reduced, and pollutants reduced reports; refinements to operating procedures; coordination with vanpool vendors Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to expand the number of vanpools operating in the region; implement recommendations from the vanpool subsidy analysis and administration plan; market the SANDAG Vanpool Program; ongoing performance monitoring and reporting.

WORK ELEMENT: 3310711 Transportation Demand Management – Outreach Program
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$334,416	\$305,441	\$335,466
Other Direct Costs	\$1,184	\$200,000	\$200,000
Contracted Services	\$382,385	\$250,000	\$250,000
Pass-Through to Other Agencies	\$44,425	\$60,000	\$60,000
TOTAL	\$762,410	\$815,441	\$845,466

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Congestion Management Air Quality (CMAQ)	\$762,410	\$815,441	\$845,466
TOTAL	\$762,410	\$815,441	\$845,466

OBJECTIVE

The objective of this work element is to manage the public outreach, communications, and marketing of Transportation Demand Management (TDM) programs and services. Emphasis in FY 2019 will be on planning and coordinating campaigns and events such as Rideshare Week, Bike to Work Day, GO by BIKE Mini-Grants, and bike education services to engage and encourage employer, school, and public participation in programs that promote transportation alternatives to driving alone.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, staff completed: (1) Annual Bike to Work Day campaign and the GO by BIKE Mini Grant program; (2) Annual Rideshare Week campaign; (3) Walk, Ride and Roll to School education program and Mini Grant program; (4) iCommute social media management; and (5) regional vanpool program campaign.

JUSTIFICATION

TDM is an important component of San Diego Forward: The Regional Plan and contributes to improving mobility through congestion reduction, meeting regional air quality goals by reducing vehicle miles traveled and greenhouse gas emissions, and increasing travel choices in the region.

PROJECT MANAGER: Jay Fought, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Plan and implement the annual Rideshare campaign. Product: Promotional campaign held in support of National Rideshare Week Completion Date: 12/31/2018
2	25	Task Description: Plan and implement the annual Bike to Work Day event and the GO by BIKE Mini-Grant program. Product: Annual Bike to Work Day event; executed Mini-Grant agreements Completion Date: 6/30/2019
3	25	Task Description: Coordinate the Bike Education program to include safety classes, tune ups, and group rides with employers and schools. Product: Active transportation education courses for employers and schools Completion Date: 6/30/2019
4	25	Task Description: Coordinate TDM program marketing activities that increase TDM awareness and participation by employers and commuters to include website management, social media, incentive program management, and a brand refresh. Product: Marketing materials, incentives and promotions; updated website content; and social media posts/campaigns Completion Date: 6/30/2019
5	10	Task Description: Partnership development and management to include coordinated promotions with transportation service providers (Metropolitan Transit System, North County Transit District, Uber, Lyft, etc.) Product: Sponsor/partner support (cash and in-kind) of TDM campaigns and events Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continued coordination of regional TDM promotional campaigns. Ongoing promotion of TDM programs and services to employers, schools, and commuters.

WORK ELEMENT: 3311700 Transportation Performance Monitoring and Reporting
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$94,980	\$92,903	\$106,685
Other Direct Costs	\$2,489	\$4,500	\$4,500
TOTAL	\$97,469	\$97,403	\$111,185
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Major Corridors Program	\$97,469	\$97,403	\$111,185
TOTAL	\$97,469	\$97,403	\$111,185

OBJECTIVE

The objective of this work element is to provide regular and ongoing monitoring reports on regional transportation performance to various agency stakeholders. In accordance with the *TransNet* Extension Ordinance, the State of the Commute Report serves as the primary transportation performance report for the San Diego region. Emphasis in FY 2019 will be on: (1) conducting transportation data collection, assessment, and analysis activities; (2) developing the 2018 State of the Commute Report, and (3) developing and monitoring 2019 Federal Moving Ahead for Progress in the 21st Century Act (MAP-21) performance targets.

PREVIOUS ACCOMPLISHMENTS

Accomplishments in FY 2018 include collection of regional transportation performance data; coordination with other regional performance reporting activities, including San Diego Forward: The Regional Plan, Regional Plan Performance Monitoring Report; project progress updates to the Independent Taxpayer Oversight Committee (ITOC); and completion of the State of the Commute report.

JUSTIFICATION

The State of the Commute report is a requirement of the *TransNet* Extension Ordinance. The report documents how freeway, transit, and some local arterial network systems are performing, identifies transportation performance bottlenecks, and documents the effects and benefits associated with completed *TransNet* or other capital project investments. Per MAP-21/Fixing America's Surface Transportation Act (FAST Act) legislation, performance monitoring and reporting for various transportation measures (safety, bridge, pavement, congestion) will be required as an on-going effort.

PROJECT MANAGER: Ellison Alegre, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee
San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Oversee and coordinate the development and release of the annual State of the Commute Report. Product: Draft and Final Reports Completion Date: 4/30/2019
2	50	Task Description: Conduct transportation data collection, assessment, and analysis for ITOC, State of the Commute Report, and other performance monitoring efforts. Product: Ongoing activities and quarterly reporting to ITOC Completion Date: 6/30/2019
3	25	Task Description: Monitor and assess data collection and reporting efforts for Federal performance monitoring efforts per MAP-21/FAST Act legislation. Product: Ongoing quarterly reports for MAP-21/FAST Act implementation activities Completion Date: 6/30/2019
4	5	Task Description: Develop automated, web-based tool(s) to improve data analytics and visualization capabilities in support of State of the Commute reporting and other performance monitoring efforts. Product: Enhanced webpages or dashboards Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include: (1) ongoing data collection and analysis on a corridor or project-specific level to monitor, track, and evaluate the effects and benefits of transportation projects, (2) continued coordination and collaboration with local, state, and federal partners on MAP-21/FAST Act performance management and reporting, and (3) ongoing efforts to improve assessment and reporting of transportation performance using data analytics and/or business intelligence technology solutions.

WORK ELEMENT: 3311800 Connected and Autonomous Vehicle Development Program
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 – 2022 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$374,703	\$107,887	\$115,825	\$258,381	\$493,573	\$1,350,369
Other Direct Costs	\$8,049	\$4,031	\$40,000	\$20,000	\$45,000	\$117,080
Contracted Services	\$40,000	\$59,864	\$165,000	\$230,000	\$400,000	\$894,864
TOTAL	\$422,752	\$171,782	\$320,825	\$508,381	\$938,573	\$2,362,313
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020 – 2022	Total
TransNet Major Corridors Program	\$422,752	\$101,782	\$100,825	\$208,381	\$338,573	\$1,172,313
California State DMV Vehicle Registration Fee	\$0	\$70,000	\$220,000	\$300,000	\$600,000	\$1,190,000
TOTAL	\$422,752	\$171,782	\$320,825	\$508,381	\$938,573	\$2,362,313

OBJECTIVE

The objective of this work element is to establish a sustainable Connected and Autonomous Vehicle Deployment Program for the San Diego region by identifying the infrastructure needed, operations and maintenance requirements, and determining the funding necessary to deliver the program. The work also includes the development and administration of the Autonomous Vehicle Proving Ground (AVPG). Emphasis in FY 2019 will be to continue the development and administration of the AVPG; completing a Safety Management Plan for the AVPG; and conducting the planning for deployment of Connected & Autonomous 'ready' infrastructure.

PREVIOUS ACCOMPLISHMENTS

Accomplishments in FY 2018 include operating one of ten designated Autonomous Vehicle Proving Grounds (AVPG) for the U.S. Department of Transportation (U.S. DOT); development of operating agreements with two public agencies (Caltrans, City of Chula Vista) to appoint SANDAG as a contracted cost recovery administrator for all AVPG activities; and coordinated local agency input in response to the California Department of Motor Vehicles on proposed rule-making for autonomous vehicles.

JUSTIFICATION

Connected and Autonomous Vehicles will play a significant role in delivering the region's vision for our transportation system as described in San Diego Forward: The Regional Plan. This work element is focused on strategic planning; partnerships; coordination; systems development; and deployment of innovative solutions that seek to improve mobility; reduce congestion and greenhouse gas emissions. Connected and Autonomous Vehicles is the platform for improving mobility through advanced technologies that are broadly recognized as significantly improving roadway performance, increasing safety, and providing environmental benefits. Through the development of a ubiquitous high-speed and secure communications network, the Connected Vehicle platform advances the intelligence of vehicles and enables an entirely new suite of applications that will significantly improve transportation networks and systems management and performance.

PROJECT MANAGER: Peter Thompson, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
 San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Conduct business development, establish public and private industry partnerships under Autonomous Vehicle Proving Ground designation. Product: Public Agency Agreements; Private Industry "Direct Affiliate" Agreements Completion Date: 12/30/2018
2	45	Task Description: Provide ongoing support for the AVPG. This task will provide operational oversight and coordination in partnership with AVPG affiliates. Product: Ongoing operations reports; Attend meetings with AVPG partners and affiliates Completion Date: 6/30/2019
3	15	Task Description: Prepare a connected vehicle infrastructure deployment strategy for the San Diego region to achieve sustainable deployment models over a multi-year horizon. Product: Concept of Operations; High-Level System Requirements; Stakeholder Outreach Plan Completion Date: 6/30/2019
4	15	Task Description: Continue to engage with Federal, State, and industry stakeholders on Connected and Autonomous applied research. Product: Develop an AV Safety Management Plan; Attend Standards Committee meetings; Conference meeting summaries Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	80	Task Description: Complete systems engineering documentation and develop Connected Vehicle "Pilot Deployment" Corridor criteria. This task, in partnership with local cities, transit operators, and Caltrans, will develop the necessary criteria to rank candidate corridors to inform future investments. Product: Adopted pilot criteria; Pilot Deployment Plan and associated systems engineering documentation Completion Date: 6/30/2021
2	20	Task Description: Provide ongoing support for the AVPG. This task will provide operational oversight and coordination in partnership with AVPG affiliates. Product: Ongoing operations reports; attend meetings with AVPG partners and affiliates Completion Date: 6/30/2022

GROUP PROGRAM TITLE: 3320000 Transit Service Planning (Group Program)
AREA OF EMPHASIS: Project Implementation

GROUP OBJECTIVE

The objective of this group program is to support transit planning projects, including grant administration and monitoring, short-range transit planning, and regional transit project development. The following projects – Work Element Nos. 3320100 through 3321700 – provide more details regarding specific activities and progress to be made over the next fiscal year.

PROJECT MANAGER: Coleen Clementson, Land Use / Transportation Planning Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): Independent Taxpayer Oversight Committee

WORK ELEMENT: 3320100 Short-Range Transit Service Activities
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$415,171	\$284,030	\$352,058
Other Direct Costs	\$4,277	\$16,300	\$16,300
Contracted Services	\$38,350	\$88,116	\$210,000
Pass-Through to Other Agencies	\$164,169	\$164,309	\$165,000
TOTAL	\$621,967	\$552,755	\$743,358
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$145,145	\$440,000	\$450,000
TDA Planning/Administration	\$434,822	\$20,755	\$146,549
<i>TransNet</i> Senior Grants Program Monitoring	\$42,000	\$70,000	\$0
<i>TransNet</i> Administration (1%)	\$0	\$22,000	\$146,809
TOTAL	\$621,967	\$552,755	\$743,358

OBJECTIVE

The objectives of this work element are to: (1) fulfill the short-range transit planning functions of SANDAG, including preparation of the Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Transportation Development Act (TDA) performance monitoring, Federal Title VI monitoring and reporting, fare policy development, and fare setting; (2) prepare annual *TransNet* New Major Corridor Transit Operations Program operations and maintenance funding plan; (3) prepare transit area studies, operations plans, and planning input for *TransNet* projects; (4) provide assistance to transit operators; and (5) oversee the Consolidated Transportation Services Agency (CTSA). Emphasis in FY 2019 will be on conducting the FY 2016-FY 2018 Triennial TDA Performance Audit, implementing changes from a regional fare study and developing the Specialized Transportation Strategic Plan.

PREVIOUS ACCOMPLISHMENTS

The Coordinated Plan is funded through this project, and is completed bi-annually with the last version completed in 2017. In FY 2004, the Regional Fare Policy and fare structure were developed and subsequent changes have been made in 2007, 2009, 2012, and 2014. Triennial Title VI Update Reports and as-needed analyses of fare and service changes are managed from this work element. Triennial TDA performance audits and annual reporting of transit operator performance monitoring were completed. Planning services are provided on behalf of the operators. This work element is responsible for oversight of the CTSA.

JUSTIFICATION

Federal transit law requires that projects selected for funding under the Enhanced Mobility for Individuals and Individuals with Disabilities (Section 5310) Program be "included in a locally developed, coordinated public transit-human services transportation plan," and that the plan be "developed and approved through a process that includes participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers and other members of the public" utilizing transportation services. Additionally, the Federal Transit Administration Title VI Circular requires Triennial Program Updates as well as analyses of any fare or major service change. TDA statutes require triennial performance audits and annual performance monitoring of services. The project also provides a five-year blueprint to implement the transit services identified in the Regional Plan, as well as integrates the near-term action item into the Short-Range Transit Plan component of the Coordinated Plan.

PROJECT MANAGER: Brian Lane, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Coordinated Transit & Human Services Transportation Plan Working Group
Regional Short-Range Transit Planning Task Force
Social Services Transportation Advisory Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Coordinate the FTA Section 5310 process for the rural San Diego region, including facilitation of the Local Review Committee. Product: Final grant package to Caltrans including copies of applications, local priority list, and required forms Completion Date: 4/30/2019
2	10	Task Description: Begin preparations for the FY 2020 update to the Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan). Product: Draft 2020 Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) Completion Date: 6/30/2019
3	25	Task Description: Monitor transit performance for TDA and <i>TransNet</i> projects. Manage TDA triennial audit. Complete annual update to <i>TransNet</i> Plan of Finance for the operations and maintenance of the New Major Corridor Transit Operations Program. Make recommendations on possible service changes to regional services and new <i>TransNet</i> services. Plan for Early Action Program services. Product: Quarterly monitoring reports and service design studies, as required; Annual Plan of Finance Report to Transportation Committee and Board of Directors; TDA Triennial Audit Report; and annual TDA Performance Report Completion Date: 6/30/2019
4	40	Task Description: Manage regional fare structure, including fare levels, fare policy, and revenue sharing. Complete fare study. Coordinate transit operational issues among SANDAG, North County Transit District (NCTD), and Metropolitan Transit System (MTS), including preparing transit area studies, operations plans, and planning input for <i>TransNet</i> projects Product: Meeting agendas and minutes. Study reports/plans, Transportation Committee reports, and fare ordinance amendments, as needed Completion Date: 6/30/2019
5	20	Task Description: Provide liaison for Social Services Transportation Advisory Committee (SSTAC) and attend other coordination meetings, including but not limited to Full Access and Coordinated Transportation, NCTD Accessible Transit, MTS Accessible Transit, and Council on Mobility. Manage SANDAG role in Federal Section 5310 Rural Grant Program, and coordinate public hearings required by SSTAC. Provide oversight of CTSA. Product: Minutes, agendas, and Transportation Committee/Board of Directors reports, as required Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to: (1) fulfill the short-range transit planning functions of SANDAG, including preparation of the Coordinated Plan, TDA performance monitoring, Federal Title VI monitoring and reporting, fare policy development, and fare setting; (2) prepare annual *TransNet* Plan of Finance for the operations and maintenance of the New Major Corridor Transit Operations Program; (3) prepare transit area studies, operations plans, and planning input for *TransNet* projects; (4) provide assistance to transit operators; and (5) oversee the CTSA.

WORK ELEMENT: 3320200 Specialized Transportation Grant Program
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$160,865	\$200,826	\$256,787
Other Direct Costs	\$792	\$19,000	\$5,000
Contracted Services	\$0	\$0	\$15,000
TOTAL	\$161,657	\$219,826	\$276,787

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$99,781	\$219,826	\$146,787
JARC/New Freedom SAFETEA-LU (5316/7)	\$61,876	\$0	\$0
TransNet Senior Grants Program Monitoring	\$0	\$0	\$130,000
TOTAL	\$161,657	\$219,826	\$276,787

OBJECTIVE

The objective of this work element is to administer grants for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities grant program (FTA Section 5310) and *TransNet* Senior Mini-Grant program. Emphasis in FY 2019 will be on holding a competitive process to distribute grant funds and continuing to monitor and report on active grantees.

PREVIOUS ACCOMPLISHMENTS

SANDAG has administered nine competitive cycles to distribute specialized transportation funds since 2006. Section 5310 funds have been distributed through two of these cycles and Senior Mini-Grants have been distributed through five cycles. In FY 2018 SANDAG procured over 80 vehicles on behalf of grantees.

JUSTIFICATION

As the designated recipient of FTA Section 5310 grant funds and arbiter of *TransNet* funds, SANDAG is responsible for the management/oversight of the Section 5310 and Senior Mini-Grant programs. Grant administration includes distributing grant funds; complying with local, state, and federal regulations; monitoring grantee performance and compliance; monitoring rolling stock; and performing various reporting.

PROJECT MANAGER: Audrey Porcella, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Social Services Transportation Advisory Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Continue monitoring grantee progress and performance. Product: Completed monitoring checklists and vehicle audits, budget tracking worksheets, subrecipient Title VI Plans, and quarterly grant status update reports Completion Date: 6/30/2019
2	45	Task Description: Administer a competitive process to distribute grant funds. Product: Staff reports; updated grant application, grant agreement template, and other material; funding recommendations and awards Completion Date: 6/30/2019
3	10	Task Description: Evaluate and refine grant program management procedures; coordinate with other SANDAG grant programs to seek opportunities for greater efficiencies, streamlining, and consistency; explore software solutions for fiscal management and performance monitoring; highlight program outcomes via various media outlets. Product: Updated Program Management Plan; Grants Coordination Team Meeting agendas and meeting summaries; initial database/tracking enhancement options; website updates and program marketing material Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include: (1) Write an FTA Grant for FY 2017-2018 Section 5310 apportionment; execute grant agreements with grant awardees of Cycle 10; and (2) procure vehicles on behalf of grantees; continue to monitor and report on grantee performance and monitor rolling stock.

WORK ELEMENT: 3320300 Passenger Counting Program
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$350,897	\$130,511	\$166,798
Other Direct Costs	\$0	\$4,000	\$4,000
Materials and Equipment	\$0	\$4,000	\$2,000
Contracted Services	\$77,914	\$77,914	\$77,914
TOTAL	\$428,811	\$216,425	\$250,712

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$338,541	\$173,140	\$175,000
TDA Planning/Administration	\$90,270	\$43,285	\$75,712
TOTAL	\$428,811	\$216,425	\$250,712

OBJECTIVE

The objective of this work element is to undertake the regional Passenger Counting Program (PCP) that fulfills a Federal Transit Administration (FTA) requirement for the transit operators and provides data required for local transit planning and performance monitoring. This project also manages the Trolley and SPRINTER ridership estimation counts and other minor surveys. Emphasis in FY 2019 will be on improving data collection and accuracy, and beginning the procurement process to select a new vendor to conduct passenger counting surveys.

PREVIOUS ACCOMPLISHMENTS

The PCP, Trolley, and SPRINTER count programs have been in operation for many years, providing FTA-required data as well as data for the Metropolitan Transit System, North County Transit District (NCRD), and SANDAG transit planning activities. By the end of FY 2018, we anticipate that passenger counting staff will have implemented the use of Samsung tablets to perform passenger counting duties, and to have the NCTD Coaster Automated Passenger Counting (APC) program fully integrated with RideCheckPlus.

JUSTIFICATION

Data returned from the PCP, Trolley, and SPRINTER counts fulfill FTA requirements and provides data required for local transit planning and performance monitoring.

PROJECT MANAGER: Lisa Madsen, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Undertake regional PCP. Product: Passenger count database updated daily with APC data and periodically with manual count data Completion Date: 6/30/2019
2	20	Task Description: On a monthly basis, update Trolley and SPRINTER passenger estimation counts using APC derived data and fare surveys. Product: Monthly passenger count reports Completion Date: 6/30/2019
3	10	Task Description: Conduct other counts and surveys, as needed. Product: Summary reports for planning, modeling, and marketing staff Completion Date: 6/30/2019
4	20	Task Description: Procure new contract for the maintenance, support, and hosting of passenger counting data. Product: A new contract for the maintenance, support, and hosting of the PCP, to go into effect in July 2019. Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing program that fulfills FTA requirements. The PCP will continue, and the new maintenance, support and hosting contract will begin in FY 2020.

WORK ELEMENT: 3321000 2019-2050 Regional Transportation Plan Transit Plan – Advance Planning
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$107,088	\$153,995	\$134,760
Other Direct Costs	\$2,800	\$0	\$0
Contracted Services	\$85,017	\$207,700	\$207,500
TOTAL	\$194,905	\$361,695	\$342,260
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$155,924	\$250,000	\$240,000
Planning, Programming, and Monitoring Program	\$0	\$0	\$40,000
TDA Planning/Administration	\$38,981	\$111,695	\$62,260
TOTAL	\$194,905	\$361,695	\$342,260

OBJECTIVE

The objective of this work element will be to re-evaluate projects within the existing Urban Area Transit Study for inclusion in San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and to coordinate with local developments and plans to ensure transit options are considered and preserved. Emphasis in FY 2019 will be on developing high and low transit technology network alignments to be run for possible inclusion in the 2019 Regional Plan.

PREVIOUS ACCOMPLISHMENTS

Developed scope of work, completed consultant selection process, kick off meeting and modeling meeting for the Advanced Technology Urban Area Transit Strategy (ATUATS).

JUSTIFICATION

This project focuses on developing the regional transit network for the 2019 Regional Plan.

PROJECT MANAGER: Jennifer Williamson, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Analysis of land use impacts of technology innovation, network phasing and rankings, development of innovative funding strategies. Product: Technical reports Completion Date: 1/30/2019
2	50	Task Description: Update 2011 Urban Area Transit Strategy with an ATUATS emphasis. Product: Two new networks for the 2019 Regional Plan, cost and ridership estimates, peer review and modeling Completion Date: 6/30/2019
3	25	Task Description: Advanced technology report documentation. Product: Reports and networks for the 2019 Regional Plan Completion Date: 6/30/2019

FUTURE ACTIVITIES

Development of ATUATS final report for inclusion in the 2019 Regional Plan.

WORK ELEMENT: 3321100 Veterans Transportation and Community Living Initiative Grant
AREA OF EMPHASIS: Project Implementation

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$19,603	\$4,974	\$23,239	\$6,940	\$54,756
Other Direct Costs	\$33	\$9	\$0	\$0	\$42
Contracted Services	\$2,597	\$0	\$0	\$0	\$2,597
Pass-Through to Other Agencies	\$233,949	\$1,503,897	\$202,365	\$52,394	\$1,992,605
TOTAL	\$256,182	\$1,508,880	\$225,604	\$59,334	\$2,050,000
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
FTA 5309 Veterans Transportation and Community Living Initiative	\$254,180	\$1,487,037	\$199,449	\$59,334	\$2,000,000
FTA 5312 Research Program	\$2,002	\$21,843	\$26,155	\$0	\$50,000
TOTAL	\$256,182	\$1,508,880	\$225,604	\$59,334	\$2,050,000

OBJECTIVE

The objective of this grant-funded work element is to administer pass-through funding for the Federal Transit Administration (FTA) Veterans Transportation and Community and Living Initiative (VTCLI) grant to 2-1-1 San Diego and its subcontractors to complete the San Diego County One Call/One Click Partnership Project proposal as approved by the FTA. Emphasis in FY 2019 will be on completing testing and implementing of the new technology and installing and evaluating the kiosks provided through this project.

PREVIOUS ACCOMPLISHMENTS

New technology implemented and rolled out to stakeholders. Pilot kiosk purchased and tested. Kiosk locations chosen based on input from community partners.

JUSTIFICATION

This project facilitates the administration and implementation of the VTCLI grant.

PROJECT MANAGER: Brian Lane, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Provide administration for the VTCLI grant and conduct monitoring and oversight on the VTCLI grant, ensuring compliance with all federal requirements, and adequate project performance. Product: Update to Transportation Committee Completion Date: 12/31/2018
2	95	Task Description: Provide pass-through funding to 2-1-1 San Diego and its subcontractors to implement the San Diego County One Call/One Click Partnership Project. Product: Pass-through grant awards Completion Date: 12/31/2018

FUTURE ACTIVITIES

This grant-funded project is anticipated to be completed in FY 2019.

WORK ELEMENT: 3321400 Enhanced Mobility for Seniors and Disabled Pass Through
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 - 2021 Budget	Multi-Year Total
Other Direct Costs	\$6	\$0	\$4,286,465	\$241,196	\$0	\$4,527,667
Pass-Through to Other Agencies	\$563,325	\$764,498	\$973,028	\$1,329,818	\$520,223	\$4,150,892
TOTAL	\$563,331	\$764,498	\$5,259,493	\$1,571,014	\$520,223	\$8,678,559

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020 - 2021	Total
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$563,331	\$764,498	\$4,817,741	\$1,155,471	\$520,223	\$7,821,264
Other Local Funds	\$0	\$0	\$441,752	\$415,543	\$0	\$857,295
TOTAL	\$563,331	\$764,498	\$5,259,493	\$1,571,014	\$520,223	\$8,678,559

OBJECTIVE

The objective of this work element is to facilitate pass-through funding for Federal Transit Administration (FTA) Section 5310 grants. The administration and oversight of these grants is funded separately in Work Element No. 3320200 (Coordinated Plan and Enhanced Mobility for Seniors and Disabled – FTA 5310 Specialized Transportation Grant Programs). Emphasis in FY 2019 will be on monitoring and oversight of subrecipients, providing technical assistance to grantees, internal process improvements, and overseeing vehicle awards.

PREVIOUS ACCOMPLISHMENTS

The Cycle 8 and Cycle 9 awards have all been contracted. Grantees now require continual oversight and monitoring visits to ensure compliance and adherence to funding regulations.

JUSTIFICATION

This project facilitates the administration of the FTA Section 5310 Program (Enhanced Mobility of Seniors and Individuals with Disabilities).

PROJECT MANAGER: Jack Christensen, Administration Department

COMMITTEE(S): Transportation Committee

WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	65	Task Description: Purchase and oversight of vehicles for Section 5310 grantees. Product: Vehicles Completion Date: 6/30/2019
2	35	Task Description: Pass-through Section 5310 funding for operating and mobility management projects. Product: Pass-through funding Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	35	Task Description: Pass-through Section 5310 funding for operating and mobility management projects. Product: Pass-through funding Completion Date: 2/28/2021
2	65	Task Description: Oversight of vehicles for Section 5310 grantees. Product: Vehicles Completion Date: 6/20/2021

WORK ELEMENT: 3321600 Mid-Coast Corridor Mobility Hub Implementation Strategy
AREA OF EMPHASIS: Project Implementation

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$83,128	\$46,550	\$31,924	\$161,602
Other Direct Costs	\$0	\$33	\$1,000	\$0	\$1,033
Contracted Services	\$0	\$173,889	\$102,596	\$148,750	\$425,235
TOTAL	\$0	\$257,050	\$150,146	\$180,674	\$587,870

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
FTA Transit Oriented Development Planning Pilot Program 20005(b)	\$0	\$187,860	\$118,819	\$122,956	\$429,635
TransNet Administration (1%)	\$0	\$69,190	\$9,057	\$0	\$78,247
TDA Planning/Administration	\$0	\$0	\$22,270	\$57,718	\$79,988
TOTAL	\$0	\$257,050	\$150,146	\$180,674	\$587,870

OBJECTIVE

The objective of this grant-funded work element is to develop the Mid-Coast Mobility Hub Implementation Strategy in partnership with the City of San Diego and Metropolitan Transit System (MTS), that will identify a package of recommended services and amenities that would enhance Trolley ridership beyond the first and last mile. Emphasis in FY 2019 will be on preparing visual simulations for all nine Mid-Coast Trolley stations and Old Town Transit Center and supporting public outreach activities.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, a set of draft strategies was compiled for all nine Mid-Coast Trolley stations and the Old Town Transit Center. Meetings were held with staff from SANDAG, City of San Diego, MTS, and University of California San Diego to solicit feedback. Concept plans were prepared for each station.

JUSTIFICATION

This project is funded by a Federal Transit Administration (FTA) grant that is focused on improving economic development and transit ridership, fostering multimodal connectivity, and encouraging private sector partnerships. Mobility hubs are an important component of San Diego Forward: The Regional Plan that aim to provide enhanced alternative transportation choices.

PROJECT MANAGER: Marisa Mangan, Operations Department
COMMITTEE(S): Regional Planning Committee, Transportation Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
Regional Planning Technical Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Finalize Mid-Coast mobility hub visual simulations for all nine Mid-Coast Trolley stations and the Old Town Transit Center. Product: Mid-Coast mobility hub visual simulations Completion Date: 12/31/2018
2	30	Task Description: Develop detailed station profiles, implementation strategies memo, and other findings. Product: Final station profiles and accompanying implementation memo Completion Date: 12/31/2018
3	25	Task Description: Conduct Phase 2 public outreach. Product: Public outreach presentations and supporting materials including web resources Completion Date: 12/31/2018
4	15	Task Description: Ongoing project management. Product: Quarterly FTA progress reports, consultant management, and project oversight Completion Date: 12/31/2018

FUTURE ACTIVITIES

This grant-funded project is expected to be completed in FY 2019.

WORK ELEMENT: 3321700 Inter-Regional Park & Ride Strategy
AREA OF EMPHASIS: Project Implementation

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$16,363	\$28,721	\$59,786	\$104,870
Other Direct Costs	\$0	\$0	\$2,855	\$7,000	\$9,855
Contracted Services	\$0	\$0	\$148,549	\$100,726	\$249,275
TOTAL	\$0	\$16,363	\$180,125	\$167,512	\$364,000

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$13,090	\$144,100	\$130,810	\$288,000
TDA Planning/Administration – Carryover from Previous Year	\$0	\$3,273	\$36,025	\$36,702	\$76,000
TOTAL	\$0	\$16,363	\$180,125	\$167,512	\$364,000

Note: In-kind contribution from Riverside County Transportation Commission of \$36,000.

OBJECTIVE

The objective of this grant-funded work element is to develop regional management strategies for existing and future Park & Ride facilities in San Diego and Western Riverside counties. Emphasis in FY 2019 will be on gathering market research and stakeholder feedback, developing the web mapping tool, completing survey analysis, and finalizing recommended strategies for the San Diego and Western Riverside regions.

PREVIOUS ACCOMPLISHMENTS

FY 2018 accomplishments included finalizing goals and objectives, initiating the web mapping tool, conducting a phone and email survey, and beginning development of strategies with stakeholders at workshops.

JUSTIFICATION

The dedicated grant funded Inter-Regional Park & Ride Strategy will provide a framework for Park & Ride management best practices for the San Diego and Western Riverside regions. Parking space availability, parking facilities located strategically, and ongoing management are critical to increasing use of alternative modes, reducing greenhouse gas emissions, and implementation of the region's Sustainable Communities Strategy, as outlined in San Diego Forward: The Regional Plan. Guidelines for effectively managing facilities in conjunction with the regions' multi-modal transportation network have not been established, therefore this grant funded project will provide solutions for these missing elements.

PROJECT MANAGER: April Petonak, Land Use / Transportation Planning Department
COMMITTEE(S): Borders Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Conduct surveys for existing and potential Park & Ride users. Product: Data and analysis from surveys Completion Date: 6/30/2019
2	15	Task Description: Enhance existing Caltrans District 11 geographic information system Park & Ride Identification tool. Product: Website tool Completion Date: 6/30/2019
3	30	Task Description: Finalize reports from previous tasks. Product: Final reports and maps; website and fact sheets Completion Date: 6/30/2019
4	10	Task Description: Prepare quarterly progress reports and process invoices. Product: Quarterly progress reports Completion Date: 6/30/2019
5	30	Task Description: Develop and finalize recommendations for implementation of future Park & Ride locations in San Diego and Western Riverside counties. Product: Summary report Completion Date: 6/30/2019

FUTURE ACTIVITIES

This grant-funded project is expected to be completed in FY 2019.

WORK ELEMENT: 3330700 TSM – Integrated Corridor Management Programs
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$15,710	\$15,998	\$20,000	\$132,327	\$331,000	\$515,035
Other Direct Costs	\$0	\$194	\$0	\$5,000	\$0	\$5,194
Contracted Services	\$0	\$0	\$0	\$182,500	\$27,500	\$210,000
Pass-Through to Other Agencies	\$0	\$0	\$25,000	\$75,000	\$0	\$100,000
TOTAL	\$15,710	\$16,192	\$45,000	\$394,827	\$358,500	\$830,229
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
<i>TransNet</i> Major Corridors Program	\$15,710	\$16,192	\$20,000	\$319,827	\$358,500	\$730,229
Caltrans Public Transportation Account	\$0	\$0	\$25,000	\$75,000	\$0	\$100,000
TOTAL	\$15,710	\$16,192	\$45,000	\$394,827	\$358,500	\$830,229

OBJECTIVE

The objective in this work element is to coordinate with regional partners to develop regional Transportation System Management (TSM) strategies for implementation. Emphasis in FY 2019 will be on completing the Regional Transportation System Management and Operations (TSMO) strategy; developing recommendations for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan); and conducting the interagency management of the Interstate 15 Integrated Corridor Management System.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, staff coordinated the development of the Interstate 8 TSMO plan; prepared the scope of work and hired a consultant to lead the development of the Regional TSMO strategy. Additionally, staff participated in the development of the statewide Planning for Operations Strategic Plan.

JUSTIFICATION

TSM is an important component of the 2019 Regional Plan, and contributes to improving mobility by reducing congestion and greenhouse gas emissions, providing more reliable travel options, and reducing travel delay. TSM projects like the I-15 ICM see to increase the efficiency of the region's transportation networks and systems through improved coordination of system management and operations, particularly across jurisdictional boundaries.

PROJECT MANAGER: Alex Estrella, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	75	Task Description: Lead the completion of the Regional TSMO Strategy. Product: Draft and Final Strategy Completion Date: 5/31/2019
2	15	Task Description: Manage the TSM – Manage the Integrated Corridor Management project and work program and contract oversight of the Regional TSMO Strategy. Product: Quarterly progress reports Completion Date: 6/30/2019
3	10	Task Description: Develop Scope and Work plan for TSMO Concept of Operations Report. Product: Scope statement and work plan including project schedule and cost estimate Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	60	Task Description: Develop Draft TSMO Concept of Operations Report. Product: Draft TSMO Corridor Concept of Operations Report – Vision, Goals, Needs, Boundaries, Operational Scenarios and Strategies Completion Date: 2/28/2020
2	15	Task Description: Program administration and contract oversight. Product: Quarterly progress reports; Invoice review and approval Completion Date: 6/30/2020
3	25	Task Description: Prepare Final TSMO Concept of Operations Report. Product: Concept to Operations Report Completion Date: 6/30/2020

WORK ELEMENT: 3330900 TDM and TSM Analysis Toolbox
AREA OF EMPHASIS: Project Implementation

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$2,643	\$5,145	\$33,499	\$41,287
Contracted Services	\$0	\$0	\$54,825	\$148,825	\$203,650
TOTAL	\$0	\$2,643	\$59,970	\$182,324	\$244,937
Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$2,114	\$47,976	\$145,859	\$195,949
TDA Planning/Administration	\$0	\$529	\$11,994	\$36,465	\$48,988
TOTAL	\$0	\$2,643	\$59,970	\$182,324	\$244,937

OBJECTIVE

The objective of this grant-funded work element is to provide a consistent approach for integrating Transportation Demand Management (TDM) and Transportation System Management (TSM) into the development review and traffic impact analysis process. Emphasis in FY 2019 will be on developing the regional framework that establishes a standard methodology for assessing TDM and TSM measures as traffic mitigation, developing the web-based toolbox, and conducting outreach to member agencies.

PREVIOUS ACCOMPLISHMENTS

FY 2018 accomplishments included selection of an on-call consultant, preliminary stakeholder outreach, and comprehensive literature review and data collection of existing trip reduction measures, policies, and methodologies.

JUSTIFICATION

The T3 Toolbox will provide a regional framework for considering the benefits of implementing TDM and TSM strategies identified in San Diego Forward: The Regional Plan. This project supports the implementation of Senate Bill 743 (2013 Steinberg) and will serve as a resource for member agencies to integrate TDM and TSM into the development review process and evaluate the potential reduction in vehicle miles traveled associated with a range of TDM and TSM strategies.

PROJECT MANAGER: Krystal Ayala, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Cities/County Transportation Advisory Committee
San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Develop a regional framework that establishes a standard technical methodology for assessing TDM and TSM measures through the development review process. Product: TDM and TSM assessment framework Completion Date: 9/30/2018
2	40	Task Description: Develop the Beta version; and Final version of the T3 Toolbox. Product: Web-based T3 Toolbox Completion Date: 3/1/2019
3	10	Task Description: Project and grant management. Product: Quarterly progress reports Completion Date: 6/30/2019
4	15	Task Description: Conduct T3 Toolbox training and outreach to member agencies. Product: Stakeholder outreach Completion Date: 6/30/2019
5	20	Task Description: Develop recommendations for application of T3 Toolbox as a resource that supports member agency development review and California Environmental Quality Act processes. Product: Memorandum of Recommendations Completion Date: 6/30/2019

FUTURE ACTIVITIES

This grant-funded project is expected to be completed in FY 2019.

WORK ELEMENT: 3331000 San Diego Regional Military Multimodal Access Strategy
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$13,574	\$30,219	\$5,000	\$48,793
Other Direct Costs	\$0	\$7	\$845	\$0	\$0	\$852
Contracted Services	\$0	\$0	\$29,775	\$195,080	\$50,000	\$274,855
TOTAL	\$0	\$7	\$44,194	\$225,299	\$55,000	\$324,500

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$6	\$35,355	\$180,239	\$44,000	\$259,600
TDA Planning/Administration – Carryover from Previous Year	\$0	\$1	\$8,839	\$45,060	\$11,000	\$64,900
TOTAL	\$0	\$7	\$44,194	\$225,299	\$55,000	\$324,500

OBJECTIVE

The objective of this grant-funded work element is to assemble and prioritize a list of projects, operational improvements and programs that could be implemented to address traffic congestion at key military base and port access points and identify travel options to driving alone. Emphasis in FY 2019 will be on facilitating access while reducing greenhouse gas emissions in alignment with San Diego Forward: The Regional Plan and California climate legislation.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, the San Diego Regional Military Working Group serving as the Project Advisory Group, established a set of goals for the San Diego Regional Military Multimodal Access Strategy (Strategy). Existing conditions of ingress and egress issues were gathered for all installations; a list of projects was assembled; and operational improvements and programs identified that could be implemented to address traffic congestion at key military base and port access points- providing travelers options to driving alone.

JUSTIFICATION

The military presence in the San Diego region generates significant positive economic benefit while also creating considerable traffic congestion at key military base and port access points. Today, most military personnel and civilians accessing the region's military bases and the Port of San Diego drive alone. With increasing population and the national defense "Pivot to the Pacific", congestion is projected to worsen unless more sustainable transportation options are implemented. Traffic congestion at base and port access points impacts our national security, community livability and climate change.

PROJECT MANAGER: April Petonak, Land Use / Transportation Planning Department
COMMITTEE(S): Regional Planning Committee, Transportation Committee
WORKING GROUPS(S): San Diego Regional Military Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Develop Strategy: Develop criteria for prioritization of projects, operational improvements, and programs based on the goals established in the Regional Plan with input from the Working Group. Product: Memo on the clustering of projects and programs recommended for inclusion in San Diego Forward: The 2019-2050 Regional Plan Completion Date: 12/30/2018
2	30	Task Description: Stakeholder/Public Involvement: The San Diego Regional Military Working Group will serve as the Project Advisory Group, meeting at least quarterly or as needed to advance the project. Product: Meeting agendas, notes, and attendance; workshop reports Completion Date: 6/30/2019
3	35	Task Description: Develop Strategy: Prioritize projects, operational improvements, and programs and develop strategic actions. Product: Draft Strategy Completion Date: 6/30/2019
4	5	Task Description: Project Administration: Prepare quarterly reports summarizing progress, funds expended, and deliverables. Track consultant invoices on monthly basis. Product: Invoice packages and quarterly reports Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Implementation/Next Steps: The Working Group will develop a set of recommendations to ensure the study leads towards implementation. Product: Memo on next steps; Final Strategy document Completion Date: 12/30/2019
2	50	Task Description: Stakeholder/Public Involvement: The San Diego Regional Military Working Group will serve as the Project Advisory Group, meeting at least quarterly or as needed to advance the project. Product: Meeting agendas, notes, and attendance; workshop reports Completion Date: 12/30/2019
3	5	Task Description: Project Administration: Prepare quarterly reports summarizing progress, funds expended, and deliverables. Track consultant invoices on monthly basis. Product: Invoice packages and quarterly reports Completion Date: 6/30/2020

WORK ELEMENT: 3331100 Data Management Solution for Analytics
AREA OF EMPHASIS: Project Implementation

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$20,542	\$61,083	\$5,875	\$87,500
Other Direct Costs	\$0	\$0	\$1,500	\$500	\$500	\$2,500
Contracted Services	\$0	\$0	\$0	\$200,000	\$160,000	\$360,000
TOTAL	\$0	\$0	\$22,042	\$261,583	\$166,375	\$450,000

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$0	\$17,634	\$209,266	\$133,100	\$360,000
TDA Planning/Administration – Carryover from Previous Year	\$0	\$0	\$4,408	\$52,317	\$33,275	\$90,000
TOTAL	\$0	\$0	\$22,042	\$261,583	\$166,375	\$450,000

OBJECTIVE

This grant-funded project focuses on establishing a data governance and management program to support ongoing Transportation System Performance Monitoring and Traffic Systems Management and Operations (TSMO) activities. Emphasis in FY 2019 will be on developing and implementing a standards-based data governance and management program.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, coordinated activities with Data Research staff in support of the Plan of Excellence; completed the Project Charter; procured the services of a consultant to assist with program development; completed initial training activities; completed a readiness assessment; and developed the governance strategy and operating framework.

JUSTIFICATION

The purpose of the project is to develop a standards-based data governance and data management program to support ongoing performance monitoring and reporting activities, including Moving Ahead for Progress in the 21st Century/Fixing America's Surface Transportation Act mandates; State of the Commute; and TSMO; to ensure data is managed in accordance with policies and best practices. The initial data governance and management activities performed under this project will eventually guide all other data management functions across the organization, and will align people, process and technology in support of agency goals.

PROJECT MANAGER: Ellison Alegre, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Conduct research data collection and research on best practices, industry scan of Big Data/business intelligence tools used in public sector. Product: Research and Data Collection Framework, Research Findings Report Completion Date: 12/31/2018
2	25	Task Description: Assessment of existing data management practices by internal and external stakeholders related to regional transportation performance monitoring and reporting. Product: Internal Data Management Assessment Memorandum, External Data Management Assessment Memorandum, Data Management Assessment Report, Performance Data Inventory Completion Date: 12/31/2018
3	50	Task Description: Development and Pilot Implementation of Data Governance and Management Framework for transportation performance monitoring. Product: Data Governance Operating Model, Data Governance Framework document, Data Governance Steering Committee formation, Data Stewardship team formation Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Develop an implementation strategy for a Data Management Solution for Analytics, including an approach to data integration and a framework for system design. Product: Stakeholder Outreach Memorandum, Data Integration Approach Assessment Memorandum, Planning and Design Framework Document, Operational Plan Sets, Implementation Strategy Report Completion Date: 6/30/2020

WORK ELEMENT: 3400600 LOSSAN and High-Speed Rail Corridor Planning
AREA OF EMPHASIS: Project Implementation

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$100,308	\$116,405	\$142,926
Other Direct Costs	\$4,326	\$9,000	\$14,000
Contracted Services	\$167,054	\$130,000	\$25,000
Pass-Through to Other Agencies	\$98,201	\$0	\$0
TOTAL	\$369,889	\$255,405	\$181,926

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TransNet Administration (1%)	\$347,820	\$112,625	\$90,963
TDA Planning/Administration	\$0	\$142,780	\$90,963
Contribution from Local Cities or Member Agencies	\$22,069	\$0	\$0
TOTAL	\$369,889	\$255,405	\$181,926

OBJECTIVE

The objective of this work element is to coordinate planning and project development along the San Diego segment of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor and San Diego's future high-speed rail corridor. Emphasis in FY 2019 will be on continuing participation in the LOSSAN Rail Corridor Agency at both the board and staff levels and preparing potential rail planning and project grant applications.

PREVIOUS ACCOMPLISHMENTS

SANDAG has previously completed corridor-specific plans including the Infrastructure Development Plan for the LOSSAN Rail Corridor in San Diego County. Since FY 2010, SANDAG coordinated with the California High-Speed Rail Authority (CHSRA) on the Draft Preliminary Alternatives Analysis Report for the Los Angeles to San Diego via Inland Empire High-Speed Train (HST) corridor and assisted in the development of section refinements.

JUSTIFICATION

SANDAG is a member agency of the LOSSAN Rail Corridor Agency, which advocates for improvements to the coastal rail corridor, and benefits all San Diego rail services, including Amtrak intercity, COASTER and Metrolink commuter, and goods movement. Goals in San Diego Forward: The Regional Plan include both a double tracked coastal rail corridor in order to add additional passenger and freight rail services and a HST connection to enhance regional mobility.

PROJECT MANAGER: Linda Culp, Land Use / Transportation Planning Department
COMMITTEE(S): Transportation Committee
WORKING GROUPS(S): Los Angeles-San Diego-San Luis Obispo Joint Powers Board
LOSSAN Technical Advisory Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Complete planning studies in the LOSSAN Rail Corridor and participate in HST corridor planning. Product: Reports Completion Date: 6/30/2019
2	20	Task Description: Support SANDAG board representative to the LOSSAN Board of Directors and participate on the LOSSAN Technical Advisory Committee and other committees as necessary. Product: Review of monthly agendas Completion Date: 6/30/2019
3	30	Task Description: Complete San Diego rail project applications for state and federal capital funding. Product: Project funding applications Completion Date: 6/30/2019
4	25	Task Description: Coordinate and work cooperatively with project engineers and planners both internal to SANDAG and at partnering agencies on the advancement and completion of rail improvement projects. Assist the transit planning section on rail and transit studies, as needed. Product: Staff assistance Completion Date: 6/30/2019

FUTURE ACTIVITIES

SANDAG will continue to coordinate planning and project development along the LOSSAN Rail Corridor and future HST corridor with both internal and external partners.

CHAPTER 2.4

EXTERNAL SUPPORT AND COMMUNICATIONS

Expand and improve agency communications to more effectively engage the public and communicate essential information regarding the development of regional projects and programs, including deploying innovative technologies through public outreach programs supporting the Regional Plan development; project development; project construction; and marketing services for iCommute, South Bay Expressway, and Interstate 15 (I-15) *FasTrak*®. Pro-actively support Board members and member agencies in efforts to communicate with partner agencies and constituencies about SANDAG initiatives.

WORK ELEMENT: 1500000 Project Monitoring and Oversight
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$264,527	\$211,857	\$302,856
Other Direct Costs	\$10,899	\$12,750	\$11,000
TOTAL	\$275,426	\$224,607	\$313,856

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Planning, Programming, and Monitoring Program	\$274,788	\$224,107	\$313,356
TDA Planning/Administration	\$638	\$500	\$500
TOTAL	\$275,426	\$224,607	\$313,856

OBJECTIVE

The objective of this work element is to coordinate with partners, funding and oversight state and federal agencies on jointly-funded projects to ensure that projects stay on schedule, keep within scope and budget, and meet all relevant local, state, and federal requirements, including the timely use of funds. Emphasis in FY 2019 will be on activities related to monitoring, reporting, and documentation requirements of the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan for the Mid-Coast Corridor Transit Project; allocation of various state and federal funds; and monitoring and reporting for the North Coast Corridor highway and intercity rail projects.

PREVIOUS ACCOMPLISHMENTS

Accomplishments in 2018 included: (1) implementation of the fourth cycle of the Active Transportation Program (ATP); (2) support for the Mid-Coast TIFIA loan; (3) participating with the California Transportation Commission (CTC) and other partner agencies to develop guidelines and implement programs, including Senate Bill 1 (SB 1) (Beall, 2017), freight plans, ATP, and State Transportation Improvement Program (STIP); (4) participating with the Regional Transportation Planning Agency (RTPA) working group and the funds accountability sub-group to identify project delivery issues and propose solutions to keep projects on schedule.

JUSTIFICATION

Project activities are the responsibility of the SANDAG Board of Directors acting as the San Diego County Regional Transportation Commission and the RTPA under various statutes, regulations, and agreements.

PROJECT MANAGER: Dawn Vettese, *TransNet* Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	5	Task Description: Review and comment on environmental documents, engineering reports, plans, and estimates prepared by project sponsors and ensure consistency with San Diego Forward: The Regional Plan and Regional Transportation Improvement Program. Product: Completed review/comments, as needed Completion Date: 6/30/2019
2	20	Task Description: Continue to participate in statewide RTPA and other meetings and attend CTC meetings. Product: Meetings and active participation in statewide transportation issues Completion Date: 6/30/2019
3	20	Task Description: Follow up on TIFIA loan requirements, submit various reports and documentation required for the Mid-Coast loan. Product: Mid-Coast TIFIA Reporting Completion Date: 6/30/2019
4	20	Task Description: Work with local, state, and federal agencies and others to improve project delivery processes for projects. Product: Technical memorandum documenting coordination efforts Completion Date: 6/30/2019
5	20	Task Description: Monitor obligation of federal funds; coordinate between CTC and sponsor agencies regarding programming and allocation. Product: Annual RSTP/ Congestion Mitigation and Air Quality Improvement Obligation Balance Report Completion Date: 6/30/2019
6	15	Task Description: Prepare transportation project agreements between SANDAG, Caltrans, Metropolitan Transit System, North County Transit District, and local jurisdictions. Product: Memoranda of Understanding, as needed Completion Date: 6/30/2019

FUTURE ACTIVITIES

Activities in 2019 include: (1) continued support for the Mid-Coast TIFIA loan; (2) participating with the CTC and other partner agencies to develop guidelines and implement programs, including SB 1, freight plans, ATP, and STIP; (3) participating with the RTPA Working Group and the funds accountability sub-group to identify project delivery issues and propose solutions to keep projects on schedule.

WORK ELEMENT: 1500100 *TransNet* Financial Management
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$901,026	\$981,077	\$1,021,117
Other Direct Costs	\$7,595	\$8,200	\$34,600
Contracted Services	\$179,950	\$461,184	\$400,431
TOTAL	\$1,088,571	\$1,450,461	\$1,456,148
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Administration (1%)	\$1,088,571	\$1,450,461	\$1,456,148
TOTAL	\$1,088,571	\$1,450,461	\$1,456,148

OBJECTIVE

The objective of this work element is to manage and administer the *TransNet* local sales tax revenues consistent with the *TransNet* Extension Ordinance. Emphasis in FY 2019 will be on continuing the implementation of the *TransNet* Early Action Program and future considerations from the first *TransNet* Ten-Year Comprehensive Review.

PREVIOUS ACCOMPLISHMENTS

This work element has been an ongoing responsibility of SANDAG since the passage of the original *TransNet* measure in 1987 and the *TransNet* Extension Ordinance in November 2004. Implementation of the *TransNet* Extension was initiated in the second half of FY 2005 and has continued through FY 2018, including development of annual Plan of Finance (POF) updates.

JUSTIFICATION

This is a continuing requirement of the *TransNet* Extension Ordinance.

PROJECT MANAGER: Ariana zur Nieden, *TransNet* Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): Independent Taxpayer Oversight Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Provide updated revenue forecasts, as necessary, for the ongoing implementation of the <i>TransNet</i> Program and annual POF update. Product: Annual <i>TransNet</i> revenue forecast update by February and revisions, as needed Completion Date: 2/28/2019
2	20	Task Description: Continue implementation of future considerations resulting from the look-back portion of the <i>TransNet</i> Ten-Year Comprehensive Program Review, including considerations such as additional reporting on local streets and roads and other performance metric tracking and reporting, as well as implementation of recommendations from the Triennial Performance Audit. Product: Implementation of future considerations from the <i>TransNet</i> Ten-Year Comprehensive Program Review Look-Back component, including enhanced performance tracking and reporting Completion Date: 6/30/2019
3	15	Task Description: Continue staff support for the ongoing meetings of the Independent Taxpayer Oversight Committee (ITOC) and the development of the ITOC work program. Product: Monthly ITOC agendas and reports Completion Date: 6/30/2019
4	10	Task Description: Refine and maintain database to track <i>TransNet</i> cash flows, including sales tax allocations among programs, disbursements, and allocation of debt service. Product: Database maintenance Completion Date: 6/30/2019
5	10	Task Description: Determine annual ongoing cash-flow requirements for member agencies. Product: Monthly cash flow by recipient Completion Date: 6/30/2019
6	10	Task Description: Implement debt financing mechanisms, as needed, consistent with the updated <i>TransNet</i> POF (includes outside services). Product: Quarterly financial updates to ITOC and the SANDAG Board of Directors, including debt portfolio status Completion Date: 6/30/2019
7	10	Task Description: Continue efforts to develop or refine program guidelines and SANDAG Board Policy to implement components of the <i>TransNet</i> Extension Ordinance. Product: New/revised guidelines and Board Policy, as needed Completion Date: 6/30/2019
8	10	Task Description: Work with other transportation sales tax "self-help" counties on common issues of concern, such as improved project delivery efforts and legislative issues. Product: Reports summarizing attendance at Self-Help Counties Coalition annual conference and quarterly meetings Completion Date: 6/30/2019

FUTURE ACTIVITIES

This work element is an ongoing requirement of the *TransNet* Extension Ordinance.

WORK ELEMENT: 1500200 Independent Taxpayer Oversight Committee Program
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Other Direct Costs	\$594	\$3,337	\$3,423
Contracted Services	\$100,259	\$397,959	\$227,259
TOTAL	\$100,853	\$401,296	\$230,682

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> ITOC Program	\$100,853	\$401,296	\$230,682
TOTAL	\$100,853	\$401,296	\$230,682

OBJECTIVE

The objective of this work element is to fulfill the requirements of the *TransNet* Extension Ordinance, which authorizes the Independent Taxpayer Oversight Committee (ITOC) to oversee a number of functions relating to independent oversight of the *TransNet* Program. Emphasis in FY 2019 will be on reviewing the 2018-2019 *TransNet* Plan of Finance update, overseeing implementation of recommendations from the FY 2018 *TransNet* Triennial Performance Audit, and providing oversight for the continued implementation of the *TransNet* Early Action Program.

PREVIOUS ACCOMPLISHMENTS

Prior year accomplishments include completion of the FY 2018 *TransNet* Triennial Performance Audit, providing recommendations as part of the first *TransNet* Ten-Year Comprehensive Program Review, and completion of the FY 2017 *TransNet* fiscal and compliance audits.

JUSTIFICATION

The ITOC Program fulfills a voter mandate in the *TransNet* Extension Ordinance.

PROJECT MANAGER: Ariana zur Nieden, *TransNet* Department
COMMITTEE(S): None
WORKING GROUP(S): Independent Taxpayer Oversight Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Perform annual <i>TransNet</i> fiscal and compliance audits and present recommendations and findings, if any, to the ITOC, Transportation Committee, and SANDAG Board of Directors. Product: FY 2018 <i>TransNet</i> Fiscal and Compliance Audit Report (Draft report presentation in March 2019 and Final report presentation in June 2019) Completion Date: 6/30/2019
2	20	Task Description: Review the 2018-2019 Plan of Finance update and oversee implementation of recommendations from the FY 2018 <i>TransNet</i> Triennial Performance Audit. Product: Approval of Plan of Finance; status reports on progress of implementing Triennial Performance Audit recommendations Completion Date: 6/30/2019
3	25	Task Description: Produce annual ITOC report in accordance with the <i>TransNet</i> Extension Ordinance. Product: 2018 ITOC Annual Report to the SANDAG Board of Directors Completion Date: 6/30/2019
4	10	Task Description: Provide additional review services by independent consultant, as appropriate. Product: Independent report to the SANDAG Board of Directors Completion Date: 6/30/2019

FUTURE ACTIVITIES

This work element is an ongoing requirement of the *TransNet* Extension Ordinance.

WORK ELEMENT: 1500300 Funds Management and Oversight
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$229,849	\$236,898	\$244,461
Other Direct Costs	\$2,290	\$3,000	\$3,000
Contracted Services	\$133,439	\$146,287	\$236,953
TOTAL	\$365,578	\$386,185	\$484,414
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$315,039	\$132,732	\$175,000
TDA Planning/Administration	\$50,539	\$197,921	\$154,707
TransNet Administration (1%)	\$0	\$55,532	\$154,707
TOTAL	\$365,578	\$386,185	\$484,414

OBJECTIVE

The objective of this work element is to provide funding oversight for regional transportation projects and programs by: (1) estimating, administering, and allocating local, state, and federal funds; (2) preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); and (3) ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources, including conducting audits, submitting required state and federal reports, and ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. Emphasis in FY 2019 will be on adopting the 2018 RTIP.

PREVIOUS ACCOMPLISHMENTS

During FY 2018, SANDAG completed the annual estimate of short-term revenues, approval of RTIP and amendments, publishing federal obligation reports, approving Transportation Development Act (TDA) claims, completing TDA/State Transit Assistance (STA)/Proposition 1B audits, updates to the TDA Manual, monitoring remaining Coronado Bridge toll revenues, and Coordinated Planning Grant-funded project administration.

JUSTIFICATION

All of the tasks involved with this work element are to fulfill the requirements of SANDAG in its role as the San Diego County Regional Transportation Commission, regional transportation planning agency, and metropolitan planning organization under various statutes, regulations, and agreements.

PROJECT MANAGER: Dawn Vettese, *TransNet* Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee
San Diego Region Conformity Working Group

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	24	Task Description: Conduct annual fiscal audit for TDA/ STA recipients, including Proposition 1B programs. Product: Fiscal audits Completion Date: 12/31/2018
2	10	Task Description: Produce federally-required annual reports: Annual Listing of Obligated Projects, and Congestion Mitigation and Air Quality Improvement (CMAQ) Emissions Reduction Report. Product: Annual Listing of Obligated Projects posted on the RTIP website, and submittal of CMAQ emissions report to the state Completion Date: 1/15/2019
3	10	Task Description: Provide annual apportionment and five-year revenue projections to transit operators and local jurisdictions. Product: Staff report; revenue projections to transit agencies and local agencies Completion Date: 2/28/2019
4	20	Task Description: Review TDA/STA claims for eligibility; process TDA/STA claim amendments, as needed; maintain TDA database; update the TDA manual, as needed; maintain TDA website. Local funds only to be used for this activity. Product: TDA/STA claims and amendments Completion Date: 6/30/2019
5	5	Task Description: Continue to participate in statewide meetings and task force groups including the California Federal Program Group and STA working group. Product: Memo summarizing regional input provided to interagency groups Completion Date: 6/30/2019
6	1	Task Description: Ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. Product: Fiscal audit Completion Date: 6/30/2019
7	30	Task Description: Process RTIP amendments including biennial update; update ProjectTrak functionality; update ProjectTrak manual; maintain RTIP public webpage; ensure consistency with San Diego Forward: The Regional Plan. Product: Amendments to RTIP, updated ProjectTrak features, and updated ProjectTrak manual Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing work element. Annual estimate of short term revenues; approval of RTIP amendments and adoption of 2018 RTIP; publishing federal obligation reports; approving TDA claims; completing TDA/STA/Proposition 1B audits, and monitoring remaining Coronado Bridge toll revenues are ongoing activities.

WORK ELEMENT: 1500400 Overall Work Program and Budget Programs Management
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$448,754	\$451,632	\$536,001
Other Direct Costs	\$3,159	\$800	\$3,400
TOTAL	\$451,913	\$452,432	\$539,401

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$185,886	\$150,000	\$200,000
FTA (5303) MPO Planning	\$100,448	\$135,800	\$171,141
TDA Planning/Administration	\$165,579	\$166,632	\$168,260
TOTAL	\$451,913	\$452,432	\$539,401

OBJECTIVE

The objective of this work element is to provide the overall development, management, and coordination of the annual SANDAG Program Budget, including the Overall Work Program (OWP). Emphasis in FY 2019 will be on monitoring the OWP for consistency with agency priorities and ensuring that available funding sources are utilized and meet eligibility requirements. Development of the FY 2020 Budget will include adding information to the annual Program Budget to meet best practices standards to achieve the Distinguished Budget Award by the Government Finance Officers Association.

PREVIOUS ACCOMPLISHMENTS

The annual Program Budget is produced in early March each year and reviewed by the SANDAG Executive Committee, the SANDAG Board of Directors, and funding agencies. SANDAG has met the requirement to produce a balanced budget each year, and has managed the components of the budget to ensure that available funding sources are utilized and meet eligibility requirements.

JUSTIFICATION

The development, approval, and monitoring of the OWP is a requirement for the receipt of Consolidated Planning funds. The OWP guidelines are published annually, and the draft OWP budget is submitted to the Federal Transit Administration, Federal Highway Administration, and Caltrans for review and approval. SANDAG Bylaws require approval of the draft Program Budget no later than April 1 and a final budget no later than June 30 of each year.

PROJECT MANAGER: Sandi Craig, Finance Department
COMMITTEE(S): Executive Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Identify timeline and process improvements for the annual budget process. Product: Summary of process improvements, annual budget schedule, and guidelines document Completion Date: 11/30/2018
2	5	Task Description: Coordinate draft and final OWP with local, state, and federal funding agencies to ensure compliance and eligibility requirements. Product: Annual Metropolitan Planning Organization Coordination meeting and respond to feedback on draft budget submittals Completion Date: 5/1/2019
3	10	Task Description: Continue to enhance the Integrated Master Budget Model (IMBM) budget software to produce improved reporting and integration with other SANDAG financial systems, including coordination of contract information with Contract Management System. Product: New releases of IMBM budget software Completion Date: 6/30/2019
4	10	Task Description: Produce quarterly and annual OWP progress reports for review by the SANDAG Executive Team, Caltrans, other funding agencies, and the Executive Committee. Product: Quarterly or annual reports Completion Date: 6/30/2019
5	45	Task Description: Develop draft and final FY 2020 Program Budget and distribute to public and funding agencies for review and comment. Product: Draft (March 2019) and final (May 2019) budget documents Completion Date: 6/30/2019
6	15	Task Description: Coordinate with project managers to identify and process accurate and timely budget amendments, as needed. Product: Budget amendment documents Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is a recurring work element relating to annual budget development. Future activities include refining budget development, project management, and related software enhancements. As resources permit, information will be added to the annual Program Budget to meet best practices standards in an effort to achieve the Distinguished Budget Award by Government Financial Officers Association.

WORK ELEMENT: 2300800 Regional Geographic Information Systems Data Warehouse
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$231,401	\$211,930	\$189,097
Other Direct Costs	\$644	\$8,500	\$31,750
TOTAL	\$232,045	\$220,430	\$220,847
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$176,156	\$100,000	\$100,000
SANDAG Member Assessments	\$55,889	\$18,892	\$32,997
TDA Planning/Administration	\$0	\$101,538	\$87,850
TOTAL	\$232,045	\$220,430	\$220,847

OBJECTIVE

The objectives of this work element are to: (1) continue initiatives to develop and maintain the regional Geographic Information Systems (GIS) spatial data infrastructure; (2) continue ongoing collaboration with the San Diego Geographic Information Source (SanGIS); and (3) collaborate with SanGIS to provide web hosting for its online mapping application and web services. Emphasis in FY 2019 will be on implementing an open data portal for enhanced access to regional GIS data, services and applications; initiating coordination activities for the 2019/2020 regional aerial imagery acquisition project; and developing the Regional Topography Viewer application for the dissemination of Light Detection and Ranging-based elevation data to member agencies and the public.

PREVIOUS ACCOMPLISHMENTS

Provided RDW hardware and software development and maintenance support, performed data and metadata updates, download monitoring and reporting, and GIS services expansion. There are now nearly 13,000 registered users for the RDW; and customer and technical services support to the regional GIS community, including responding to regional data warehouse inquiries and account management. Completed the 2017 regional aerial imagery acquisition partnership project, which included 31 local entities on a project that valued approximately \$1 million. Developed prototype Open Data portal for accessing RDW components (Data, Services, web mapping applications). Migrated and enhanced the SANDAG/SanGIS Parcel Lookup Tool, and consolidated the application with the Geographic Boundary Viewer. Attended SanGIS Technical Advisory Board, Management Committee and Board meetings. Active participation in the San Diego Regional GIS Council including board and committee leadership role.

JUSTIFICATION

Providing a consolidated regional GIS data warehouse, participating in regional coordination activities, and leading regional data acquisition collaboratives support the SANDAG strategic goals of enhancing organizational effectiveness, the pursuit of new funding opportunities, and the development of innovative solutions. These data products and services, regional GIS standards, and data sharing relationships with stakeholders support key areas of emphasis, including regional planning, external support and communications, regional operations and services, and modeling and research.

PROJECT MANAGER: Pat Landrum, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): San Diego Regional GIS Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Ongoing development and maintenance of data transfer and data dissemination methods related to the SanGIS/SANDAG regional data warehouse. Product: Up-to-date and operational regional public GIS data warehouse Completion Date: 6/30/2019
2	20	Task Description: Participate in and support regional multi-agency GIS efforts, such as the regional aerial imagery consortium, implementation of regional data, metadata and mapping standards, and binational GIS coordination. Product: Memo documenting regional GIS coordination activities Completion Date: 6/30/2019
3	15	Task Description: Identify and implement strategies and technology solutions aiding the publishing of GIS data and services through a publicly accessible clearinghouse. Product: Regional GIS data portal and services clearinghouse Completion Date: 6/30/2019
4	15	Task Description: Coordinate with SanGIS, the San Diego Regional GIS Council, and member agencies to develop applications, databases, and services to support regional data collaboration and data-sharing. Product: Online applications, including the Parcel Lookup Tool, GIS data portal, and supporting databases and GIS web services Completion Date: 6/30/2019

FUTURE ACTIVITIES

Provide RDW hardware and software development and maintenance support, perform data and metadata updates, download monitoring and reporting, and GIS services expansion. Continue providing customer and technical services support to the regional GIS community, including responding to regional data warehouse inquiries and account management. Planning and coordination with regional stakeholders for the 2019/2020 regional aerial imagery acquisition partnership project. Deploy new Open Data portal that incorporates RDW data, key regional GIS web services and applications. This includes the migration the RDW to our AWS GIS server instance. Attend SanGIS STAB, Management Committee and Board meetings. Active participation in the San Diego Regional GIS Council including board and committee leadership roles.

WORK ELEMENT: 3311100 Regional Intelligent Transportation Systems Program Management
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$235,647	\$238,912	\$175,474
Other Direct Costs	\$8,944	\$20,000	\$22,500
Materials and Equipment	\$2,224	\$0	\$0
Contracted Services	\$74,551	\$30,000	\$400,000
TOTAL	\$321,366	\$288,912	\$597,974
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Major Corridors Program	\$321,366	\$288,912	\$597,974
TOTAL	\$321,366	\$288,912	\$597,974

OBJECTIVE

The objectives of this work element are to: (1) provide ongoing management support and strategic planning for the region's Intelligent Transportation Systems (ITS) Program; (2) conduct liaison activities and explore development opportunities with local, state, tribal, and federal agencies; and (3) provide oversight of the region's various ITS deployments, ensuring consistency and compliance with regional ITS architecture and federal mandates. Emphasis in FY 2019 will be on completing the update of the ITS Strategic Plan and Regional ITS Architecture.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, staff established on-call consulting contracts to provide support for the ITS, Toll Operations and IT programs; provided support for the Bus on Shoulder Demonstration project; provided project management and IT support for Toll Operations; coordinated with and provided support to regional partners including Caltrans Traffic Operations and member agencies; and, began work on the update of the ITS Strategic plan and Regional Architecture.

JUSTIFICATION

Systems management plays a significant role in delivering the region's vision for our transportation system as outlined in San Diego Forward: The Regional Plan. This work element is focused on the strategic planning and oversight of efforts to maximize the region's capabilities through the deployment of innovative technologies, partnerships, and services.

PROJECT MANAGER: James Dreisbach-Towle, Operations Department

COMMITTEE(S): Transportation Committee

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	35	Task Description: Conduct ITS near and long-term strategic planning and finalize ITS Strategic Plan. Product: Final ITS Strategic Plan Completion Date: 12/31/2018
2	35	Task Description: Update the Regional ITS Architecture. Product: Regional ITS Architecture; Final Architecture Completion Date: 12/31/2018
3	15	Task Description: Periodically, and by request, monitor and assess emerging technology and ITS solutions; identify barriers and opportunities to integrate new solutions in the San Diego region. Product: Periodic research and analysis of technologies and ITS solutions and identification of opportunities to implement and promote these solutions in the San Diego region Completion Date: 6/30/2019
4	15	Task Description: Provide ongoing regional coordination, ITS or Traffic Systems Management (TSM) planning and policy support for member and partner agencies. Product: ITS or TSM coordination and technical support to member and partner agencies Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities for this project are continued support of regional ITS deployments, assessments of new transportation technology, and continued monitoring of emerging technology to inform future regional plan updates.

WORK ELEMENT: 7300000 *TransNet* Public Information Program
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$269,625	\$313,669	\$334,986
Other Direct Costs	\$37,761	\$20,000	\$20,000
Contracted Services	\$2,578	\$0	\$0
TOTAL	\$309,964	\$333,669	\$354,986
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Administration (1%)	\$309,964	\$333,669	\$354,986
TOTAL	\$309,964	\$333,669	\$354,986

OBJECTIVE

The objectives of this work element are to: (1) implement a public information program to update the public, elected officials, and other stakeholders on *TransNet* Program activities; and (2) conduct public information activities to obtain input and feedback on *TransNet* projects. Emphasis in FY 2019 will be on continuing to create public information materials that educate the public on *TransNet* projects and programs, and that provide transparency to the public on the expenditure of *TransNet* funds.

PREVIOUS ACCOMPLISHMENTS

Outreach efforts on behalf of the *TransNet* Program include the annual *TransNet* update; KeepSanDiegoMoving.com (*TransNet* website); and multiple public outreach efforts on a wide range of *TransNet* projects and programs, including the Mid-Coast Corridor Transit Project, *Rapid* services, the North Coast Corridor, Environmental Mitigation Program, the various *TransNet* grant programs, coastal rail double tracking, Active Transportation Program, and numerous other capital projects.

JUSTIFICATION

SANDAG provides a comprehensive public information program to inform residents and other stakeholders of the progress on implementing transportation projects funded by the *TransNet* half-cent sales tax.

PROJECT MANAGER: Tedi Jackson, Communications Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Implement public information program to update the public, the news media, elected officials, and other stakeholders on <i>TransNet</i> program activities and evaluate effectiveness of public information program. Product: Public information program and evaluation of program's effectiveness Completion Date: 6/30/2019
2	15	Task Description: Publish <i>TransNet</i> information in SANDAG region, the annual <i>TransNet</i> report, fact sheets on projects, and other publications. Product: SANDAG region articles, fact sheets, and <i>TransNet</i> report Completion Date: 6/30/2019
3	25	Task Description: Coordinate public involvement in the SANDAG Board and committee decision-making process, special events, workshops, advertising, and marketing efforts for <i>TransNet</i> projects with SANDAG, Caltrans, the Metropolitan Transit System, and the North County Transit District. Product: Advertising, brochures, and editorials Completion Date: 6/30/2019
4	15	Task Description: Maintain and update the KeepSanDiegoMoving.com website to increase public awareness of how <i>TransNet</i> dollars are being used. Product: KeepSanDiegoMoving.com website project management Completion Date: 6/30/2019
5	20	Task Description: Coordinate with corridor directors and <i>TransNet</i> Project Office regarding public information and outreach efforts for <i>TransNet</i> construction/capital projects. Product: Web copy, SANDAG region articles, press releases, and fact sheets Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continued public information activities for the *TransNet* program, with particular emphasis on the construction of the Mid-Coast Corridor Transit Project, the construction of North Coast Corridor program projects, the continued construction of the *Rapid* network (particularly South Bay *Rapid*), coastal rail double tracking, and the Bike Early Action Program, as well as the implementation of San Diego Forward: The Regional Plan, which includes many *TransNet*-funded projects and programs.

WORK ELEMENT: 7300100 Public Involvement Program
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$299,317	\$322,018	\$323,789
Other Direct Costs	\$46,841	\$49,000	\$71,000
Contracted Services	\$98,101	\$0	\$0
TOTAL	\$444,259	\$371,018	\$394,789
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$150,000	\$150,000	\$150,000
TDA Planning/Administration	\$206,444	\$199,018	\$222,789
Other Local Funds	\$87,815	\$22,000	\$22,000
TOTAL	\$444,259	\$371,018	\$394,789

OBJECTIVE

The objectives of this work element are to inform and involve citizens in the agency's various programs, projects, and work activities. Emphasis in FY 2019 will be on collaborating with Caltrans, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD), as well as with state and federal agencies on regional transportation and transit events and projects; providing ongoing support of agency initiatives; the continued implementation of outreach for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) and on meeting federal standards for social equity and environmental justice programs.

PREVIOUS ACCOMPLISHMENTS

In the last fiscal year, staff published the monthly Region newsletter, produced and distributed relevant materials, ensured meetings were broadcast on the SANDAG website, kept SANDAG websites current and informative, provided outreach through and grew followers for social media, coordinated the Speakers Bureau, and distributed timely and relevant news releases to the media and other interested parties. Staff also coordinated several activities with Caltrans, MTS, and NCTD, including ribbon cutting and groundbreaking ceremonies, press conferences, and other outreach activities.

JUSTIFICATION

The SANDAG Public Involvement Program was developed and is updated in accordance with guidelines established by local and federal regulations. SANDAG is committed to implementing a comprehensive public participation and involvement process that includes and involves all citizens in the agency's various programs, projects, and work activities using a wide variety of communications. A key component is the emphasis on including low-income, minority, disabled, senior, tribal nations, and other traditionally underrepresented communities in the regional planning process.

PROJECT MANAGER: Joy De Korte, Communications Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Conduct a public information program to educate and involve various audiences with SANDAG programs, projects, services, and functions; coordinate efforts with other regional agencies, as needed. Product: Website updates and enhancements, meeting broadcasts, social media, agendas and reports, presentations, groundbreakings/events, workshops, SANDAG Board of Directors actions, brochures, newsletters, eblasts, fact sheets, public notices, and public involvement plans Completion Date: 6/30/2019
2	40	Task Description: Promote and secure news media coverage of agency activities and regional issues. Product: Media advisories and press releases Completion Date: 6/30/2019
3	15	Task Description: Coordinate activities with organizations that include low-income, minority, disabled, senior, tribal nations, and other traditionally underrepresented communities in the regional planning process, including those with Limited English Proficiency; produce and distribute a variety of materials in print and online in various languages. Product: Brochures, newsletters, agendas, public notices, website postings, social media, and presentations Completion Date: 6/30/2019
4	5	Task Description: Assist board members and staff with scheduling and preparing for public forums and speeches. Product: Speaking points and presentations Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include evaluating effectiveness of public involvement and outreach programs; updating and enhancing SANDAG websites, including a redesign of sandag.org; expanding and maintaining opportunities for public involvement and input via the web or other avenues, including social media; complying with social equity and environmental justice standards; and supporting public outreach efforts for projects funded with *TransNet* and other local, state, and federal funds.

WORK ELEMENT: 7300200 Marketing Coordination and Implementation
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$74,004	\$121,000	\$147,973
Other Direct Costs	\$22,613	\$11,000	\$11,000
Contracted Services	\$2,945	\$0	\$0
TOTAL	\$99,562	\$132,000	\$158,973
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$0	\$66,000	\$79,487
TransNet Administration (1%)	\$99,562	\$66,000	\$79,486
TOTAL	\$99,562	\$132,000	\$158,973

OBJECTIVE

The objectives of this work element are to implement a marketing program to support major work efforts such as San Diego Forward: The Regional Plan (Regional Plan), Mid-Coast Corridor Transit Project, *Rapid* transit services, 511, iCommute, *FasTrak*®, and to coordinate marketing efforts among Caltrans and SANDAG corridor directors, the Service Bureau, and other projects. Emphasis in FY 2019 will be on supporting outreach and engagement for San Diego Forward: The 2019-2050 Regional Plan, launching a redesigned website for sandag.org; and implementing an educational marketing campaign to support the Motorist Aid program.

PREVIOUS ACCOMPLISHMENTS

Prior work included *FasTrak* campaigns to support the South Bay Expressway and Interstate 15 Express Lanes; implementation of campaigns to support *Rapid* services; educating the public about Motorist Aid programs; and increasing the use of the SANDAG Facebook page and Twitter handle to promote SANDAG programs and projects with an increase in number of "friends" and "followers," respectively.

JUSTIFICATION

As SANDAG implements services and educates the region about programs and projects, a creative marketing component is essential to build awareness and generate usage of the Transportation Demand Management (TDM) program, Freeway Service Patrol, *FasTrak*, and other services consistent with the Regional Plan. Coordination among SANDAG, Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD) is a key part of this effort.

PROJECT MANAGER: Elizabeth Cox, Communications Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	35	Task Description: Coordinate with project managers to implement on-call marketing program. Product: Marketing, communications, and outreach plans; task orders and work orders Completion Date: 6/30/2019
2	25	Task Description: Produce advertising copy, develop print, broadcast, and/or outdoor advertising programs, web advertising, brochures, videos, and other marketing products. Product: Print and broadcast advertising copy, brochures, scripts, web content, mailers, and door hangers Completion Date: 6/30/2019
3	20	Task Description: Coordinate marketing efforts among Caltrans, MTS, and NCTD to promote regional transportation projects. Product: Marketing and outreach projects Completion Date: 6/30/2019
4	20	Task Description: Maximize marketing efforts by promoting programs on SANDAG, 511, KeepSanDiegoMoving, and iCommute websites. Product: Web copy, project information and advertising copy, web ads Completion Date: 6/30/2019

FUTURE ACTIVITIES

In the coming years, SANDAG will coordinate with member agencies and other partners to extend awareness and messages using a variety of marketing techniques. A strategic marketing effort is essential to implementing the TDM elements in the Regional Plan and coordinating our iCommute efforts with transportation partners and member agencies is key to maximizing resources. Marketing efforts to support *Rapid* services and expansion of the Regional Bike Network will continue to change behavior and educate commuters about travel choices. Leveraging partnerships, integrating new media, and enhancing existing web tools will support this effort.

WORK ELEMENT: 7300300 PC, Internet, and Database Applications
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$719,171	\$845,197	\$1,118,312
Other Direct Costs	\$8,334	\$10,000	\$5,000
Materials and Equipment	\$0	\$0	\$50,000
Contracted Services	\$38,260	\$33,000	\$650,000
TOTAL	\$765,765	\$888,197	\$1,823,312

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FHWA Metropolitan Planning (PL)	\$275,000	\$348,518	\$355,000
TDA Planning/Administration	\$490,765	\$539,679	\$801,312
TDA Planning/Administration – Carryover from Previous Year	\$0	\$0	\$667,000
TOTAL	\$765,765	\$888,197	\$1,823,312

OBJECTIVE

The objectives of this work element are to: (1) improve work and productivity through the application of database and programming technologies; (2) increase the accessibility of the SANDAG data stores by developing, enhancing, and documenting custom software and database solutions for the agency functions; and (3) provide direct, comprehensive technical support to transit, iCommute, *FasTrak*®, SANDAG websites, and the SANDAG Intranet. Emphasis in FY 2019 will be on providing direct technical support to update various internal applications; providing support for budget development and the agency's financial software application (ONESolution) reporting; providing direct technical support for the in-house hosting and maintenance of the *TransNet* dashboard; and providing direct technical support to maintain the current SANDAG website and its ancillary sites, and developing or assisting in the creation of a new SANDAG website using responsive design techniques.

PREVIOUS ACCOMPLISHMENTS

Previous accomplishments include the migration of the *TransNet* Dashboard to internal hosting and maintenance; the development of new sections and functions on a variety of SANDAG websites, including the implementation of Census data retrieval on datasurfer.sandag.org.

JUSTIFICATION

This work element supports internal and external communications for various SANDAG departments by developing applications, automating reports, and processes that facilitate the management of financial, program management, and planning data. The work element plays a significant role in increasing the efficiency of staff and the agency.

PROJECT MANAGER: Jeff Harns, Data Research Department
COMMITTEE(S): None
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Provide direct, comprehensive technical support and enhancements to the SANDAG.org, <i>FasTrak</i>, 511sd.com, iCommuteSD.com, KeepSanDiegoMoving.com, and the SANDAG Intranet. Product: Specific products or enhancements produced under this task will be reported on a quarterly basis Completion Date: 6/30/2019
2	30	Task Description: Provide direct technical support for the development and maintenance of in-house applications. Product: Specific applications or existing application enhancements under this task will be reported on a quarterly basis Completion Date: 6/30/2019
3	5	Task Description: Provide direct technical support for the development and maintenance of SharePoint web portals. Product: Specific portal development projects completed under this task will be reported on a quarterly basis Completion Date: 6/30/2019
4	5	Task Description: Provide direct technical support for the development and maintenance of ONESolution reports. Product: Specific ONESolution reports developed or modified under this task will be reported on a quarterly basis Completion Date: 6/30/2019
5	30	Task Description: Professional services to provide new user interface designs, content management system, and code base for the primary SANDAG.org website. Product: User interface design, content management system, and code base for re-designed SANDAG.org website Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include the re-development of the *TransNet* dashboard to eliminate its dependence on SharePoint 2010; developing and maintaining the SDForward.com website in accordance with the development of San Diego Forward: The 2019-2050 Regional Plan; the development and maintenance of database products to enhance internal productivity; and the dissemination of regional data to external clients.

WORK ELEMENT: 7300400 Government Relations
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$574,288	\$600,518	\$617,365
Other Direct Costs	\$28,015	\$37,000	\$37,000
Contracted Services	\$178,761	\$269,646	\$150,000
TOTAL	\$781,064	\$907,164	\$804,365
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
TDA Planning/Administration	\$576,452	\$866,722	\$744,365
SANDAG Member Assessments	\$204,612	\$40,442	\$60,000
TOTAL	\$781,064	\$907,164	\$804,365

OBJECTIVE

The objective of this work element is to manage state and federal legislative activities in accordance with the SANDAG Legislative Program. Emphasis in FY 2019 will be on implementing Senate Bill 1 (Beall, 2017) (SB 1) funding programs, pursuing additional resources such as State Cap-and-Trade Program and federal freight and infrastructure funds; and facilitating the development of the San Diego Regional Proving Ground.

PREVIOUS ACCOMPLISHMENTS

Previous work includes the approval of the SANDAG Legislative Program for FY 2018; development of guidelines for SB 1 funding programs and securing resources from the state cap-and-trade programs for SANDAG projects/programs; provided updates on Assembly Bill 805 (Gonzalez-Fletcher, 2017) (AB 805) SB 1 impacts; and updates to legislators and federal stakeholders on implementation of full funding grant agreement (FFGA) for the Mid-Coast Corridor Transit Project and State Route 11/Otay Mesa East (SR 11 OME) Port of Entry Project, among others.

JUSTIFICATION

Through coordinated state and federal legislative efforts, this work element helps accomplish key SANDAG initiatives, and coordinates regional priorities among member agencies, advisory members, and other stakeholders. In addition, this work supports the SANDAG strategic goal to enhance organizational effectiveness both internally and externally through continuous improvements including working with local, state, and federal agencies to ensure rapid delivery of projects and advance strategic efforts to increase communications.

PROJECT MANAGER: Victoria Stackwick, Executive Department
COMMITTEE(S): Executive Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Develop annual SANDAG Legislative Program (January 2019). Product: Final SANDAG 2019 Legislative Program Completion Date: 1/31/2019
2	15	Task Description: Develop annual joint transportation agenda with the Metropolitan Transit System and pursue state and federal funding for San Diego regional priorities. Product: Develop FY 2019 project information white papers and brochures Completion Date: 6/30/2019
3	20	Task Description: Represent SANDAG on state and federal organizations to advance agency policies and programs (i.e., California Association of Councils of Governments, California Transit Association, National Association of Regional Councils, American Public Transportation Association, and Southern California Legislative Roundtable). Product: Executive Committee legislative status reports, as needed Completion Date: 6/30/2019
4	45	Task Description: Monitor and respond to key state and federal legislation and policy changes (includes outside services). Product: Executive Committee legislative status reports, as needed Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing work element. Future activities include: (1) ensuring that agency priorities are addressed through the funding opportunities provided at the state and federal level; (2) providing assistance as needed to facilitate the FFGA from the Federal Transit Administration for the Mid-Coast Corridor Transit Project and the North Coast Corridor, and/or SR 11 OME Projects; (3) implementation activities for various statewide SB 1 and cap-and-trade programs; and (4) supporting implementation of AB 805, as needed.

WORK ELEMENT: 7300500 Interagency Coordination
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$1,146,436	\$1,196,020	\$1,238,359
Other Direct Costs	\$50,319	\$1,000	\$0
Contracted Services	\$181,508	\$39,166	\$0
TOTAL	\$1,378,263	\$1,236,186	\$1,238,359
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$276,040	\$464,186	\$450,000
FHWA Metropolitan Planning (PL)	\$655,000	\$239,586	\$250,000
TDA Planning/Administration	\$447,223	\$502,414	\$252,004
TDA Planning/Administration – Carryover from Previous Year	\$0	\$0	\$286,355
SANDAG Contingency Reserve Fund	\$0	\$30,000	\$0
TOTAL	\$1,378,263	\$1,236,186	\$1,238,359

OBJECTIVE

The objective of this work element is to support the SANDAG Board of Directors and policy advisory committees by developing and communicating interagency solutions concerning regional issues, transportation project/program implementation, conflict resolution, and other coordination needs. Emphasis in FY 2019 will be on continuing to enhance coordination activities with the public and member agencies to advance SANDAG issues and initiatives.

PREVIOUS ACCOMPLISHMENTS

SANDAG Board and policy advisory committee meetings have provided significant opportunities to advance regionally-coordinated issues. The ongoing information-sharing, consensus building, and development of various Memoranda of Understanding with transit agencies, Cities/County Transportation Advisory Committee (CTAC), and San Diego Regional Traffic Engineers Council (SANTEC) have contributed to the successful implementation of key regional transportation improvements.

JUSTIFICATION

Many regional projects and programs are heavily dependent upon interagency agreement and commitment for successful implementation. Activities supported by this work element ensure that consistent communication in the planning and implementation phases occur with a focus on regional strategic goals. This project captures established as well as ad hoc efforts where additional coordination is necessary to ensure all impacted agencies have a chance to voice their concerns and agree on solutions that advance regional priorities.

PROJECT MANAGER: Sandi Craig, Finance Department
COMMITTEE(S): Executive Committee
Transportation Committee
WORKING GROUP(S): Cities/County Transportation Advisory Committee
San Diego Traffic Engineers' Council

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	65	Task Description: Develop agendas and conduct public meetings as a forum for coordinating regional initiatives involving elected officials, agency executives, and staff of member agencies. Topics include SANDAG initiatives, programs and agreements impacting cities, transit agencies, tribal governments, and other jurisdictions. Product: Memoranda of understanding on various topics, including tribal relations, transit, transportation, and sustainable communities planning Completion Date: 6/30/2019
2	15	Task Description: Provide administrative support for the CTAC. This is an established working group for reviewing, coordinating, and receiving feedback on the technical aspects of key regional issues. Product: Monthly agendas and reports – highlighting regional efforts and agreements, as applicable Completion Date: 6/30/2019
3	15	Task Description: Provide administrative support for the SANTEC. Engineering representatives from member agencies meet to review, coordinate, and solicit feedback on engineering-related issues to regional initiatives. Product: Monthly agendas and reports – highlighting regional efforts and agreements, as applicable Completion Date: 6/30/2019
4	5	Task Description: Facilitate Coastal Commission annual update presentation to planning directors, and public works directors of member agencies. Product: Annual presentation Completion Date: 6/30/2019

FUTURE ACTIVITIES

SANDAG will continue to use the existing interagency coordination structure to raise and address issues with various member agency constituents, receive feedback, and coordinate technical solutions to regional transportation and quality of life issues.

WORK ELEMENT: 7300600 Social Equity Program
AREA OF EMPHASIS: External Support and Communications

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$58,729	\$89,502	\$57,024
Other Direct Costs	\$5	\$0	\$1,000
Contracted Services	\$0	\$0	\$50,000
TOTAL	\$58,734	\$89,502	\$108,024
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FTA (5307) Transit Planning	\$46,987	\$62,071	\$75,000
TDA Planning/Administration	\$11,747	\$27,431	\$33,024
TOTAL	\$58,734	\$89,502	\$108,024

OBJECTIVE

The objective of this work element is to support the concepts of environmental justice and social equity, which involve analysis of the benefits and burdens of plans, policies, and projects to ensure they do not disproportionately affect low-income populations or cause a disparate impact for minority communities. Emphasis in FY 2019 will be on beginning use of the new Social Equity Analysis Tool; evaluating any proposed modifications by the transit operators to the Comprehensive Fare Ordinance; and plan for an update to the agency's Language Assistance Plan.

PREVIOUS ACCOMPLISHMENTS

Creation of and updates to the SANDAG Social Equity Handbook and training materials for project managers. Training of SANDAG project managers on how to carry out social equity analyses.

JUSTIFICATION

This work element assists in implementation of, and compliance with, Title VI and related state and federal laws, and providing guidance on environmental justice and social equity.

PROJECT MANAGER: Julie Wiley, Executive Department

COMMITTEE(S): None

WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Integrate best practices for enhanced Title VI and environmental justice analysis into SANDAG plans, programs, and projects. Provide advice and review analyses prepared by consultants or staff concerning Title VI and environmental justice. Product: Staff training and Social Equity analysis for San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) Completion Date: 6/30/2019
2	50	Task Description: Implement Language Assistance Plan, assist staff with determining whether Limited English Proficiency (LEP) efforts are needed for particular programs and projects, and prepare translations for documents identified as being vital for persons with LEP. Product: Translations of vital documents and workshops with interested stakeholders and update to Language Assistance Plan Completion Date: 6/30/2019

FUTURE ACTIVITIES

Assistance to staff in using the new Social Equity Analysis Tool to carry out the social equity analysis for the 2019 Regional Plan. Update to the Language Assistance Plan.

Chapter 3



OWP Revenue and Expense Summary

OVERVIEW

This chapter provides a financial summary of the work elements described in Chapter 2. Beginning with the program revenues, each work element is shown grouped by its area of emphasis, with the various sources of funding identified for each project. Refer to the program revenue notes (page 3-5) for a more specific description of local, state, and federal funding sources. Group programs are listed, with related projects indented under the group title. Also identified are the projects that have multi-year budgets, which signify additional funding in other years. Chapter 2 contains the complete funding picture for these multi-year projects.

Immediately following the program revenue notes page is the application of funds, where the detailed project budgets are shown by expense category. Following the expense summary, details of each project's contracted services budget are shown (pages 3-9 thru 3-13), which describes the scope and estimated costs for professional services that are necessary to complete each work element.

The next section of this chapter (pages 3-14 thru 3-16) shows the subset of work elements that are specifically supported by annual federal planning funds that constitute the core funding for the Overall Work Program. These Consolidated Planning Grant Program funds are appropriated by the Federal Highway Administration, Federal Transit Administration, and Caltrans. These agencies are authorized to review and approve the funded activities to ensure that they comply with federally-established criteria for core planning functions. The final section shows the historical comparison of current project budgets relative to past years' actual expenditures.

**FY 2019 OVERALL WORK PROGRAM
PROGRAM REVENUES**

OWP NO.	PROJECT TITLE	TOTAL PROJECT BUDGET	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS- MENTS	Notes	LOCAL OTHER	Notes
1 - Modeling and Research																		
2300000	Transportation Analysis and Modeling	\$ 2,303,980	\$ 350,000	\$ 1,039,741	-	-	-	-	-	-	\$ 819,239	TDA1	-	-	-	-	\$ 95,000	O1
2300400	Economic and Demographic Analysis and Modeling	1,325,026	-	-	1,000,000	-	-	-	-	-	325,026	-	-	-	-	-	-	-
2300600	Data Solutions and GIS for Research, Planning, and Project Delivery	1,002,937	-	312,166	-	-	-	-	-	-	690,771	TDA1	-	-	-	-	-	-
2300700	Data Visualization, Dissemination, and Analysis Methods	271,591	-	-	200,000	-	-	-	-	-	71,591	-	-	-	-	-	-	-
2300900	Database Administration	585,390	-	-	500,000	-	-	-	-	-	85,390	-	-	-	-	-	-	-
2301100	Transportation Surveys and Other Primary Data Collection	910,579	-	295,000	-	-	-	-	-	-	522,685	-	92,894	T1	-	-	-	-
2301200	Regional Economic and Finance Services and Research Services	555,525	-	430,000	-	-	-	-	-	-	125,525	-	-	-	-	-	-	-
2301400	Regional Census Data Center Operations	187,698	-	-	-	-	-	-	-	-	187,698	-	-	-	-	-	-	-
2301600	Fresh Look at Economic Impacts of Border Delays	5,049	-	-	-	-	-	-	-	-	5,049	-	-	-	-	-	-	-
2301700	Regional Land Inventory System	546,673	-	425,000	-	-	-	-	-	-	121,673	-	-	-	-	-	-	-
2301800	NEW - Peer Review Process	153,844	-	-	-	-	-	-	-	-	153,844	-	-	-	-	-	-	-
2301900	NEW - Quality Assurance and Control	825,373	-	-	-	-	-	-	-	-	825,373	-	-	-	-	-	-	-
2302000	NEW - Program Management	250,741	-	-	-	-	-	-	-	-	250,741	-	-	-	-	-	-	-
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	219,602	-	-	-	-	-	-	-	-	-	-	-	-	219,602	CJ	-	-
2340100	CJAM - Substance Abuse Monitoring	118,445	-	-	-	-	-	-	-	-	-	-	-	-	18,750	S	99,695	L3/L6
2346200	CJAM - AB 109 Evaluation	5,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5,000	L9
2346500	CJAM - Specialized Services to Human Trafficking Victims	654	-	-	-	-	-	654	F4	-	-	-	-	-	-	-	-	-
2346600	CJAM - Prop. 47 Evaluation	167,015	-	-	-	-	-	-	-	-	-	-	-	-	-	-	167,015	L6
2346700	CJAM - SMART STAR Evaluation	253,622	-	-	-	-	-	253,622	F22	-	-	-	-	-	-	-	-	-
2350100	CJAM - Juvenile Justice Crime Prevention Act	235,809	-	-	-	-	-	-	-	-	-	-	-	-	-	-	235,809	L9
2352200	CJAM - Alternatives to Detention	55,622	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55,622	L9
7500000	SANDAG Service Bureau	184,498	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184,498	O1
1 - Modeling and Research Subtotal		\$10,164,672	\$350,000	\$2,501,907	\$1,700,000	-	\$254,276	-	-	-	\$4,184,604	-	\$92,894	-	\$238,352	-	\$842,638	-

**FY 2019 OVERALL WORK PROGRAM
PROGRAM REVENUES**

OWP NO.	PROJECT TITLE	TOTAL PROJECT BUDGET	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS- MENTS	Notes	LOCAL OTHER	Notes
2 - Regional Planning																		
3100400	Regional Plan Implementation	\$ 701,448	\$ 500,000	-	-	-	-	-	-	-	\$ 100,724	-	\$ 100,724	T1	-	-	-	-
3100600	Air Quality Planning and Transportation Conformity	124,656	100,000	-	-	-	-	-	-	-	24,656	-	-	-	-	-	-	-
3100700	Goods Movement Planning	373,432	250,000	-	-	-	-	-	-	-	68,432	-	-	-	-	-	55,000	L4
3101800	CV Light Rail Trolley Improvement Study	224,453	-	-	-	-	-	-	-	-	-	-	-	-	-	-	224,453	L4
3102000	San Diego Forward: The 2019-2050 Regional Plan	4,674,058	-	1,025,000	-	-	-	-	2,849,831	S1/ S19	645,227	-	154,000	T1	-	-	-	-
3200100	Regional Habitat Conservation Planning	112,508	-	-	-	-	-	-	-	-	56,254	-	56,254	T1	-	-	-	-
3200200	Regional Shoreline Management Planning	206,546	-	-	-	-	-	-	-	-	-	-	-	-	64,511	S	142,035	L4
3200300	Regional Energy/Climate Change Planning	610,711	125,000	-	-	-	-	-	195,574	S19	167,775	-	-	-	122,361	S	-	-
3201000	Plug-in SD: Implementation of Regional Electric Vehicle Plan	135,937	-	-	-	-	-	-	135,937	S9	-	-	-	-	-	-	-	-
3201100	Energy Roadmap Program Continuation: SDG&E	1,144,282	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1,144,282	L7
3201200	Advancing Climate Action Plans with Data-Driven Transportation Strategies	245,576	-	-	-	-	-	245,576	F5	-	-	-	-	-	-	-	-	-
3201300	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	287,834	-	-	-	-	-	-	254,820	S18	33,014	-	-	-	-	-	-	-
3201400	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	120,375	-	-	-	-	-	-	106,568	S18	-	-	-	-	13,807	S	-	-
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	380,994	-	-	-	-	-	-	-	-	-	-	380,994	T1/T4 /T5	-	-	-	-
3330300	Intergovernmental Review	75,246	63,000	-	-	-	-	-	-	-	12,246	-	-	-	-	-	-	-
3400100	Interregional Planning: Imperial, Orange, and Riverside Counties	44,688	-	-	35,000	-	-	-	-	-	9,688	-	-	-	-	-	-	-
3400200	Interregional Planning: Binational Planning and Coordination	411,163	-	-	350,000	-	-	-	-	-	61,163	-	-	-	-	-	-	-
3400500	Interregional Planning: Tribal Liaison Program	127,062	-	-	110,000	-	-	-	-	-	17,062	-	-	-	-	-	-	-
2 - Regional Planning Subtotal		\$10,000,969	\$1,038,000	\$1,025,000	\$495,000	-	\$245,576	-	\$3,542,730	-	\$1,196,242	-	\$691,972	-	\$200,679	-	\$1,565,770	-
3 - Project Implementation																		
3300200	Active Transportation Planning and Programs	\$ 1,062,731	-	-	\$ 568,492	-	-	-	-	-	\$ 494,239	-	-	-	-	-	-	-
3310500	511 Advanced Traveler Information Service	398,189	-	-	-	-	-	-	25,000	S11	-	-	373,189	T2	-	-	-	-
3310700	Transportation Demand Management Program	445,569	-	-	-	445,569	-	-	-	-	-	-	-	-	-	-	-	-
3310701	Transportation Demand Management - Planning Studies/Pilot Projects	842,888	-	-	-	467,888	-	-	375,000	S11	-	-	-	-	-	-	-	-
3310702	Transportation Demand Management - Employer Services	1,326,677	-	-	-	1,326,677	-	-	-	-	-	-	-	-	-	-	-	-
3310703	Transportation Demand Management - Program and Service Delivery	708,433	-	-	-	305,433	-	-	375,000	S11	-	-	9,000	T8	-	-	19,000	L1
3310704	Transportation Demand Management - Regional Vanpool Program	4,063,272	-	-	-	4,063,272	-	-	-	-	-	-	-	-	-	-	-	-
3310711	Transportation Demand Management - Outreach Program	845,466	-	-	-	845,466	-	-	-	-	-	-	-	-	-	-	-	-
3311700	Transportation Performance Monitoring and Reporting	111,185	-	-	-	-	-	-	-	-	-	-	111,185	T2	-	-	-	-
3311800	Connected and Autonomous Vehicle Development Program	508,381	-	-	-	-	-	-	300,000	S11	-	-	208,381	T2	-	-	-	-

3 - Project Implementation (Continued)

**FY 2019 OVERALL WORK PROGRAM
PROGRAM REVENUES**

OWP NO.	PROJECT TITLE	TOTAL PROJECT BUDGET	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS- MENTS	Notes	LOCAL OTHER	Notes
3320100	Short-Range Transit Service Activities	743,358	-	450,000	-	-	-	-	-	-	146,549	-	146,809	T1	-	-	-	-
3320200	Specialized Transportation Grant Program	276,787	-	-	-	-	146,787	F21	-	-	-	-	130,000	T6	-	-	-	-
3320300	Passenger Counting Program	250,712	-	175,000	-	-	-	-	-	-	75,712	-	-	-	-	-	-	-
3321000	2019-2050 Regional Transportation Plan Transit Plan - Advance Planning	342,260	-	240,000	-	-	-	-	40,000	S1	62,260	-	-	-	-	-	-	-
3321100	Veterans Transportation and Community Living Initiative Grant	59,334	-	-	-	-	59,334	F19	-	-	-	-	-	-	-	-	-	-
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	1,571,014	-	-	-	-	1,155,471	F21	-	-	-	-	-	-	-	-	415,543	L2
3321600	Mid-Coast Corridor Mobility Hub Implementation Strategy	180,674	-	-	-	-	122,956	F23	-	-	57,718	-	-	-	-	-	-	-
3321700	Inter-Regional Park & Ride Strategy	167,512	-	-	-	-	130,810	F1	-	-	36,702	TDA1	-	-	-	-	-	-
3330700	TSM - Integrated Corridor Management Programs	394,827	-	-	-	-	-	-	75,000	S14	-	-	319,827	T2	-	-	-	-
3330900	TDM and TSM Analysis Toolbox	182,324	-	-	-	-	145,859	F1	-	-	36,465	-	-	-	-	-	-	-
3331000	San Diego Regional Military Multimodal Access Strategy	225,299	-	-	-	-	180,239	F1	-	-	45,060	TDA1	-	-	-	-	-	-
3331100	Data Management Solution for Analytics	261,583	-	-	-	-	209,266	F1	-	-	52,317	TDA1	-	-	-	-	-	-
3400600	LOSSAN and High-Speed Rail Corridor Planning	181,926	-	-	-	-	-	-	-	-	90,963	-	90,963	T1	-	-	-	-
3 - Project Implementation Subtotal		\$15,150,402	\$0	\$865,000	\$568,492	\$7,454,305	\$2,150,722		\$1,190,000		\$1,097,986		\$1,389,354		-		\$434,543	
4 - External Support and Communications																		
1500000	Project Monitoring and Oversight	\$ 313,856	-	-	-	-	-	-	\$ 313,356	S1	\$ 500	-	-	-	-	-	-	-
1500100	TransNet Financial Management	1,456,148	-	-	-	-	-	-	-	-	-	-	1,456,148	T1	-	-	-	-
1500200	Independent Taxpayer Oversight Committee Program	230,682	-	-	-	-	-	-	-	-	-	-	230,682	T3	-	-	-	-
1500300	Funds Management and Oversight	484,414	-	-	175,000	-	-	-	-	-	154,707	-	154,707	T1	-	-	-	-
1500400	Overall Work Program and Budget Programs Management	539,401	171,141	-	200,000	-	-	-	-	-	168,260	-	-	-	-	-	-	-
2300800	Regional Geographic Information Systems Data Warehouse	220,847	-	-	100,000	-	-	-	-	-	87,850	-	-	-	32,997	S	-	-
3311100	Regional Intelligent Transportation Systems Program Management	597,974	-	-	-	-	-	-	-	-	-	-	597,974	T2	-	-	-	-
7300000	TransNet Public Information Program	354,986	-	-	-	-	-	-	-	-	-	-	354,986	T1	-	-	-	-
7300100	Public Involvement Program	394,789	-	-	150,000	-	-	-	-	-	222,789	-	-	-	-	-	22,000	L2
7300200	Marketing Coordination and Implementation	158,973	-	-	-	-	-	-	-	-	79,487	-	79,486	T1	-	-	-	-
7300300	PC, Internet, and Database Applications	1,823,312	-	-	355,000	-	-	-	-	-	1,468,312	TDA1	-	-	-	-	-	-
7300400	Government Relations	804,365	-	-	-	-	-	-	-	-	744,365	-	-	-	60,000	S	-	-
7300500	Interagency Coordination	1,238,359	-	450,000	250,000	-	-	-	-	-	538,359	TDA1	-	-	-	-	-	-
7300600	Social Equity Program	108,024	-	75,000	-	-	-	-	-	-	33,024	-	-	-	-	-	-	-
4 - External Support and Communications Subtotal		\$8,726,132	\$171,141	\$525,000	\$1,230,000	-	-		\$313,356		\$3,497,653		\$2,873,984		\$92,997		\$22,000	
Total OWP Program Budget		\$44,042,175	\$1,559,141	\$4,916,907	\$3,993,492	\$7,454,305	\$2,650,574		\$5,046,086		\$9,976,485		\$5,048,203		\$532,028		\$2,864,951	

FY 2019 OVERALL WORK PROGRAM REVENUE SOURCES

Notes and Explanations of Fund Sources shown in OWP Program Revenues

FEDERAL TRANSPORTATION PLANNING FUNDS

FTA (5303) MPO Planning (CPG)
FTA (5307) Transit Planning

These funds, which are allocated to Metropolitan Planning Organizations (MPOs) based on Federal Transit Administration (FTA) formula to be used for regional transportation planning efforts are subject to confirmation by federal and state funding agencies.

FHWA Planning (CPG)

Regional transportation planning funds administered by the Federal Highway Administration (FHWA) and Caltrans, allocated to MPOs according to the requirements of 23 U.S.C. 134 and 135, as amended by Moving Ahead for Progress in the 21st Century Act (MAP-21). FTA (5303) and FHWA Planning grant funds are considered Consolidated Planning Grant (CPG) funds and are administered by Caltrans.

OTHER FEDERAL DEDICATED FUNDS

CMAQ

Congestion Management & Air Quality (CMAQ) Program - Federal funds for projects and activities that contribute to a reduction in traffic congestion and improvement in air quality. Administered by FHWA and Caltrans.

FEDERAL OTHER

(F1) FHWA Strategic Partnership for Sustainable Transportation
(F4) U.S. Department of Justice
(F5) FTA Transit Planning for Sustainable Communities
(F19) FTA 5309 Veterans Transportation and Community Living Initiative
(F21) FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
(F22) Bureau of Justice Assistance
(F23) FTA Transit Oriented Development Planning Pilot Program

TransNet SALES TAX REVENUE

(T1) *TransNet* 1% for Program Administration
(T2) *TransNet* Major Corridors Program
(T3) *TransNet* ITOC Program
(T4) *TransNet* Bicycle/Pedestrian Program
(T5) *TransNet* Smart Growth Program
(T6) *TransNet* Senior Services Program
(T8) *TransNet* New Major Corridors Transit Operations (8.1%)

LOCAL OTHER

(L1) FasTrak® Revenues
(L2) Other Local Funds
(L3) CA Border Alliance Group
(L4) Contribution from Local Cities or Member Agencies
(L6) County of San Diego
(L7) San Diego Gas & Electric
(L9) County Dept. of Probation

STATE OTHER

(S1) Planning, Programming, and Monitoring (PPM) Program
(S9) California Energy Commission
(S11) California State DMV Vehicle Registration Fee
(S14) Caltrans Public Transportation Account
(S18) SB1 Adaptation Planning Grant
(S19) SB1 Sustainable Communities Grant

CARRYOVER FUNDS

(TDA1) Carryover of TDA funding from previous year

SERVICES TO OTHER AGENCIES

(O1) SANDAG Service Bureau Fees

MEMBER ASSESSMENTS

(CJ) Criminal Justice Member Assessments
(S) SANDAG Member Assessments

LOCAL FLEXIBLE FUNDS

TDA Planning/Administration

The Transportation Development Act passed by the state allocates a portion of the local quarter-percent sales tax revenue to MPOs for transportation planning and programming purposes and for the administration of TDA funds.

TransNet

The voter approved *TransNet* Extension Ordinance provides administrative funding for SANDAG (1% of total receipts) to administer the *TransNet* Program, undertake related planning efforts, and distribute funds for the various expenditure categories under the Ordinance (see Chapter 8).

Member Assessments

SANDAG collects fees from member agencies for the provision of regional planning services. The Criminal Justice division of SANDAG collects fees from member agencies for ongoing criminal justice research.

Note: Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs

**FY 2019 OVERALL WORK PROGRAM
PROGRAM EXPENSES (APPLICATION OF FUNDS)**

OWP NO.	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COSTS	OTHER DIRECT COSTS	CONTRACTED SERVICES	MATERIALS & EQUIPMENT	PASS THROUGH
1 - Modeling and Research										
2300000	(A)	Transportation Analysis and Modeling	\$2,303,980	\$1,567,671	\$1,093,013	\$474,658	\$131,309	\$605,000	-	-
2300400	(A)	Economic and Demographic Analysis and Modeling	1,325,026	1,189,026	829,013	360,012	46,000	90,000	-	-
2300600	(A)	Data Solutions and GIS for Research, Planning, and Project Delivery	1,002,937	715,437	498,817	216,619	237,500	50,000	-	-
2300700	(A)	Data Visualization, Dissemination, and Analysis Methods	271,591	247,591	172,626	74,966	24,000	-	-	-
2300900	(A)	Database Administration	585,390	495,390	345,396	149,994	25,000	65,000	-	-
2301100	(A)	Transportation Surveys and Other Primary Data Collection	910,579	382,979	267,021	115,958	5,100	522,500	-	-
2301200	(A)	Regional Economic and Finance Services and Research Services	555,525	508,525	354,554	153,971	27,000	20,000	-	-
2301400	(A)	Regional Census Data Center Operations	187,698	182,498	127,242	55,257	5,200	-	-	-
2301600	(M)	Fresh Look at Economic Impacts of Border Delays	5,049	5,049	3,520	1,529	-	-	-	-
2301700	(A)	Regional Land Inventory System	546,673	493,173	343,850	149,322	3,500	50,000	-	-
2301800	(A)	NEW - Peer Review Process	153,844	153,844	107,263	46,581	-	-	-	-
2301900	(A)	NEW - Quality Assurance and Control	825,373	540,373	376,759	163,614	35,000	250,000	-	-
2302000	(A)	NEW - Program Management	250,741	225,741	158,468	67,273	-	25,000	-	-
2340000	(A)	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	219,602	208,260	145,203	63,057	11,342	-	-	-
2340100	(M)	CJAM - Substance Abuse Monitoring	118,445	83,047	58,396	24,652	10,774	24,624	-	-
2345000		CJAM - Adult Criminal Justice Projects (Group Program)								
2346200	(M)	CJAM - AB 109 Evaluation	5,000	-	-	-	5,000	-	-	-
2346500	(M)	CJAM - Specialized Services to Human Trafficking Victims	654	-	-	-	654	-	-	-
2346600	(M)	CJAM - Prop. 47 Evaluation	167,015	167,015	116,446	50,569	-	-	-	-
2346700	(M)	CJAM - SMART STAR Evaluation	253,622	64,094	44,688	19,406	3,028	-	-	186,500
2350000		CJAM - Youth Evaluation Projects (Group Program)								
2350100	(M)	CJAM - Juvenile Justice Crime Prevention Act	235,809	232,559	163,303	69,256	250	3,000	-	-
2352200	(M)	CJAM - Alternatives to Detention	55,622	52,622	36,689	15,933	-	3,000	-	-
7500000	(A)	SANDAG Service Bureau	184,498	184,498	128,636	55,862	-	-	-	-
1 - Modeling and Research Subtotal			\$10,164,672	\$7,699,391	\$5,370,903	\$2,328,488	\$570,657	\$1,708,124	\$0	\$186,500

**FY 2019 OVERALL WORK PROGRAM
PROGRAM EXPENSES (APPLICATION OF FUNDS)**

OWP NO.	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COSTS	OTHER DIRECT COSTS	CONTRACTED SERVICES	MATERIALS & EQUIPMENT	PASS THROUGH
2 - Regional Planning										
3100400	(A)	Regional Plan Implementation	\$701,448	\$690,448	\$481,394	\$209,053	\$11,000	-	-	-
3100600	(A)	Air Quality Planning and Transportation Conformity	124,656	121,556	84,751	36,805	3,100	-	-	-
3100700	(A)	Goods Movement Planning	373,432	351,757	245,252	106,505	10,000	11,675	-	-
3101800	(M)	CV Light Rail Trolley Improvement Study	224,453	24,453	17,049	7,404	-	200,000	-	-
3102000	(M)	San Diego Forward: The 2019-2050 Regional Plan	4,674,058	3,116,558	2,172,929	943,629	665,500	892,000	-	-
3200100	(A)	Regional Habitat Conservation Planning	112,508	107,808	75,166	32,642	4,700	-	-	-
3200200	(A)	Regional Shoreline Management Planning	206,546	56,611	39,470	17,141	7,900	142,035	-	-
3200300	(A)	Regional Energy/Climate Change Planning	610,711	299,291	208,672	90,619	11,420	300,000	-	-
3201000	(M)	Plug-in SD: Implementation of Regional Electric Vehicle Plan	135,937	34,910	24,340	10,570	1,027	100,000	-	-
3201100	(M)	Energy Roadmap Program Continuation: SDG&E	1,144,282	535,282	373,210	162,072	9,000	600,000	-	-
3201200	(M)	Advancing Climate Action Plans with Data-Driven Transportation Strategies	245,576	63,176	44,047	19,128	-	182,400	-	-
3201300	(M)	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	287,834	148,870	103,796	45,075	1,200	137,764	-	-
3201400	(M)	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	120,375	12,000	8,367	3,633	-	108,375	-	-
3300100	(A)	TransNet Smart Growth Incentive and Active Transportation Grant Programs	380,994	354,794	247,370	107,424	2,000	24,200	-	-
3330300	(A)	Intergovernmental Review	75,246	75,246	52,463	22,783	-	-	-	-
3400100	(A)	Interregional Planning: Imperial, Orange, and Riverside Counties	44,688	44,028	30,697	13,331	660	-	-	-
3400200	(A)	Interregional Planning: Binational Planning and Coordination	411,163	402,063	280,327	121,736	3,100	6,000	-	-
3400500	(A)	Interregional Planning: Tribal Liaison Program	127,062	98,692	68,810	29,882	8,370	-	-	20,000
2 - Regional Planning Subtotal			\$10,000,969	\$6,537,543	\$4,558,111	\$1,979,433	\$738,977	\$2,704,449	\$0	\$20,000
3 - Project Implementation										
3300200	(M)	Active Transportation Planning and Programs	\$1,062,731	\$713,280	\$500,887	\$212,393	\$25,300	\$274,151	\$50,000	-
3310000		Smart Mobility Services to the Public (Group Program)								
3310500	(M)	511 Advanced Traveler Information Service	398,189	138,189	96,348	41,841	-	260,000	-	-
3310700	(A)	Transportation Demand Management Program	445,569	252,069	175,748	76,321	93,500	100,000	-	-
3310701	(A)	Transportation Demand Management - Planning Studies/Pilot Projects	842,888	267,888	186,777	81,111	75,000	500,000	-	-
3310702	(A)	Transportation Demand Management - Employer Services	1,326,677	387,588	270,235	117,354	15,500	911,589	-	12,000
3310703	(A)	Transportation Demand Management - Program and Service Delivery	708,433	291,433	207,575	83,858	49,000	68,000	300,000	-
3310704	(A)	Transportation Demand Management - Regional Vanpool Program	4,063,272	203,272	141,725	61,547	10,000	3,850,000	-	-
3310711	(A)	Transportation Demand Management - Outreach Program	845,466	335,466	233,894	101,572	200,000	250,000	-	60,000
3311700	(A)	Transportation Performance Monitoring and Reporting	111,185	106,685	74,383	32,302	4,500	-	-	-
3311800	(M)	Connected and Autonomous Vehicle Development Program	508,381	258,381	180,149	78,233	20,000	230,000	-	-

**FY 2019 OVERALL WORK PROGRAM
PROGRAM EXPENSES (APPLICATION OF FUNDS)**

OWP NO.	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COSTS	OTHER DIRECT COSTS	CONTRACTED SERVICES	MATERIALS & EQUIPMENT	PASS THROUGH
3 - Project Implementation (Continued)										
3320000		Transit Service Planning (Group Program)								
3320100	(A)	Short-Range Transit Service Activities	743,358	352,058	245,462	106,596	16,300	210,000	-	165,000
3320200	(A)	Specialized Transportation Grant Program	276,787	256,787	179,037	77,750	5,000	15,000	-	-
3320300	(A)	Passenger Counting Program	250,712	166,798	116,295	50,503	4,000	77,914	2,000	-
3321000	(A)	2019-2050 Regional Transportation Plan Transit Plan - Advance Planning	342,260	134,760	93,958	40,803	-	207,500	-	-
3321100	(M)	Veterans Transportation and Community Living Initiative Grant	59,334	6,940	4,839	2,101	-	-	-	52,394
3321400	(M)	Enhanced Mobility for Seniors and Disabled Pass Through	1,571,014	-	-	-	241,196	-	-	1,329,818
3321600	(M)	Mid-Coast Corridor Mobility Hub Implementation Strategy	180,674	31,924	22,258	9,666	-	148,750	-	-
3321700	(M)	Inter-Regional Park & Ride Strategy	167,512	59,786	41,684	18,102	7,000	100,726	-	-
3330700	(M)	TSM - Integrated Corridor Management Programs	394,827	132,327	92,261	40,066	5,000	182,500	-	75,000
3330900	(M)	TDM and TSM Analysis Toolbox	182,324	33,499	23,356	10,143	-	148,825	-	-
3331000	(M)	San Diego Regional Military Multimodal Access Strategy	225,299	30,219	21,070	9,150	-	195,080	-	-
3331100	(M)	Data Management Solution for Analytics	261,583	61,083	42,588	18,495	500	200,000	-	-
3400600	(A)	LOSSAN and High-Speed Rail Corridor Planning	181,926	142,926	99,651	43,275	14,000	25,000	-	-
3 - Project Implementation Subtotal			\$15,150,402	\$4,363,360	\$3,050,180	\$1,313,180	\$785,796	\$7,955,035	\$352,000	\$1,694,211
4 - External Support and Communications										
1500000	(A)	Project Monitoring and Oversight	\$313,856	\$302,856	\$211,157	\$91,698	\$11,000	-	-	-
1500100	(A)	TransNet Financial Management	1,456,148	1,021,117	729,413	291,705	34,600	400,431	-	-
1500200	(A)	Independent Taxpayer Oversight Committee Program	230,682	-	-	-	3,423	227,259	-	-
1500300	(A)	Funds Management and Oversight	484,414	244,461	170,739	73,722	3,000	236,953	-	-
1500400	(A)	Overall Work Program and Budget Programs Management	539,401	536,001	373,711	162,290	3,400	-	-	-
2300800	(A)	Regional Geographic Information Systems Data Warehouse	220,847	189,097	131,843	57,255	31,750	-	-	-
3311100	(A)	Regional Intelligent Transportation Systems Program Management	597,974	175,474	122,344	53,130	22,500	400,000	-	-
7300000	(A)	TransNet Public Information Program	354,986	334,986	233,559	101,427	20,000	-	-	-
7300100	(A)	Public Involvement Program	394,789	323,789	225,752	98,037	71,000	-	-	-
7300200	(A)	Marketing Coordination and Implementation	158,973	147,973	103,170	44,803	11,000	-	-	-
7300300	(A)	PC, Internet, and Database Applications	1,823,312	1,118,312	779,710	338,602	5,000	650,000	50,000	-
7300400	(A)	Government Relations	804,365	617,365	430,440	186,925	37,000	150,000	-	-
7300500	(A)	Interagency Coordination	1,238,359	1,238,359	863,410	374,949	-	-	-	-
7300600	(A)	Social Equity Program	108,024	57,024	39,759	17,266	1,000	50,000	-	-
4 - External Support and Communications Subtotal			\$8,726,132	\$6,306,815	\$4,415,007	\$1,891,808	\$254,673	\$2,114,643	\$50,000	\$0
Total OWP Program Budget			\$44,042,175	\$24,907,111	\$17,394,201	\$7,512,909	\$2,350,102	\$14,482,251	\$402,000	\$1,900,711

**FY 2019 OVERALL WORK PROGRAM
CONTRACTED SERVICES**

OWP No.	Contract No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
Modeling and Research					
2300000		Model Development: SANDAG Regional Travel Demand Model (ABM2) improvements for ease of use, performance stability and speed, and general model enhancements	\$150,000	7/1/2018	
2300000		Model Development: Model development coordination for a common model platform, ActivitySim, Association of Metropolitan Planning Organizations	\$35,000	7/1/2018	
2300000		Model Development: SANDAG ABM2 re-estimation of model structures and equations using the latest SANDAG collected travel surveys	\$120,000	1/2/2019	6/30/2020
2300000		DBE Consulting Services: Support to maintain and improve SANDAG ABM2 databases including report code for 2019 Regional Plan	\$55,000	7/1/2018	6/30/2019
2300000		Model Development: Review of Service Bureau modeling procedures, review of input employment tables, and implementation of new procedures to streamline the modeling process	\$95,000	1/1/2019	6/30/2019
2300000		Model Development: Support for conducting model runs and reviewing/debugging model results	\$75,000	7/1/2018	6/30/2019
2300000		Model Development: Development, or contracted software as a service (SaaS), of a regional count database for storing, viewing, and analyzing non-freeway observed count data	\$35,000	7/1/2018	6/30/2019
2300000		Model Development: Assist with the SANDAG Crossborder Survey for development and implementation of questions to ascertain the crossers valuation of time to be used in regional and investment grade travel demand models	\$40,000	7/1/2018	6/30/2019
2300000 Total		Transportation Analysis and Modeling	\$605,000		
2300400		Professional Services - Other: Outside panels to review the new modeling framework or other new forecasting products	\$50,000	7/1/2018	6/30/2019
2300400		Model Development: Purchase an update to the short-term economically driven forecast	\$40,000	7/1/2018	6/30/2019
2300400 Total		Economic and Demographic Analysis and Modeling	\$90,000		
2300600	5004872	Professional Services - Other: Development of a strategic plan, framework and best practices for the acquisition, translation, management and delivery of data necessary to support modeling and forecasting product requirements	\$50,000	7/1/2018	6/30/2019
2300600 Total		Data Solutions and GIS for Research, Planning, and Project Delivery	\$50,000		
2300900		Professional Services - Other: Database administration support for database management and performance monitoring	\$65,000	7/1/2018	6/30/2019
2300900 Total		Database Administration	\$65,000		
2301100		Professional Services - Other: Continue Transit Public Opinion study, through use of focus groups with regional residents, regarding motivations for using transit and how to best improve service and increase ridership	\$109,500	7/1/2018	12/31/2018
2301100	5004407	Professional Services - Other: Cooperative Household Travel Behavior Survey - Collaboration with three other Metropolitan Planning Organizations to establish a framework through the use of collective resources, standardized procedures, and the newest technologies resulting in more timely data for planning and modeling purposes	\$50,500	9/15/2015	6/30/2021
2301100		Professional Services - Other: Cross border travel behavior survey - Update of the 2010 study, provide critical data regarding northbound and southbound travel along the border (e.g., State Route 11), serve as a "before" survey for Otay East border crossing scheduled to open in 2021, and update the cross border model component of the Activity-Based Model	\$362,500	7/1/2018	6/30/2019
2301100 Total		Transportation Surveys and Other Primary Data Collection	\$522,500		
2301200		Economic Analyses/Assessments: Benefit cost analysis tool upgrades/maintenance	\$20,000	7/1/2018	6/30/2019
2301200 Total		Regional Economic and Finance Services and Research Services	\$20,000		
2301700		Professional Services - Other: Update building outlines from aerial imagery or other resources	\$20,000	1/1/2019	12/31/2019
2301700	5004440	Software Consulting Services: Enhancement and maintenance services for SPACECORE Land Inventory system under existing contract	\$30,000	2/24/2015	12/31/2019
2301700 Total		Regional Land Inventory System	\$50,000		
2301900		Professional Services - Other: Development of quality assurance and quality control procedures for travel demand model	\$250,000	7/1/2018	6/30/2019
2301900 Total		Quality Assurance and Control	\$250,000		
2302000		Professional Services - Other: Project management training for 20-25 staff	\$25,000	7/1/2018	6/30/2019

**FY 2019 OVERALL WORK PROGRAM
CONTRACTED SERVICES**

OWP No.	Contract No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
2302000 Total		Program Management	\$25,000		
2340100	5004479	Professional Services - Other: Assistance from Sheriff Deputies in the detention facilities to support data collection	\$24,624	7/1/2014	
2340100 Total		CJAM - Substance Abuse Monitoring	\$24,624		
2350100	5004873	Professional Services - Other: Conduct predictive analytics	\$3,000	10/6/2018	
2350100 Total		CJAM - Juvenile Justice Crime Prevention Act	\$3,000		
2352200	5004873	Professional Services - Other: Conduct advanced analytics on final data set	\$3,000	7/1/2018	
2352200 Total		CJAM - Alternatives to Detention	\$3,000		
Modeling and Research Subtotal			\$1,708,124		
Regional Planning					
3100700		Planning Assessments and Analysis: Assistance with regional emissions analysis for the 2019 Regional Plan	\$11,675	7/1/2018	6/30/2019
3100700 Total		Goods Movement Planning	\$11,675		
3101800	5007812	General Engineering & Planning Services: Environmental analysis and preliminary engineering estimates for the project	\$200,000	11/3/2016	11/2/2021
3101800 Total		CV Light Rail Trolley Improvement Study	\$200,000		
3102000	5004501	Legal Services: Legal assistance for the 2019 Regional Plan and its Environmental Impact Report (EIR)	\$202,000	1/11/2015	1/11/2020
3102000		Environmental Services: Environmental Impact Report for the 2019 Regional Plan	\$550,000	7/1/2018	6/30/2019
3102000		Economic Analyses/Assessments: Modeling support for the 2019 Regional Plan economic analysis	\$50,000	7/1/2018	6/30/2019
3102000		Professional Services - Other: Content editor for the 2019 Regional Plan	\$90,000	7/1/2018	6/30/2019
3102000 Total		San Diego Forward: The 2019-2050 Regional Plan	\$892,000		
3200200	5004813	Environmental Services: Regional Shoreline Monitoring Program to continue beach and lagoon monitoring efforts	\$142,035	7/1/2018	6/30/2019
3200200 Total		Regional Shoreline Management Planning	\$142,035		
3200300	5004922	Climate Planning Services: Transportation planning and modeling activities to supplement work completed through the Energy Roadmap Program	\$50,000	9/26/2016	9/26/2021
3200300	5004923	Climate Planning Services: Prepare update to SANDAG energy/climate strategy	\$50,000	10/14/2016	10/13/2021
3200300	5004923	Climate Planning Services: Contract for regional energy efficiency and climate change strategies report to support Caltrans Planning Grant (SB 1 formula funds)	\$200,000	10/14/2016	10/13/2021
3200300 Total		Regional Energy/Climate Change Planning	\$300,000		
3201000	5004678	Professional Services - Other: Electric Vehicle (EV) expert technical support for Plug-in SD Phase I and provide EV expert technical support to inform the planning and analysis in Plug-in SD Phase II	\$100,000	7/1/2015	6/30/2019
3201000 Total		Plug-in SD: Implementation of Regional Electric Vehicle Plan	\$100,000		
3201100	5004922	Climate Planning Services: Climate planning services to support member agency climate action planning and development of the 2019 Regional Plan and its EIR	\$200,000	9/26/2016	9/26/2021
3201100	5004923	Climate Planning Services: Climate planning services to support member agency climate action planning and preparation of update to SANDAG energy/climate strategy	\$150,000	10/14/2016	10/13/2021
3201100	5004921	Professional Services - Other: Energy engineering support to the SANDAG member agencies participating in the Energy Roadmap Program through energy efficiency retrofit projects	\$250,000	9/26/2016	9/25/2021
3201100 Total		Energy Roadmap Program Continuation: SDG&E	\$600,000		
3201200		Website Development: Assistance in developing a data framework, structure, web interface design and ultimately launching the Data Portal	\$82,400	7/1/2018	6/30/2020
3201200	5004922	Climate Planning Services: USD EPIC will provide data collection services, technical assistance on climate action planning, and trainings for local jurisdiction staff in support of the climate action data portal development.	\$100,000	7/1/2018	6/30/2020
3201200 Total		Advancing Climate Action Plans with Data-Driven Transportation Strategies	\$182,400		

**FY 2019 OVERALL WORK PROGRAM
CONTRACTED SERVICES**

OWP No.	Contract No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
3201300		Environmental Services: On call expertise for EV Charging program	\$137,764	7/1/2018	3/15/2020
3201300 Total		San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	\$137,764		
3201400		Environmental Services: Environmental consultant to prepare sea-level rise adaptation guidance document for Caltrans Adaptation Planning Grant.	\$108,375	8/1/2018	7/1/2019
3201400 Total		Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	\$108,375		
3300100	5005213	Computer Network Services: On-going maintenance of ProjectTrak, the internet-based system used to track progress on grants awarded to local jurisdictions	\$24,200	1/1/2019	
3300100 Total		TransNet Smart Growth Incentive and Active Transportation Grant Programs	\$24,200		
3400200		Translation Services: Translation and interpreting services for Borders Committee meetings and annual binational event	\$6,000	7/2/2018	6/30/2019
3400200 Total		Interregional Planning: Binational Planning and Coordination	\$6,000		
Regional Planning Subtotal			\$2,704,449		
Project Implementation					
3300200		Active Transportation Analysis: Data collection, evaluation, and monitoring for Active Transportation and Regional Bikeway programs and grants	\$274,151	7/1/2018	
3300200 Total		Active Transportation Planning and Programs	\$274,151		
3310500		Communications/Public Outreach: Marketing effort to promote 511 services	\$50,000	7/1/2018	
3310500		Systems Engineering Planning and Support: Review of the existing 511 system both website and phone, as well as the current vendors' latest product offerings available to SANDAG to determine the changes that can be made through cost effective upgrades; assist with system specification development and Request for Proposal process	\$210,000	7/1/2018	
3310500 Total		511 Advanced Traveler Information Services	\$260,000		
3310700	5004898	Software application development: Salesforce system enhancements	\$100,000	4/19/2017	4/19/2019
3310700 Total		Transportation Demand Management Program	\$100,000		
3310701		Planning Assessments and Analysis: Mobility hub implementation and pilots	\$500,000	7/1/2018	6/30/2019
3310701 Total		Transportation Demand Management - Planning Studies/Pilot Projects	\$500,000		
3310702	5004241	Communications/Public Outreach: Employer outreach services	\$911,589	1/15/2015	1/31/2020
3310702 Total		Transportation Demand Management - Employer Services	\$911,589		
3310703	5004967	Professional Services - Other: Guaranteed Ride Home Program transportation services - Taxi	\$10,000	1/1/2017	12/31/2021
3310703	5004968	Professional Services - Other: Guaranteed Ride Home Program transportation services - Rental Car	\$8,000	1/1/2017	12/31/2021
3310703		Professional Services - Other: Regional Bike Parking Program Administration Plan consultant	\$50,000	7/1/2018	12/31/2018
3310703 Total		Transportation Demand Management - Program and Service Delivery	\$68,000		
3310704		Professional Services - Other: Vanpool administration plan and subsidy analysis	\$50,000	7/1/2018	6/30/2019
3310704		Professional Services - Other: Vanpool vehicle operations	\$3,700,000	7/1/2018	6/30/2019
3310704		Professional Services - Other: Vanpool EV Pilot Project	\$100,000	7/1/2018	6/28/2019
3310704 Total		Transportation Demand Management - Regional Vanpool Program	\$3,850,000		
3310711	5004243	Marketing/Promotional Campaign: Management of Transportation Demand Management (TDM) marketing campaigns and sponsorship development	\$150,000	1/15/2015	1/31/2020
3310711	5004242	Professional Services - Other: Bike and pedestrian education for employers, schools and community organizations	\$100,000	1/15/2015	1/31/2020
3310711 Total		Transportation Demand Management - Outreach Program	\$250,000		

**FY 2019 OVERALL WORK PROGRAM
CONTRACTED SERVICES**

OWP No.	Contract No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
3311800		Systems Engineering Planning and Support: Prepare a connected vehicle infrastructure deployment strategy for the San Diego region to achieve sustainable deployment models over a multi-year horizon	\$130,000	10/1/2018	3/31/2021
3311800 Total		Connected and Autonomous Vehicle Development Program	\$130,000		
3311800		Project Management Services: Regional Proving Ground administration and project management support	\$100,000	7/2/2018	6/28/2019
3311800 Total		Connected and Autonomous Vehicle Development Program	\$100,000		
3320100		Auditing Services: Triennial Transportation Development Act (TDA) Performance Audit	\$180,000	7/1/2018	6/30/2019
3320100		Transit Planning Services: Continue work from 2017-2018 Fare Study to develop revenue sharing options and a methodology to estimate ridership by fare type	\$30,000	7/1/2018	6/30/2019
3320100 Total		Short-Range Transit Service Activities	\$210,000		
3320200		Software application development: Develop software application for tracking grant expenditures, project deliverables, and program outcomes and ensuring data integrity	\$15,000	7/1/2018	6/30/2019
3320200 Total		Specialized Transportation Grant Program	\$15,000		
3320300	5004555	Software Consulting Services: Passenger Counting Program	\$77,914	8/1/2014	7/31/2019
3320300 Total		Passenger Counting Program	\$77,914		
3321000	5004867	Transit Planning Services: Transit planning study to re-evaluate the 2011 Urban Area Transit Strategy with a focus on technology.	\$207,500	7/1/2017	6/30/2022
3321000 Total		2019-2050 Regional Transportation Plan Transit Plan - Advance Planning	\$207,500		
3321600	5004162	Transit Planning Services: Complete the Mid-Coast Mobility Hub Implementation Strategy.	\$148,750	10/31/2014	10/31/2019
3321600 Total		Mid-Coast Corridor Mobility Hub Implementation Strategy	\$148,750		
3321700	5004162	Professional Services - Consultant services to support surveys and stakeholder feedback, case study research, and development of recommended strategies for the San Diego and Western Riverside regions.	\$100,726	10/31/2014	10/31/2019
3321700 Total		Inter-Regional Park & Ride Strategy	\$100,726		
3330700		Professional Services - Other: Complete a Regional Transportation System Management and Operations (TSMO) Plan and initiate one Concept of Operations Report.	\$182,500	7/1/2018	2/28/2021
3330700 Total		TSM - Integrated Corridor Management Programs	\$182,500		
3330900		Planning Assessments and Analysis: Develop the TDM and Transportation System Management (TSM) Impact Analysis Toolbox.	\$148,825	7/1/2018	6/30/2019
3330900 Total		TDM and TSM Analysis Toolbox	\$148,825		
3331000		Planning Assessments and Analysis: Support development of the Military Multimodal Access Strategy. The project will include a prioritized list of projects, operational improvements, and programs that could be implemented to address traffic congestion at military base and port access points, providing travelers options to driving alone.	\$195,080	7/1/2018	12/31/2019
3331000 Total		San Diego Regional Military Multimodal Access Strategy	\$195,080		
3331100		Professional Services - Other: On-Call Information Technology Consulting Services: Provide general consulting services to develop initial agency-wide Data Governance and Management framework	\$50,000	7/2/2018	6/30/2019
3331100		Professional Services - Other: On-Call Information Technology Consulting Services: Provide data management planning and research, develop Data Governance Framework	\$150,000	7/2/2018	6/30/2019
3331100 Total		Data Management Solution for Analytics	\$200,000		
3400600		Planning Assessments and Analysis: Provide rail corridor feasibility studies in support of capital improvement projects, operations analysis, and grant applications	\$25,000	7/1/2018	6/30/2019
3400600 Total		LOSSAN and High-Speed Rail Corridor Planning	\$25,000		
Project Implementation Subtotal			\$7,955,035		

**FY 2019 OVERALL WORK PROGRAM
CONTRACTED SERVICES**

OWP No.	Contract No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
External Support and Communications					
1500100	5005249	Auditing Services: Financial auditing services for San Diego County Regional Transportation Commission	\$46,200	7/1/2018	6/30/2019
1500100	5004769	Financial Advisor: Ongoing <i>TransNet</i> monthly retainer for financial advisor services	\$197,504	8/30/2016	8/31/2021
1500100	5004769	Financial Advisor: Provides for weekly calculations of the valuation of interest rate exchange agreements.	\$7,500	8/30/2016	8/31/2021
1500100	5004769	Financial Advisor: Provides financial reporting on an annual basis to conform with Governmental Accounting Standards Board (GASB) Statement 53 regarding the fair value of derivatives.	\$3,500	8/30/2016	8/31/2021
1500100	5004769	Financial Advisor: Provides financial reporting on an annual basis to conform with Governmental Accounting Standards Board (GASB) Statement 72 regarding the transparency of governmental entities' financial statements.	\$3,500	8/30/2016	8/31/2021
1500100	5004050	Professional Services - Other: Professional dissemination services to assist SANDAG in complying with its continuing disclosure obligations under the Securities and Exchanges Commission's Rule 1 Sc2-12.	\$4,000	7/1/2018	6/30/2019
1500100	5005213	Professional Services - Other: Software as a Service provider to host and maintain ProjectTrak, a customized database used to manage the Regional Transportation Improvement Program (RTIP) and Grants Tracking Program.	\$38,227	7/1/2018	6/30/2019
1500100		Professional Services - Other: Resources required for additional performance monitoring, data collection and analysis on performance outcomes and results, as noted in the <i>TransNet</i> Ten-Year Comprehensive Program Review Look-Back report.	\$100,000	7/1/2018	6/30/2019
1500100 Total		<i>TransNet</i> Financial Management	\$400,431		
1500200		Professional Services - Other: Professional or legal services related to independent oversight of the <i>TransNet</i> program.	\$21,577	7/1/2018	6/30/2019
1500200	5005249	Auditing Services: Independent auditing services related to the oversight of the <i>TransNet</i> program.	\$205,682	7/1/2018	6/30/2019
1500200 Total		Independent Taxpayer Oversight Committee Program	\$227,259		
1500300	5005213	Professional Services - Other: Regional Transportation Improvement Program (RTIP) database hosting and servicing including the local agency interface for project input; import/export of data between SANDAG, Caltrans, and Federal Highway Administration; state and federally mandated reports; and the public RTIP database at SANDAG.org	\$125,953	7/1/2018	6/30/2019
1500300		Professional Services - Other: Financial auditing services for state-mandated Transportation Development Act (TDA) audits	\$111,000	7/1/2018	6/30/2019
1500300 Total		Funds Management and Oversight	\$236,953		
3311100		Professional Services - Other: Finalize the update to the Intelligent Transportation System (ITS) Strategic Plan	\$200,000	7/1/2018	6/30/2019
3311100		Professional Services - Other: Finalize update to the Regional ITS Regional Architecture	\$200,000	7/1/2018	6/30/2019
3311100 Total		Regional Intelligent Transportation Systems Program Management	\$400,000		
7300300		Communications/Public Outreach: Professional services for the re-development of SANDAG websites	\$650,000	7/1/2018	3/1/2019
7300300 Total		PC, Internet, and Database Applications	\$650,000		
7300400		Professional Services - Other: Representation monitoring State legislation	\$60,000	7/1/2018	6/30/2019
7300400	5004975	Professional Services - Other: Representation monitoring Federal legislation	\$90,000	5/1/2017	6/30/2021
7300400 Total		Government Relations	\$150,000		
7300600		Communications/Public Outreach: Assistance in carrying out update to the Language Assistance Plan	\$50,000	7/30/2018	6/30/2019
7300600 Total		Social Equity Program	\$50,000		
External Support and Communications Subtotal			\$2,114,643		

Overall Work Program Contracted Services Total: \$14,482,251

**FY 2019 OVERALL WORK PROGRAM EXCERPT
PROGRAM REVENUES
OWP PROJECTS WITH CONSOLIDATED PLANNING GRANT FUNDING**

		FTA (5303)		FTA (5307)		FHWA		Notes		Notes		Notes		Notes		Notes		Notes	
OWP NO.	PROJECT TITLE	TOTAL PROJECT BUDGET	FTA (5303) MPO PLANNING	MPO PLANNING CARRYOVER	TRANSIT PLANNING	FHWA PLANNING	FHWA PLANNING CARRYOVER	FEDERAL OTHER	STATE	OTHER	TDA PLANNING / ADMIN	TransNet PROGRAM	MEMBER ASSESS-MENTS	LOCAL OTHER					
1500300	Funds Management and Oversight	\$ 484,414	-	-	-	\$ 175,000	-	-	-	-	\$ 154,707	\$ 154,707	T1	-	-				
1500400	Overall Work Program and Budget Programs Management	539,401	100,758	70,383	-	200,000	-	-	-	-	168,260	-	-	-					
2300000	Transportation Analysis and Modeling	2,303,980	350,000	-	1,039,741	-	-	-	-	-	819,239	-	-	95,000	O1				
2300400	Economic and Demographic Analysis and Modeling	1,325,026	-	-	-	1,000,000	-	-	-	-	325,026	-	-	-					
2300700	Data Visualization, Dissemination, and Analysis Methods	271,591	-	-	-	200,000	-	-	-	-	71,591	-	-	-					
2300800	Regional Geographic Information Systems Data Warehouse	220,847	-	-	-	100,000	-	-	-	-	87,850	-	32,997	S	-				
2300900	Database Administration	585,390	-	-	-	500,000	-	-	-	-	85,390	-	-	-					
3100400	Regional Plan Implementation	701,448	500,000	-	-	-	-	-	-	-	100,724	100,724	T1	-	-				
3100600	Air Quality Planning and Transportation Conformity	124,656	100,000	-	-	-	-	-	-	-	24,656	-	-	-					
3100700	Goods Movement Planning	373,432	250,000	-	-	-	-	-	-	-	68,432	-	-	55,000	L4				
3102000	San Diego Forward: The 2019-2050 Regional Plan	4,674,058	-	-	1,025,000	-	-	-	2,849,831	\$1/ \$19	645,227	154,000	T1	-	-				
3200300	Regional Energy/Climate Change Planning	610,711	125,000	-	-	-	-	-	195,574	\$19	167,775	-	122,361	S	-				
3201200	Advancing Climate Action Plans with Data-Driven Transportation Strategies	245,576	-	-	-	-	-	245,576	F5	-	-	-	-	-					
3201300	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	287,834	-	-	-	-	-	-	254,820	\$18	33,014	-	-	-					
3201400	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	120,375	-	-	-	-	-	-	106,568	\$18	-	-	13,807	S	-				
3300200	Active Transportation Planning and Programs	1,062,731	-	-	-	508,583	59,909	-	-	-	494,239	-	-	-					
3321700	Inter-Regional Park & Ride Strategy	167,512	-	-	-	-	-	130,810	F1	-	36,702	TDA1	-	-	-				
3330300	Intergovernmental Review	75,246	63,000	-	-	-	-	-	-	-	12,246	-	-	-					
3330900	TDM and TSM Analysis Toolbox	182,324	-	-	-	-	-	145,859	F1	-	36,465	-	-	-					
3331000	San Diego Regional Military Multimodal Access Strategy	225,299	-	-	-	-	-	180,239	F1	-	45,060	TDA1	-	-	-				
3331100	Data Management Solution for Analytics	261,583	-	-	-	-	-	209,266	F1	-	52,317	TDA1	-	-	-				
3400100	Interregional Planning: Imperial, Orange, and Riverside Counties	44,688	-	-	-	35,000	-	-	-	-	9,688	-	-	-					
3400200	Interregional Planning: Binational Planning and Coordination	411,163	-	-	-	350,000	-	-	-	-	61,163	-	-	-					
3400500	Interregional Planning: Tribal Liaison Program	127,062	-	-	-	110,000	-	-	-	-	17,062	-	-	-					
7300100	Public Involvement Program	394,789	-	-	-	150,000	-	-	-	-	222,789	-	-	22,000	L2				
7300300	PC, Internet, and Database Applications	1,823,312	-	-	-	355,000	-	-	-	-	1,468,312	-	-	-					
7300500	Interagency Coordination	1,238,359	-	-	450,000	250,000	-	-	-	-	538,359	-	-	-					
Total Budget CPG Funded Projects		\$18,882,808	\$1,488,758	\$70,383	\$2,514,741	\$3,933,583	\$59,909	\$911,750	\$3,406,793	\$5,746,293	\$409,431	\$169,165	\$172,000						

FY 2019 OVERALL WORK PROGRAM EXCERPT WITH CONSOLIDATED PLANNING GRANT FUNDING

Notes and Explanations of Fund Sources shown in OWP PROJECTS WITH CONSOLIDATED PLANNING GRANT FUNDING

Federal Transportation Planning Funds		
FTA (5303) MPO Planning (CPG)	These funds, which are allocated to Metropolitan Planning Organizations (MPOs) based on Federal Transit Administration (FTA) formula to be used for regional transportation planning efforts are subject to confirmation by federal and state funding agencies.	
FTA (5307) Transit Planning		
FHWA Planning (CPG)	Regional transportation planning funds administered by the Federal Highway Administration (FHWA) and Caltrans, allocated to MPOs according to the requirements of 23 U.S.C. 134 and 135, as amended by Moving Ahead for Progress in the 21st Century Act (MAP-21). FTA (5303) and FHWA Planning grant funds are considered Consolidated Planning Grant (CPG) funds and are administered by Caltrans.	
Federal Other	TransNet Sales Tax Revenue	Local Other
(F1) FHWA Strategic Partnership for Sustainable Transportation	(T1) <i>TransNet</i> 1% for Program Administration	(L2) Other Local Funds
(F5) FTA Transit Planning for Sustainable Communities		(L4) Contribution from Local Cities or Member Agencies
State Other	Carryover Funds	Services to Other Agencies
(S1) Planning, Programming, and Monitoring (PPM) Program	(TDA1) Carryover of TDA funding from previous year	(O1) SANDAG Service Bureau Fees
(S18) SB1 Adaptation Planning Grant		
(S19) SB1 Sustainable Communities Grant		
Local Flexible Funds		Member Assessments
TDA Planning/Administration	The Transportation Development Act passed by the state allocates a portion of the local quarter-percent sales tax revenue to MPOs for transportation planning and programming purposes and for the administration of TDA funds.	(S) SANDAG Member Assessments
<i>TransNet</i>	The voter approved <i>TransNet</i> Extension Ordinance provides administrative funding for SANDAG (1% of total receipts) to administer the <i>TransNet</i> Program, undertake related planning efforts, and distribute funds for the various expenditure categories under the Ordinance (see Chapter 8).	
Member Assessments	SANDAG collects fees from member agencies for the provision of regional planning services. The Criminal Justice division of SANDAG collects fees from member agencies for ongoing criminal justice research.	

Note: Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs.

**FY 2019 OVERALL WORK PROGRAM EXCERPT
PROGRAM EXPENSES
OWP PROJECTS WITH CONSOLIDATED PLANNING GRANT FUNDING**

OWP #	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COSTS	OTHER DIRECT COSTS	CONTRACT ED SERVICES	MATERIALS & EQUIPMENT	PASS THROUGH
1500300	(A)	Funds Management and Oversight	\$484,414	\$244,461	\$170,739	\$73,722	\$3,000	\$236,953	-	-
1500400	(A)	Overall Work Program and Budget Programs Management	\$539,401	\$536,001	\$373,711	\$162,290	\$3,400	-	-	-
2300000	(A)	Transportation Analysis and Modeling	\$2,303,980	\$1,567,671	\$1,093,013	\$474,658	\$131,309	\$605,000	-	-
2300400	(A)	Economic and Demographic Analysis and Modeling	\$1,325,026	\$1,189,026	\$829,013	\$360,012	\$46,000	\$90,000	-	-
2300700	(A)	Data Visualization, Dissemination, and Analysis Methods	\$271,591	\$247,591	\$172,626	\$74,966	\$24,000	-	-	-
2300800	(A)	Regional Geographic Information Systems Data Warehouse	\$220,847	\$189,097	\$131,843	\$57,255	\$31,750	-	-	-
2300900	(A)	Database Administration	\$585,390	\$495,390	\$345,396	\$149,994	\$25,000	\$65,000	-	-
3100400	(A)	Regional Plan Implementation	\$701,448	\$690,448	\$481,394	\$209,053	\$11,000	-	-	-
3100600	(A)	Air Quality Planning and Transportation Conformity	\$124,656	\$121,556	\$84,751	\$36,805	\$3,100	-	-	-
3100700	(A)	Goods Movement Planning	\$373,432	\$351,757	\$245,252	\$106,505	\$10,000	\$11,675	-	-
3102000	(M)	San Diego Forward: The 2019-2050 Regional Plan	\$4,674,058	\$3,116,558	\$2,172,929	\$943,629	\$665,500	\$892,000	-	-
3200300	(A)	Regional Energy/Climate Change Planning	\$610,711	\$299,291	\$208,672	\$90,619	\$11,420	\$300,000	-	-
3201200	(M)	Advancing Climate Action Plans with Data-Driven Transportation Strategies	\$245,576	\$63,176	\$44,047	\$19,128	-	\$182,400	-	-
3201300	(M)	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	\$287,834	\$148,870	\$103,796	\$45,075	\$1,200	\$137,764	-	-
3201400	(M)	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	\$120,375	\$12,000	\$8,367	\$3,633	-	\$108,375	-	-
3300200	(M)	Active Transportation Planning and Programs	\$1,062,731	\$713,280	\$500,887	\$212,393	\$25,300	\$274,151	\$50,000	-
3321700	(M)	Inter-Regional Park & Ride Strategy	\$167,512	\$59,786	\$41,684	\$18,102	\$7,000	\$100,726	-	-
3330300	(A)	Intergovernmental Review	\$75,246	\$75,246	\$52,463	\$22,783	-	-	-	-
3330900	(M)	TDM and TSM Analysis Toolbox	\$182,324	\$33,499	\$23,356	\$10,143	-	\$148,825	-	-
3331000	(M)	San Diego Regional Military Multimodal Access Strategy	\$225,299	\$30,219	\$21,070	\$9,150	-	\$195,080	-	-
3331100	(M)	Data Management Solution for Analytics	\$261,583	\$61,083	\$42,588	\$18,495	\$500	\$200,000	-	-
3400100	(A)	Interregional Planning: Imperial, Orange, and Riverside Counties	\$44,688	\$44,028	\$30,697	\$13,331	\$660	-	-	-
3400200	(A)	Interregional Planning: Binational Planning and Coordination	\$411,163	\$402,063	\$280,327	\$121,736	\$3,100	\$6,000	-	-
3400500	(A)	Interregional Planning: Tribal Liaison Program	\$127,062	\$98,692	\$68,810	\$29,882	\$8,370	-	-	\$20,000
7300100	(A)	Public Involvement Program	\$394,789	\$323,789	\$225,752	\$98,037	\$71,000	-	-	-
7300300	(A)	PC, Internet, and Database Applications	\$1,823,312	\$1,118,312	\$779,710	\$338,602	\$5,000	\$650,000	\$50,000	-
7300500	(A)	Interagency Coordination	\$1,238,359	\$1,238,359	\$863,410	\$374,949	-	-	-	-
Total Budget CPG Funded Projects			\$18,882,808	\$13,471,249	\$9,396,304	\$4,074,946	\$1,087,609	\$4,203,949	\$100,000	\$20,000

**OVERALL WORK PROGRAM
FY 2017 - 2019 EXPENDITURE COMPARISON**

PROJECT NO.	PROJECT TITLE	FY 2017 ACTUAL EXPENDITURES	FY 2018 ESTIMATED EXPENDITURES	FY 2019 BUDGETED EXPENDITURES
1 - Modeling and Research				
2300000	(A) Transportation Analysis and Modeling	\$2,085,323	\$2,404,938	\$2,303,980
2300400	(A) Economic and Demographic Analysis and Modeling	768,101	760,268	1,325,026
2300600	(A) Data Solutions and GIS for Research, Planning, and Project Delivery	413,421	413,060	1,002,937
2300700	(A) Data Visualization, Dissemination, and Analysis Methods	366,712	285,338	271,591
2300900	(A) Database Administration	545,174	848,492	585,390
2301100	(A) Transportation Surveys and Other Primary Data Collection	1,682,597	440,207	910,579
2301200	(A) Regional Economic and Finance Services and Research Services	431,161	396,993	555,525
2301400	(A) Regional Census Data Center Operations	137,920	168,821	187,698
2301600	(M) Fresh Look at Economic Impacts of Border Delays	265,201	88,595	5,049
2301700	(A) Regional Land Inventory System	486,282	696,648	546,673
2301800	(A) NEW - Peer Review Process	-	-	153,844
2301900	(A) NEW - Quality Assurance and Control	-	-	825,373
2302000	(A) NEW - Program Management	-	-	250,741
2340000	(A) CJAM - Criminal Justice Clearinghouse	199,948	214,000	219,602
2340100	(M) CJAM - Substance Abuse Monitoring	131,375	125,963	118,445
2345000	CJAM - Adult Criminal Justice Projects (Group Program)			
2346200	(M) CJAM - AB 109 Evaluation	186,358	193,535	5,000
2346500	(M) CJAM - Specialized Services to Human Trafficking Victims	10,911	6,435	654
2346600	(M) CJAM - Prop 47 Evaluation	-	150,400	167,015
2346700	(M) CJAM - SMART STAR Evaluation	-	241,738	253,622
2350000	CJAM - Youth Evaluation Projects (Group Program)			
2350100	(M) CJAM - Juvenile Justice Crime Prevention Act	244,088	192,853	235,809
2352200	(M) Alternatives to Detention	130,955	168,420	55,622
7500000	(A) SANDAG Service Bureau	496,667	197,796	184,498
1 - Modeling and Research Subtotal		\$8,582,196	\$7,994,499	\$10,164,672
2 - Regional Planning				
3100400	(A) Regional Plan Implementation	971,539	624,232	701,448
3100600	(A) Air Quality Planning and Transportation Conformity	66,173	118,440	124,656
3100700	(A) Goods Movement Planning	273,261	308,215	373,432
3101800	(M) CV Light Rail Trolley Improvement Study	18,381	291,572	224,453
3102000	(M) San Diego Forward: The 2019-2050 Regional Plan	665,085	3,497,941	4,674,058
3200100	(A) Regional Habitat Conservation Planning	132,184	116,919	112,508
3200200	(A) Regional Shoreline Management Planning	163,689	212,182	206,546
3200300	(A) Regional Energy/Climate Change Planning	214,009	374,796	610,711
3201000	(M) Plug-in SD: Implementation of Regional Electric Vehicle Plan	152,947	168,565	135,937
3201100	(M) Energy Roadmap Program Continuation: SDG&E	582,083	1,096,917	1,144,282
3201200	(M) Advancing Climate Action Plans with Data-Driven Transportation Strategies	-	30,101	245,576
3201300	(M) San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	-	-	287,834
3201400	(M) Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	-	-	120,375
3300100	(A) TransNet Smart Growth Incentive and Active Transportation Grant Programs	340,782	486,306	380,994
3330300	(A) Intergovernmental Review	58,959	120,316	75,246
3400100	(A) Interregional Planning: Imperial, Orange, and Riverside Counties	33,300	43,146	44,688
3400200	(A) Interregional Planning: Binational Planning and Coordination	324,383	391,792	411,163
3400500	(A) Interregional Planning: Tribal Liaison Program	115,663	144,306	127,062
2 - Regional Planning Subtotal		\$4,112,439	\$8,025,745	\$10,000,969

**OVERALL WORK PROGRAM
FY 2017 - 2019 EXPENDITURE COMPARISON**

PROJECT NO.	PROJECT TITLE	FY 2017 ACTUAL EXPENDITURES	FY 2018 ESTIMATED EXPENDITURES	FY 2019 BUDGETED EXPENDITURES
3 - Project Implementation				
3300200	(M) Active Transportation Planning and Programs	927,222	1,116,080	1,062,732
3310000	Smart Mobility Services to the Public (Group Program)			
3310500	(M) 511 Advanced Traveler Information Service	89,290	249,722	398,189
3310700	(A) Transportation Demand Management Program	386,177	902,750	445,569
3310701	(A) Transportation Demand Management - Planning Studies/Pilot Projects	226,378	495,706	842,888
3310702	(A) Transportation Demand Management - Employer Services	906,564	1,029,301	1,326,677
3310703	(A) Transportation Demand Management - Program and Service Delivery	415,908	626,289	708,433
3310704	(A) Transportation Demand Management - Regional Vanpool Program	3,639,253	4,235,371	4,063,272
3310711	(A) Transportation Demand Management - Outreach Program	762,410	815,441	845,466
3311700	(A) Transportation Performance Monitoring and Reporting	97,469	97,403	111,185
3311800	(M) Connected and Autonomous Vehicle Development Program	171,782	320,825	508,381
3320000	Transit Service Planning (Group Program)			
3320100	(A) Short-Range Transit Service Activities	621,967	552,755	743,358
3320200	(A) Enhanced Mobility for Seniors and Disabled - FTA 5310	161,657	219,826	276,787
3320300	(A) Passenger Counting Program	428,811	216,425	250,712
3321000	(A) 2050 Regional Transportation Plan Transit Plan - Advance Planning	194,905	361,695	342,260
3321100	(M) Veterans Transportation and Community Living Initiative Grant	1,508,880	225,604	59,334
3321400	(M) Enhanced Mobility for Seniors and Disabled Pass Through	764,498	5,259,493	1,571,014
3321600	(M) Mid-Coast Corridor Mobility Hub Implementation Strategy	257,050	150,146	180,674
3321700	(M) Inter-Regional Park and Ride Strategy	16,363	180,125	167,512
3330700	(M) TSM - Integrated Corridor Management Programs	16,192	45,000	394,827
3330900	(M) TDM and TSM Analysis Toolbox	2,643	59,970	182,324
3331000	(M) San Diego Regional Military Multimodal Access Strategy	7	44,194	225,299
3331100	(M) Data Management Solution for Analytics	-	26,042	261,583
3400600	(A) LOSSAN and High-Speed Rail Corridor Planning	369,889	255,405	181,926
3 - Project Implementation Subtotal		\$11,965,314	\$17,485,567	\$15,150,403
4 - External Support and Communications				
1500000	(A) Project Monitoring and Oversight	275,426	224,607	313,856
1500100	(A) TransNet Financial Management	1,088,571	1,450,461	1,456,148
1500200	(A) Independent Taxpayer Oversight Committee Program	100,854	386,185	230,682
1500300	(A) Funds Management and Oversight	365,577	386,185	484,413
1500400	(A) Overall Work Program and Budget Programs Management	451,913	452,432	539,401
2300800	(A) Regional Geographic Information Systems Data Warehouse	232,045	220,430	220,847
3311100	(M) Regional Intelligent Transportation Systems Program Management	321,366	288,912	597,974
7300000	(A) TransNet Public Information Program	309,964	333,669	354,986
7300100	(A) Public Involvement Program	444,259	371,018	394,789
7300200	(A) Marketing Coordination and Implementation	99,562	132,000	158,973
7300300	(A) PC, Internet, and Database Applications	765,765	888,197	1,823,312
7300400	(A) Government Relations	781,064	907,164	804,365
7300500	(A) Interagency Coordination	1,378,263	1,236,186	1,238,359
7300600	(A) Social Equity Program	58,734	89,502	108,024
4 - External Support and Communications Subtotal		\$6,673,365	\$7,366,948	\$8,726,132
Projects closed out in FY 2018		\$3,909,372	\$3,140,624	-
Total OWP Program Budget		\$35,242,686	\$40,872,759	\$44,042,175

Chapter 4



Regional Operations and Services

OVERVIEW

This chapter describes the Regional Operations and Services. Starting in FY 2014 with the first full year of operations of the State Route 125 Toll Facilities, SANDAG has organized the operational functions, including Freeway Service Patrol Program, the Interstate 15 *FasTrak*® Value Pricing Program, and Intelligent Transportation Systems Operations into the Department of Operations. The Regional Operations and Services Area of Emphasis include these mobility programs, as well as the Automated Regional Justice Information System. The following pages describe the work elements and budgets in much the same format as Chapters 2 and 3 for this distinct group of projects.

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WORK ELEMENT: 3310200 Motorist Aid Services – Freeway Service Patrol
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$171,471	\$146,684	\$171,888
Other Direct Costs	\$77,230	\$151,550	\$177,376
Contracted Services	\$3,834,992	\$4,482,000	\$5,718,130
TOTAL	\$4,083,693	\$4,780,234	\$6,067,394

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Caltrans Freeway Service Patrol	\$3,303,187	\$3,480,234	\$3,117,394
California State DMV Vehicle Registration Fee	\$780,506	\$1,300,000	\$1,350,000
SB1 Freeway Service Patrol	\$0	\$0	\$1,600,000
TOTAL	\$4,083,693	\$4,780,234	\$6,067,394

OBJECTIVE

The objective of this work element is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated urban freeways and assists/removes stranded or disabled vehicles. Emphasis in FY 2019 will be to implement a Pilot Freeway Service Patrol (FSP) service to provide Mid-day and weekend service funded by Senate Bill 1 (SB 1) (Beall, 2017); begin operation of the new fleet management system; and continue to provide cost-effective roadside assistance service for the San Diego region.

PREVIOUS ACCOMPLISHMENTS

In FY 2018 the FSP is projected to assist over 53,000 motorists.

JUSTIFICATION

The FSP program was established in March 1993, through the enactment of the FSP Act of 1992. In 2000, the demonstration program expiration date was removed, and the FSP program was established as an ongoing activity supported by the state budget. SANDAG currently contracts with local tow operators to provide FSP program service on 225 miles of the region's busiest freeways. FSP is an ongoing program that focuses on safety and maintaining the performance of the region's freeway system. As a critical transportation system management tool for the region, the program focuses on minimizing non-recurrent freeway congestion caused by incidents, accidents, or special events.

PROJECT MANAGER: Aaron Moreno, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Provide FSP motorist aid service and procure new services as needed or if additional funds are received; and implement mid-day and weekend service funded by SB 1. Product: Ongoing motorist aid services and contract documents Completion Date: 6/30/2019
2	25	Task Description: Work with regional FSP partners to provide progress and performance reports. Product: Progress and performance reports Completion Date: 6/30/2019
3	25	Task Description: Implement a fleet management system to assist in FSP operations, improve program management and performance monitoring, and bolster transportation systems integration. Product: FSP fleet management system implemented in FSP vehicles Completion Date: 6/30/2019

FUTURE ACTIVITIES

The FSP will continue to provide congestion relief and improve safety by assisting stranded motorists on the region's urban freeways.

WORK ELEMENT: 3310300 Interstate 15 *FasTrak*® Value Pricing Program
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$589,622	\$603,800	\$905,578
Other Direct Costs	\$511,961	\$693,399	\$1,032,109
Materials and Equipment	\$400,941	\$296,000	\$225,000
Contracted Services	\$3,206,320	\$3,886,940	\$4,468,250
Pass-Through to Other Agencies	\$848,149	\$939,875	\$1,089,604
TOTAL	\$5,556,993	\$6,420,014	\$7,720,541
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
FasTrak Revenues and Violation Fines & Forfeitures	\$5,491,619	\$6,420,014	\$7,720,541
Insurance Settlement	\$65,374	\$0	\$0
TOTAL	\$5,556,993	\$6,420,014	\$7,720,541

OBJECTIVE

The objectives of this work element are to: (1) maximize utilization of the Interstate 15 (I-15) Express Lanes by allowing *FasTrak*® customers to pay a toll/fee to use the excess capacity of the facility; (2) cost-effectively manage the program; and (3) utilize price controls to maintain performance levels in the lanes. Emphasis in FY 2019 will be on transitioning to the 6C toll transponder technology, and updating business processes to support the implementation.

PREVIOUS ACCOMPLISHMENTS

The I-15 Express Lanes have experienced consistent growth in traffic and revenue while maintaining reliable performance levels. In FY 2018, the electronic toll message signs were upgraded to improve the customer experience and to increase utilization of the facility.

JUSTIFICATION

In 1993 SANDAG secured state authority (Section 149.1 of the Streets and Highway Code) and approval by the Federal Highway Administration to implement congestion pricing on the I-15 Express Lanes. The I-15 program improves mobility in the corridor by allowing solo drivers to pay a fee to use the facility, thereby removing traffic from the general-purpose lanes. In addition, net revenues available after covering the cost of operating the program may be used for other mobility improvements including subsidizing transit services in the corridor.

PROJECT MANAGER: Ryan Ross, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	45	Task Description: Oversee contracted service operations, address customer issues, collections processes, and program costs. Support the transition to 6C toll transponder technology. Product: Monthly operational performance reports Completion Date: 6/30/2019
2	25	Task Description: Partner with Caltrans and the Metropolitan Transit System to support facility operations and conduct assessment to identify opportunities to enhance corridor operations. Product: Cost sharing and transit subsidy payments, public outreach, and awareness campaign Completion Date: 6/30/2019
3	20	Task Description: Program management, including tracking revenue and expenditures, peer presentations, and sharing information on the project. Product: Quarterly reports and presentations Completion Date: 6/30/2019
4	10	Task Description: Conduct performance monitoring on I-15 Express Lanes facility. Product: Surveys, data collection and analysis, and corridor management meetings Completion Date: 6/30/2019

FUTURE ACTIVITIES

Ongoing operations include efforts to actively manage maintenance requirements, pricing strategies, and enforcement.

WORK ELEMENT: 3311000 Intelligent Transportation Systems Operation
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$348,624	\$219,523	\$425,031
Other Direct Costs	\$168,545	\$215,500	\$247,500
Materials and Equipment	\$11,273	\$15,000	\$220,000
Contracted Services	\$517,820	\$510,000	\$640,000
TOTAL	\$1,046,262	\$960,023	\$1,532,531
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
<i>TransNet</i> Major Corridors Program	\$657,262	\$556,023	\$1,128,531
Caltrans SHOPP	\$24,400	\$24,400	\$24,400
Contribution from Local Cities or Member Agencies	\$11,300	\$11,300	\$11,300
<i>TransNet</i> Local System Improvement	\$185,300	\$200,300	\$200,300
California State DMV Vehicle Registration Fee	\$168,000	\$168,000	\$168,000
TOTAL	\$1,046,262	\$960,023	\$1,532,531

OBJECTIVE

The objective of this work element is to address the ongoing operations, system administration, network communications, and maintenance needs of regional Intelligent Transportation Systems (ITS) deployments. Emphasis in FY 2019 will be on completing the enhancements to the Integrated Corridor Management System (ICMS); and completing the upgrade to the communications system and back office for the Regional Arterial Management System (RAMS).

PREVIOUS ACCOMPLISHMENTS

The focus in FY 2018 was to update and replace the hardware, network, and application for RAMS and initiate enhancement work to ICMS, which improved performance and capabilities of the system.

JUSTIFICATION

SANDAG has served as the regional lead for implementing advanced technologies to support and enhance regional transportation systems and demand management. The deployment of these technologies requires ongoing network communications along with operational support and administration to ensure the systems function as designed.

PROJECT MANAGER: Stan Glowacki, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Maintain all related ITS Operations contracts and direct consultant teams for day-to-day support tasks. Product: Continual improvement of uptime, problem response, and problem ownership and resolution Completion Date: 6/30/2019
2	20	Task Description: Provide technical staffing support of SANDAG-operated systems, such as ICMS and RAMS. Product: Day-to-day operational support of all SANDAG ITS systems and support to partner agencies Completion Date: 6/30/2019
3	40	Task Description: Maintain communication lines, servers, and services that comprise the regional network and support regional ITS applications, as well as continued support of the RAMS and ICMS. This includes any equipment upgrades due to performance requirements or replacement due to end of life hardware. Also included are application maintenance, support, and enhancements required for system performance and security. Product: Continual improvement of uptime, problem response, and problem ownership and resolution Completion Date: 6/30/2019
4	10	Task Description: Implement software maintenance and technical support contracts with vendors in support of SANDAG-maintained systems. Product: Renewal of support contracts and maintenance agreements Completion Date: 6/30/2019
5	10	Task Description: Coordinate change management procedures in alignment with the configuration management system. This would include training of staff and users to properly follow protocols for system changes and have proper tracking, review, and approval for change requests. Product: Continued funneling of change management requests through change management process Completion Date: 6/30/2019

FUTURE ACTIVITIES

This program will continue to focus on the administration and support of ITS operational systems.

WORK ELEMENT: 3312100 State Route 125 Facility Operations
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$5,176,967	\$5,289,086	\$5,770,256
Other Direct Costs	\$3,225,579	\$3,678,731	\$4,019,139
Materials and Equipment	\$674,447	\$787,000	\$513,000
Contracted Services	\$1,677,825	\$1,119,169	\$2,082,950
Pass-Through to Other Agencies	\$20,000	\$0	\$0
Debt Service and Project Reserves	\$12,926,323	\$27,728,218	\$29,793,220
TOTAL	\$23,701,141	\$38,602,204	\$42,178,565
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
South Bay Expressway Toll Revenue	\$23,701,141	\$38,602,204	\$42,178,565
TOTAL	\$23,701,141	\$38,602,204	\$42,178,565

OBJECTIVE

The objective of this work element is to maintain and operate the State Route 125 (SR 125) Toll Road, collecting tolls and project revenue to pay for operations, maintenance, and the debt. Emphasis in FY 2019 will be on transitioning to the 6C toll transponder technology, and updating business processes to support the implementation.

PREVIOUS ACCOMPLISHMENTS

SANDAG has consistently operated the facility within budget, met debt service obligations, and exceeded traffic and revenue targets. In FY 2018, SANDAG completed the refinancing of the outstanding Transportation Infrastructure Finance and Innovation Act and Regional Transportation Commission loans through the sale of fixed-rate toll revenue bonds. The new financial strategy will save more than \$147 million over the life of the 26-year loans.

JUSTIFICATION

In 2011, SANDAG completed the acquisition of the SR 125 Development Franchise Agreement. To complete the purchase, SANDAG incurred debt and is required to manage the facility in a manner to support repayment of the debt, adhere to Caltrans standards for maintenance, and to make improvements based on traffic levels. This work element provides for SANDAG management of the program, contracted services, daily operations, and debt service payments.

PROJECT MANAGER: Ryan Ross, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	40	Task Description: Roadway Operations – Overall responsibility for toll collections, traffic management, enforcement and safety, roadway maintenance, and landscaping. Product: Toll road operations on a 24/7/365 basis Completion Date: 6/30/2019
2	20	Task Description: Customer Service Center – Meet program goals and objectives related to customer service, call wait times, violation distribution/payments, transponder inventory activities, and back office processing. Support the transition to 6C toll transponder technology. Product: Daily, weekly, monthly, quarterly, and yearly reports Completion Date: 6/30/2019
3	10	Task Description: Financial Management – Maintain accurate revenue and expense information in SR 125 accounting system; ensure debt service and funding reserve obligations are recorded in a timely manner; and provide management reports as needed. Product: Quarterly and annual financial and operations reports via the Municipal Securities Rulemaking Board's Electronic Municipal Market Access portal required under the Security and Exchange Commission Rule 15c2-12 with respect to the Continuing Disclosure and Master Trust Agreements Completion Date: 6/30/2019
4	10	Task Description: Project Management – Operations management and oversight of the program and facility, including revenue and expenditure planning and tracking, contractor management, and financial reporting along with adherence to the Master Trust and Franchise Development Agreements. Product: Reports and presentations, project plans, and schedules Completion Date: 6/30/2019
5	5	Task Description: Marketing and promotion of the facility with the goal to increase usage, revenue, <i>FasTrak</i>® accounts and transponder growth; foster large account and retail distribution relationships. Product: Development of a new regional <i>FasTrak</i> brand, 6C transponder transition plan, outreach activities, customer communication(s), and community outreach Completion Date: 6/30/2019
6	15	Task Description: Tolling System and Information Technology Activities – Maintain high level of tolling system availability, network security, and interface with external partners. Product: Reliable system performance at toll lanes and back office, monthly supplemental reports, an interoperable toll system that conforms to applicable standards Completion Date: 6/30/2019

FUTURE ACTIVITIES

Continue to improve the physical facility, roadway, and network infrastructure in order to meet the terms of the Franchise Agreement.

WORK ELEMENT: 3312200 Motorist Aid – Call Box Program
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$226,355	\$153,943	\$239,602
Other Direct Costs	\$40,028	\$251,213	\$266,100
Materials and Equipment	\$0	\$5,000	\$0
Contracted Services	\$1,365,431	\$1,463,850	\$1,676,675
Pass-Through to Other Agencies	\$1,018,507	\$0	\$0
TOTAL	\$2,650,321	\$1,874,006	\$2,182,377
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
California State DMV Vehicle Registration Fee	\$2,637,503	\$1,872,881	\$2,182,377
Insurance Settlement	\$10,290	\$1,125	\$0
SAFE Other Revenue	\$2,528	\$0	\$0
TOTAL	\$2,650,321	\$1,874,006	\$2,182,377

OBJECTIVE

The objective of this work element is to improve the safety of the public and the highway system by providing lifeline assistance to stranded motorists. Emphasis in FY 2019 will be on completing the implementation of the right-sizing plan and enhanced marketing of 511 Roadside Assistance to meet the changing needs of motorists.

PREVIOUS ACCOMPLISHMENTS

In FY 2018, staff received SANDAG Board of Directors' and partner agency approval of a call box right-sizing plan; implemented the rightsizing plan for the removal of over 900 call boxes; implemented an expanded marketing plan to support the right-sizing; installed new 511 signs; began to implement a regionwide Motorist Aid/511 public awareness survey; and procured a new vendor for call center services.

JUSTIFICATION

State law authorizes the formation of county service authorities for freeway emergencies for the purpose of funding and operating freeway motorist aid systems to help stranded motorists in need of assistance. As a result of Assembly Bill 1572 (Fletcher, 2012), SANDAG became the responsible agency effective January 1, 2013, and assumed the responsibilities for all operational, administrative, and maintenance activities for the freeway call box system.

PROJECT MANAGER: Aaron Moreno, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Operate and maintain fixed and mobile call box systems, including installations and removals (includes contracted services); and coordinate with SANDAG regional 511 program (mobile call box program). Product: Ongoing operation and maintenance of motorist aid systems Completion Date: 6/30/2019
2	25	Task Description: Provide call center services for stranded motorists. Product: Summary of call center services Completion Date: 6/30/2019
3	25	Task Description: Provide call box program oversight and management of related contracts. Product: Summary of program oversight/management activities Completion Date: 6/30/2019

FUTURE ACTIVITIES

This is an ongoing program that will continue to be monitored and administered to meet the needs of the region's motorists.

WORK ELEMENT: 3312300 Centralized Trolley Control Maintenance
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020-2022 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$4,692	\$8,844	\$13,875	\$45,000	\$72,411
Contracted Services	\$1,152,229	\$480,620	\$222,680	\$228,002	\$595,727	\$2,679,258
TOTAL	\$1,152,229	\$485,312	\$231,524	\$241,877	\$640,727	\$2,751,669
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020-2022	Total
Contribution from Local Cities or Member Agencies	\$1,152,229	\$485,312	\$231,524	\$241,877	\$640,727	\$2,751,669
TOTAL	\$1,152,229	\$485,312	\$231,524	\$241,877	\$640,727	\$2,751,669

Note: Maintenance contract payments and oversight to be reimbursed 100 percent by the Metropolitan Transit System (MTS).

OBJECTIVE

The objective of this work element is to provide software and hardware maintenance of the MTS Centralized Trolley Control (CTC) system, as well as remote monitoring and control of traction power systems, railway signaling systems, and other related features. Emphasis in FY 2019 will be on completing supervisory control and monitoring enhancements currently being implemented and starting work on MTS-funded computer equipment, monitoring, and software upgrades at the San Diego Trolley Operations Control Center.

PREVIOUS ACCOMPLISHMENTS

Executed CTC Maintenance Agreement for calendar year 2018.

JUSTIFICATION

Software and hardware changes to the CTC system have been and will continue to be significant enough to require third-party oversight. MTS has requested that SANDAG manage this maintenance contract through the implementation of the Mid-Coast Trolley service and will fully fund this effort.

PROJECT MANAGER: Dale Neuzil, Mobility Management and Project Implementation Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Execute CTC Maintenance for calendar year 2019. Product: Executed maintenance and contract amendment Completion Date: 12/31/2018

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Management of Software and Hardware Maintenance contract for CTC back office system for next three years. Product: Oversight of system support activities, enhancements as needed Completion Date: 6/30/2022

WORK ELEMENT: 3312400 Freeway Service Patrol – Traffic Mitigation Program
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$0	\$2,203	\$631
Contracted Services	\$0	\$1,525,334	\$1,025,640
TOTAL	\$0	\$1,527,537	\$1,026,271

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
Traffic Mitigation Program – Caltrans	\$0	\$1,527,537	\$1,026,271
TOTAL	\$0	\$1,527,537	\$1,026,271

OBJECTIVE

The objective of this ongoing program is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated construction zones and assists/removes stranded or disabled vehicles. Emphasis in FY 2019 will be on continuing support for Caltrans construction projects.

PREVIOUS ACCOMPLISHMENTS

In FY 2018 SANDAG provided service in support of Caltrans' Traffic Mitigation Program on four construction projects. This construction-related service was projected to assist over 5,000 motorists.

JUSTIFICATION

The Freeway Service Patrol (FSP) program was established in March 1993, through the enactment of the FSP Act of 1992. FSP is an ongoing program that focuses on safety and maintaining the performance of the region's freeway system. As a critical transportation system management tool for the region, the program focuses on minimizing non-recurrent freeway congestion caused by incidents, accidents, or special events.

PROJECT MANAGER: Aaron Moreno, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): Freeway Service Patrol Management Team

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Provide FSP – Traffic Mitigation Program (TMP) Service for Caltrans construction projects Product: FSP – TMP Service Completion Date: 6/30/2019
2	50	Task Description: Administer contracts with contractors, California Highway Patrol, and Caltrans Product: Executed and active contracts Completion Date: 6/30/2019

FUTURE ACTIVITIES

The FSP-TMP service will continue to assist Caltrans in providing a roving motorist aid service in designated construction zones.

WORK ELEMENT: 3312500 Santa Fe Street Building Management
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$14,015	\$44,479	\$47,671	\$40,000	\$146,165
Other Direct Costs	\$0	\$33,991	\$192,000	\$257,200	\$275,000	\$758,191
Contracted Services	\$0	\$901	\$70,500	\$0	\$0	\$71,401
TOTAL	\$0	\$48,907	\$306,979	\$304,871	\$315,000	\$975,757
Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
Lease Revenue	\$0	\$48,907	\$306,979	\$304,871	\$315,000	\$975,757
TOTAL	\$0	\$48,907	\$306,979	\$304,871	\$315,000	\$975,757

OBJECTIVE

The objective of this work element is to provide general services and maintenance of 5965 and 5975 Santa Fe Street, San Diego to support construction of the Mid-Coast Corridor Transit Project.

PREVIOUS ACCOMPLISHMENTS

A full structural assessment of the buildings was initiated. One of the suites in the 5965 building was completely refurbished for use by SANDAG's Mid-Coast Corridor Transit Project engineering team. A maintenance service was procured, minor repairs were completed and the grounds have been improved.

JUSTIFICATION

The parcels at 5965 and 5975 Santa Fe Street were purchased to support the Mid-Coast Corridor Transit Project. Each parcel has a stand-alone building. The 5965 building houses both a tenant who pays rent through a lease along with a space for SANDAG's project engineering team in order to have right of way access to the project. The 5975 building is currently unoccupied.

PROJECT MANAGER: Michael Schwarting, Operations Department
COMMITTEE(S): Transportation Committee
WORKING GROUP(S): None

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Coordinate building service requests with tenants. Product: Quarterly reports on services requested and what the resolution was. Completion Date: 6/30/2019
2	20	Task Description: Coordinate building service requests with the Mid-Coast project engineering team. Product: Quarterly reports on services requested and what the resolution was. Completion Date: 6/30/2019
3	30	Task Description: Replace two existing exterior staircases. Product: Installed two exterior staircases Completion Date: 6/30/2019
4	30	Task Description: Achieve Americans with Disabilities Act (ADA) compliance for exterior railing. ADA modifications in building 5975. Product: ADA compliance Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Replace roof for both facilities 5965 and 5975 Santa Fe Street. Product: Roofs replaced Completion Date: 6/30/2020
2	70	Task Description: Perform ongoing maintenance of the facilities and grounds. Product: Maintenance performed as needed Completion Date: 6/30/2020

GROUP PROGRAM TITLE: 7350000 ARJIS: Services to Member Agencies (Group Program)
AREA OF EMPHASIS: Regional Operations and Services

GROUP OBJECTIVE

The objective of this group program is to provide Automated Regional Justice Information System services to member agencies and other law enforcement jurisdictions in the region. The projects in this group include a variety of automated services and programs in support of this overall objective.

PROJECT MANAGER: Pam Scanlon, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): Chiefs'/Sheriff's Management Committee

WORK ELEMENT: 7350100 ARJIS: Maintenance and Support
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$372,436	\$592,771	\$406,456
Other Direct Costs	\$443,855	\$515,330	\$503,330
Materials and Equipment	\$40,879	\$30,000	\$15,000
Contracted Services	\$60,338	\$86,100	\$56,100
TOTAL	\$917,508	\$1,224,201	\$980,886
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
ARJIS Member Assessments and User Connectivity Fees	\$917,508	\$1,224,201	\$980,886
TOTAL	\$917,508	\$1,224,201	\$980,886

OBJECTIVE

The objective of this work element is to provide ongoing support and maintenance for the Automated Regional Justice Information System (ARJIS) Enterprise and applications used by member agencies. Emphasis in FY 2019 will be to: (1) provide 24/7 technical support by implementing new redundancy and security protocols for data storage, disaster recovery, and physical and virtual servers; (2) enhance systems by procuring and installing license upgrades for ARJIS applications; (3) increase performance of 50+ interfaces and add new validation tables as needed to ensure regional data standardization; and (4) develop and implement a new back-up solution to enhance stability of the ARJIS databases.

PREVIOUS ACCOMPLISHMENTS

During the past fiscal year, ARJIS successfully implemented three critical interfaces to include the Computer-Aided Dispatch 911 interface from the San Diego Police Department to ARJIS with near real-time incident submissions, the migration of law enforcement applications from the County mainframe to the SDLaw system, and the development of the new court traffic citation interface to ARJIS. A new data back-up solution was implemented, as well as an offsite move of critical network infrastructure to a member agency's secure computer room, to address disaster recovery. ARJIS continues to participate in hosting services at the Nlets data center, which is approved by the Federal Bureau of Investigations (FBI) and California Department of Justice (Cal DOJ). ARJIS continues to maintain over 50 data interfaces as well as multiple applications and databases that require 7/24 support.

JUSTIFICATION

This work element has dedicated local funding from ARJIS member agencies and is critical for ensuring continuity of the ARJIS Enterprise applications and maintenance of the infrastructure to include secure data storage. This program includes partnerships with various information technology vendors that provide support such as data center hosting, supporting and maintaining existing systems and applications, data management services, electronic messaging and directory services, hardware and software maintenance, and back-up and recovery services. Protection of all Enterprise systems, distributed system servers, and network devices in ARJIS using industry standard security criteria and management of numerous licenses and maintenance contracts for hardware and software inventory is essential to allow continuous access to member agencies thereby ensuring officer and public safety.

PROJECT MANAGER: Pam Scanlon, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 ARJIS Technical Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Continue providing 24/7 technical support and monitoring to ensure system stability and redundancy protocols are in place for maintaining data storage, disaster recovery, virtual and physical servers, and licensing. Product: Secure, redundant, and stable infrastructure Completion Date: 6/30/2019
2	20	Task Description: Provide application maintenance, support, and license upgrades for ARJIS applications. Product: Updated and secure applications Completion Date: 6/30/2019
3	20	Task Description: Provide customer support via 24/7 support to optimize the delivery and accessibility of information to member agencies, partners, and the public. Product: Help desk support and weekly service log reports for agencies Completion Date: 6/30/2019
4	20	Task Description: Monitor and maintain 50+ interfaces and 198 validation tables to ensure regional data standardization. Product: Standardized, validated, and geo-coded regional data Completion Date: 6/30/2019
5	20	Task Description: Support and optimize ARJIS databases and backups. Product: Secure and optimized databases Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include: (1) monitoring and maintaining the ARJIS Enterprise system, including data, network, infrastructure, and applications; (2) continuing to implement enhancements from the SANDAG Assessment, including the tracking and reporting of grant deliverables, mobile program platform flexibility, and coordination between agency legal resources; and (3) developing and updating the ARJIS Acceptable Use Policies in compliance with the FBI Criminal Justice Information Systems and Cal DOJ Security Policies and Practices.

WORK ELEMENT: 7350200 ARJIS: Project Management and Administration
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$706,378	\$717,386	\$863,148
Other Direct Costs	\$206,777	\$277,052	\$266,269
Contracted Services	\$10,528	\$110,641	\$61,000
TOTAL	\$923,683	\$1,105,079	\$1,190,417
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
ARJIS Member Assessments and User Connectivity Fees	\$923,683	\$1,105,079	\$1,190,417
TOTAL	\$923,683	\$1,105,079	\$1,190,417

OBJECTIVE

The objective of this work element is to manage operations and administration for the Automated Regional Justice Information System (ARJIS) Division and enhancing ARJIS systems according to priorities set by the SANDAG Board of Directors, Public Safety Committee (PSC), Chiefs'/Sheriff's Management Committee (CSMC), and the ARJIS Business Working Group. Emphasis in FY 2019 will be to: (1) update the advisory committees on the ARJIS network upgrade, changes to regional crime reporting, and other pertinent policies; (2) develop new templates for member agency management reports; (3) outreach to the public to obtain feedback on new crime statistics applications; (4) research available grant opportunities and assess the ARJIS cost model; and (5) develop policies to address the use of new technologies.

PREVIOUS ACCOMPLISHMENTS

During the past fiscal year, support was provided to the various ARJIS committees and working groups. ARJIS developed and presented annual management reports, with customized metrics for each of the member agencies. ARJIS also executed contracts and purchase orders for equipment, contracted services, and software licenses. ARJIS applied for and was awarded approximately \$500,000 in federal grant funding. Additional administrative tasks include invoicing member agencies, recruitment of staff for grant-funded positions, budget development and maintenance, help desk operations, and customer support and training.

JUSTIFICATION

This work element has dedicated local funding used to assist public safety initiatives in the region by providing support for the PSC and the CSMC; supporting ARJIS operations to include invoicing member agencies and responding to billing issues; providing user training on varied ARJIS applications used by law enforcement agencies in the region and disseminating a variety of training materials; providing outreach to member agencies to promote new systems and features and seeking grant funding from local, state, and federal entities. This work element has dedicated local funding used to assist public safety initiatives in the region by providing support for the PSC and the CSMC; supporting ARJIS operations to include invoicing member agencies and responding to billing issues; providing user training on varied ARJIS applications used by law enforcement agencies in the region and disseminating a variety of training materials; providing outreach to member agencies to promote new systems and features and seeking grant funding from local, state, and federal entities.

PROJECT MANAGER: Pam Scanlon, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 ARJIS Technical Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Provide oversight and staff to various committees and working groups (PSC, CSMC, ARJIS Business Working Group, and ARJIS Technical Working Group). Product: Meeting agendas, minutes, corresponding reports, presentations, and actions Completion Date: 6/30/2019
2	20	Task Description: Provide legislative, legal, finance, and administrative guidance to ARJIS. Product: Improved policy decision-making and delivery of information to enhance officer and public safety Completion Date: 6/30/2019
3	20	Task Description: Monitor the FY 2019 actuals to budget and provide management reports. Prepare the FY 2020 budget. Product: FY 2019 budget reviews and FY 2020 budget documentation Completion Date: 6/30/2019
4	20	Task Description: Seek grant funding opportunities and assess ARJIS cost model. Product: Responses to grant solicitations and cost model assessment Completion Date: 6/30/2019
5	20	Task Description: Develop policies and metrics reports to address the use of new technologies and data sharing. Product: Policies and metrics reports Completion Date: 6/30/2019

FUTURE ACTIVITIES

This work element will continue to focus on an enterprise approach to disseminating public safety information. It will address the needs of public safety personnel through ongoing evaluation of public safety initiatives and new technologies and opportunities identified by the SANDAG Board of Directors, PSC, and CSMC. Policies will be developed to facilitate information-sharing, while ensuring privacy. Future activities also will include the strengthening of ARJIS as the premier technology resource in the region.

WORK ELEMENT: 7350300 ARJIS: Enterprise System
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$654,602	\$433,227	\$483,286
Other Direct Costs	\$277,091	\$382,343	\$473,184
Materials and Equipment	\$40,624	\$0	\$100,000
Contracted Services	\$167,952	\$261,000	\$106,000
TOTAL	\$1,140,269	\$1,076,570	\$1,162,470
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
ARJIS Member Assessments and User Connectivity Fees	\$1,140,269	\$655,571	\$1,162,470
ARJIS Enterprise Reserve Fund	\$0	\$420,999	\$0
TOTAL	\$1,140,269	\$1,076,570	\$1,162,470

OBJECTIVE

The objective of this work element is to continue to support and enhance the Automated Regional Justice Information System Enterprise (ARJIS). ARJIS Enterprise offers complex services and a flexible technology framework to meet federal and state mandates and adopt quickly to customer needs in a cost effective and timely manner. Emphasis in FY 2019 will be to (1) upgrade the COGNOS reporting application with new dashboard driven report capabilities and provide training for member agencies; (2) upgrade applications that use Adobe Flash technologies to include the State, Regional, Federal Enterprise Retrieval System (SRFERS) and the Officer Notification System (ONS); (3) continue to support and enhance Enterprise applications with a focus on regional mapping and geographic services; and (4) assess ARJIS Enterprise equipment needs and procure replacement hardware/software including virtual servers to ensure continued high performance and reliability of the ARJIS Enterprise.

PREVIOUS ACCOMPLISHMENTS

During the past fiscal year ARJIS continued to support and enhance regional mapping applications and geographic services; expand the interface to probation data; completed a major upgrade of the middleware messaging component within the ARJIS Enterprise, supported the ARJISnet portal accessed by more than 4,700 regional users; and addressed recommendations from the ARJIS Organizational Assessment to include regional training and strategic planning for the long-term replenishment and use of ARJIS reserves.

JUSTIFICATION

This work element is part of the overall vision to develop and enhance ARJIS Enterprise. ARJIS Enterprise offers a flexible technology framework and more complex services to meet federal and state mandates and adapt quickly to customer needs, with an ability to add enhancements in a cost-effective and timely manner using more modern technologies. This platform enables ARJIS to embrace newer technologies, such as digital photographs, voice, and video. Further, this effort will realize more cost-effective ways for collaboration and exchange of information among the San Diego area's public safety agencies, as well as with those in other regions. Through this improved infrastructure, ARJIS is able to scale hardware and services to meet the changing needs of the region.

PROJECT MANAGER: Lloyd Muenzer, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 ARJIS Technical Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	15	Task Description: Assess Enterprise equipment and procure replacement hardware/software to include virtual machine host servers to ensure continued high performance and reliability of the ARJIS Enterprise. Product: Upgraded hardware/software Completion Date: 6/30/2019
2	20	Task Description: Upgrade the COGNOS reporting application with new dashboard driven report capabilities and provide training for member agencies. Product: Upgraded member agency reports with dashboard driven capabilities and other enhancements Completion Date: 6/30/2019
3	40	Task Description: Upgrade applications that use Adobe Flash technologies focused on the SRFERS and ONS applications. Product: Enhanced applications with supported software and enhanced capabilities Completion Date: 6/30/2019
4	25	Task Description: Continue supporting and enhancing Enterprise applications with a focus on regional mapping and geographic services. Product: Enhanced mapping applications and geographic services Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include the design of the National Incident Based Reporting System reports for member agencies using COGNOS; the completion of the upgrade to applications that were developed using Flash technologies; and the development and implementation of enhanced mapping services.

WORK ELEMENT: 7351600 ARJIS: Graffiti Tracker
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$40,231	\$39,348	\$40,880
Contracted Services	\$0	\$25,000	\$0
TOTAL	\$40,231	\$64,348	\$40,880

Annual Project Funding			
	FY 2017	FY 2018	FY 2019
ARJIS Member Assessments and User Connectivity Fees	\$40,231	\$64,348	\$40,880
TOTAL	\$40,231	\$64,348	\$40,880

OBJECTIVE

The objective of this work element is to provide regional support to the Graffiti Tracker Program, which serves to enhance the quality of life for the citizens of San Diego by combatting graffiti across the region. Emphasis in FY 2019 will be to: (1) initiate a pilot project to assess graffiti tracking algorithms for identifying a series of similar graffiti incidents; (2) determine the best mechanism for users to query/access graffiti data from the Automated Regional Justice Information System Enterprise Operational Stores; and (3) develop advanced metrics reports for member agencies.

PREVIOUS ACCOMPLISHMENTS

Since the inception of the Graffiti Tracker Program there has been a significant increase in regional efforts to combat graffiti. A memorandum of agreement between ten agencies in the region was executed, resulting in enhanced regional collaboration and substantial cost savings. A smartphone pilot was launched, which has proven beneficial as it assists users in capturing images and locations of graffiti across the county. In FY 2018, the Automated Regional Justice Information System (ARJIS) developed an interface to integrate images and locations captured via Graffiti Tracker directly into ARJIS for use in various applications.

JUSTIFICATION

This work element had dedicated local funding from ARJIS member agencies. Optimizing the use of the Graffiti Tracker program regionwide will increase graffiti abatement efforts and restitution thus improving the overall quality of life in the region.

PROJECT MANAGER: Harold Reid Jr., Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
ARJIS Technical Working Group
Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Initiate pilot project to assess graffiti tracking algorithms for identifying a series of similar graffiti incidents. Product: Pilot project report Completion Date: 6/30/2019
2	50	Task Description: Develop advanced metrics reports for member agencies. Product: Advanced metrics reports Completion Date: 6/30/2019

FUTURE ACTIVITIES

Future activities include assessing the feasibility of adding graffiti incidents to the ARJIS mapping application, and expanding the usage to schools and other public safety agencies.

WORK ELEMENT: 7352000 ARJIS: ARJISnet Infrastructure and Mobile
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses			
	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget
Salaries, Benefits, Indirect	\$129,752	\$255,467	\$399,372
Other Direct Costs	\$411,921	\$719,000	\$1,182,000
Materials and Equipment	\$500,538	\$320,000	\$90,000
Contracted Services	\$524,429	\$640,000	\$200,000
TOTAL	\$1,566,640	\$1,934,467	\$1,871,372
Annual Project Funding			
	FY 2017	FY 2018	FY 2019
ARJIS Member Assessments and User Connectivity Fees	\$1,566,640	\$1,934,467	\$1,579,562
ARJIS Enterprise Reserve Fund	\$0	\$0	\$291,810
TOTAL	\$1,566,640	\$1,934,467	\$1,871,372

OBJECTIVE

The objective of this work element is to provide ongoing support and maintenance for Automated Regional Justice Information System (ARJIS) network infrastructure, including all wired and wireless connectivity between ARJIS, the data center(s), member agencies, and the ARJIS Wireless Mobile environment, in accordance with the Federal Bureau of Investigation Criminal Justice Information Services policy. Emphasis in FY 2019 will be to: (1) complete the upgrade of the existing ARJISnet network with higher-speed circuits and new network equipment to enhance performance and reliability; (2) execute a new network services contract; and (3) develop new mobile applications that can be deployed to both the iOS and Android operating platforms.

PREVIOUS ACCOMPLISHMENTS

ARJIS purchased network equipment for 50+ connections and developed a plan for implementation in preparation for the network migration and upgrade; updated and distributed network diagrams and infrastructure documentation to the California Department of Justice for approval, continued to provide network support to ARJIS agencies, began executing a new network services contract, developed enhancements to several mobile applications, and provided training to several hundred agency mobile users.

JUSTIFICATION

Maintaining operational integrity of the 7/24 network operations and circuits for all ARJIS customers is a complex function and is crucial to providing public safety information and services. Wireless connectivity for mobile devices has become an integral part of the ARJIS Enterprise environment. Mobile applications were developed specifically for use on wireless devices and this work element supports these applications and the ARJIS mobile users. The network migration to a more robust state of the art data connectivity between ARJIS and its customer agencies is necessary to accommodate additional data sources, photos, mapping, etc.

PROJECT MANAGER: Lloyd Muenzer, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 ARJIS Technical Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	30	Task Description: Complete the upgrade of the existing ARJISnet network with higher-speed circuits and new network equipment to enhance performance and reliability. Product: Enhanced network Completion Date: 6/30/2019
2	20	Task Description: Execute a new network services contract Product: Network services contract Completion Date: 6/30/2019
3	25	Task Description: Continue to provide network support to member agencies, including monitoring circuits and troubleshooting problems Product: Stable and reliable network Completion Date: 6/30/2019
4	25	Task Description: Mobile Application Development Product: Mobile applications Completion Date: 6/30/2019

FUTURE ACTIVITIES

ARJIS will continue to ensure network reliability, performance, and stability for member agencies by monitoring performance and security, and enhancing network management capabilities. An independent network security assessment will be completed. Additional mobile applications will be evaluated for applicability in the public safety app store. The ARJIS mobile infrastructure is expected to grow with the increase of public safety smartphones and ARJIS will develop a strategy for managing this growth.

WORK ELEMENT: 7352200 ARJIS: Urban Area Security Initiative FFY 2016
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses					
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$180,996	\$68,977	\$249,973
Other Direct Costs	\$0	\$0	\$100,027	\$0	\$100,027
Contracted Services	\$0	\$0	\$50,000	\$0	\$50,000
TOTAL	\$0	\$0	\$331,023	\$68,977	\$400,000

Multi-Year Project Funding					
	Prior Years	FY 2017	FY 2018	FY 2019	Total
Dept. of Homeland Security	\$0	\$0	\$331,023	\$68,977	\$400,000
TOTAL	\$0	\$0	\$331,023	\$68,977	\$400,000

OBJECTIVE

The objective of this grant-funded work element is to implement a variety of regional programs that assist in crime prevention activities. Emphasis in FY 2019 will be to: (1) provide support for the bar code scanner product, which enables officers to swipe an individual's official identification barcode to assist in confirming their identity, and (2) complete the NetRMS dual interface project, which sends records back to agency specific records management systems.

PREVIOUS ACCOMPLISHMENTS

The Automated Regional Justice Information System (ARJIS) has a robust Mobile Program that equips 1000+ officers from 35 agencies with smartphones for access to critically needed data in the field. The devices meet Federal Bureau of Investigations and California Department of Justice security requirements and have proven to be extremely effective at assisting officers with positive identifications. Past efforts also resulted in the implementation of NetRMS interfaces to ARJIS from the ten agencies in the region that have implemented NetRMS.

JUSTIFICATION

This work element has dedicated grant funding from the Department of Homeland Security Urban Areas Security Initiative. ARJIS was directed by the Chiefs' Sheriff's Management Committee and the Public Safety Committee to apply for funding for these specific projects. In addition, the Mobile Program is an essential component of ARJIS, which enhances officer and public safety. The NetRMS interfaces allow for the successful transfer of regional crime data ensuring the information is standardized and validated.

PROJECT MANAGER: Katie Mugg, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Complete the development of the ARJIS-NetRMS dual interfaces. Product: Interfaces back to agency records management systems Completion Date: 12/31/2018
2	50	Task Description: Continue providing monthly support for the bar code scanner service. Product: Bar code scanner service Completion Date: 12/31/2018

FUTURE ACTIVITIES

This grant-funded project is expected to be completed in FY 2019.

WORK ELEMENT: 7352300 ARJIS: San Diego National Incident Based Reporting
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$50,099	\$372,194	\$75,180	\$497,473
TOTAL	\$0	\$0	\$50,099	\$372,194	\$75,180	\$497,473

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
U.S. Department of Justice	\$0	\$0	\$50,099	\$372,194	\$75,180	\$497,473
TOTAL	\$0	\$0	\$50,099	\$372,194	\$75,180	\$497,473

OBJECTIVE

The objective of this work element is to develop regional NIBRS reporting capabilities in partnership with the San Diego Police and Sheriff's Departments, for utilization by Automated Regional Justice Information System (ARJIS) member agencies, resulting in significant cost savings to the region. Emphasis in FY 2019 will be to: (1) modify the primary ARJIS incident database and add missing data elements identified from the National Incident Based Reporting System (NIBRS) gap analysis; (2) based on an updated schema, modify the ARJIS-NetRMS interfaces to ensure they are in compliance with NIBRS; (3) modify the reporting database based on NIBRS requirements; (4) initiate the development of NIBRS mandated reports; and (5) begin developing the interface for submitting NIBRS data to the state and Federal Bureau of Investigation (FBI).

PREVIOUS ACCOMPLISHMENTS

ARJIS has a long history of serving as the regional data validation and reporting agency for local law enforcement agencies. The NIBRS project was initiated in FY 2018 and a memorandum of understanding was executed between ARJIS and the San Diego Police Department, which serves as the prime recipient of the grant award.

JUSTIFICATION

This work element has dedicated federal grant funding from the Department of Justice. The FBI has mandated that all law enforcement agencies in the nation must be transition to NIBRS. Once the transition is complete the region will be able to produce more robust crime statistics that will assist agencies with resource allocation.

PROJECT MANAGER: Katie Mugg, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	20	Task Description: Modify the primary ARJIS incident database and add missing elements identified from the NIBRS gap analysis completed in FY 2018. Product: Modified database structure Completion Date: 9/30/2018
2	20	Task Description: Modify the reporting database (datamart) based on NIBRS requirements. Product: Updated reporting database Completion Date: 3/1/2019
3	20	Task Description: Based on an updated schema, modify the ARJIS-NetRMS interfaces to ensure they are in compliance with NIBRS. Product: Updated, NIBRS compliant interfaces Completion Date: 4/1/2019
4	20	Task Description: Initiate the development of FBI-mandated regional NIBRS reporting for the 11-member agencies. Product: NIBRS Cognos reports Completion Date: 6/30/2019
5	20	Task Description: Begin developing the interface for submitting NIBRS to the state and FBI. Product: New interface Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Document and close out project. Product: Project documentation Completion Date: 6/30/2020
2	50	Task Description: Complete the development of FBI mandated regional NIBRS reporting for the eleven-member agencies. Product: NIBRS reports Completion Date: 6/30/2020
3	25	Task Description: Collaborate with Cal-DOJ to review and validate NIBRS reports for accuracy and consistency. Product: Accurate reports Completion Date: 6/30/2020

WORK ELEMENT: 7352400 ARJIS: Regional Training Program – FFY 2017
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$45,537	\$61,435	\$18,028	\$125,000
TOTAL	\$0	\$0	\$45,537	\$61,435	\$18,028	\$125,000

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
Dept. of Homeland Security	\$0	\$0	\$45,537	\$61,435	\$18,028	\$125,000
TOTAL	\$0	\$0	\$45,537	\$61,435	\$18,028	\$125,000

OBJECTIVE

The objective of this work element is to provide standardized, consistent, relevant training on a variety of systems and tools to any of the 4,700+ Automated Regional Justice Information System (ARJIS) users at no cost to member agencies. Emphasis in FY 2019 will be to continue training users on ARJIS applications and expand the program by developing new curriculum and conducting classes on the National Incident Based Reporting System (NIBRS).

PREVIOUS ACCOMPLISHMENTS

In previous years, ARJIS launched the Regional Systems Training Program. A regional trainer was hired who developed 'ARJIS 101' as well as advanced classes for designated applications. A training page was implemented on the secure ARJISnet portal where user guides, curriculum, and tips are posted weekly. An interactive training calendar on this page allows users to sign up for training as well as request customized training at their locations during business hours, evenings, and weekends. Classes were held throughout the San Diego region for users from the 82 ARJIS member agencies.

JUSTIFICATION

This work element has dedicated funding from the Department of Homeland Security's Urban Areas Security Initiative. The Chiefs' Sheriff's Management Committee and the SANDAG Public Safety Committed directed ARJIS to apply for this funding, which extends the program through FY 2020.

PROJECT MANAGER: Katie Mugg, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	50	Task Description: Continue developing classes and train users on ARJIS and other regional applications. Product: Increased knowledge of ARJIS applications Completion Date: 6/30/2019
2	50	Task Description: Expand the Training Program by developing curriculum and conducting classes on the NIBRS. Product: NIBRS training curriculum Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	100	Task Description: Continue developing classes and train users on ARJIS and other regional applications. Product: Increased knowledge of ARJIS applications Completion Date: 6/30/2020

WORK ELEMENT: 7352500 ARJIS: Urban Area Security Initiative FFY 2018
AREA OF EMPHASIS: Regional Operations and Services

Project Expenses						
	Prior Years	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	FY 2020 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$216,557	\$39,306	\$255,863
Other Direct Costs	\$0	\$0	\$0	\$100,000	\$104,137	\$204,137
Materials and Equipment	\$0	\$0	\$0	\$87,021	\$0	\$87,021
TOTAL	\$0	\$0	\$0	\$403,578	\$143,443	\$547,021

Multi-Year Project Funding						
	Prior Years	FY 2017	FY 2018	FY 2019	FY 2020	Total
Dept. of Homeland Security	\$0	\$0	\$0	\$403,578	\$143,443	\$547,021
TOTAL	\$0	\$0	\$0	\$403,578	\$143,443	\$547,021

OBJECTIVE

The objective of this work element is to coordinate, develop, and implement technologies that enhance public safety throughout the San Diego region. Emphasis in FY 2019 is to: (1) enhance the State, Regional, Federal, Enterprise Retrieval System (SRFERS) and the Officer Notification Systems (ONS) by merging the two applications; (2) procure entity resolution software which is used to identify records within the same database or disparate databases that refer to the same entity; (3) develop a mobile citation application that will allow officers in the field to use their smartphones to issue citations and electronically send the citations to the Automated Regional Justice Information System (ARJIS) and/or the Courts; and; (4) implement the Desktop Experience (DeX) which will expand the ARJIS Mobile Program by supporting in-car, in station, in field operations capabilities with a single smartphone device.

PREVIOUS ACCOMPLISHMENTS

ARJIS has established a successful mobile program that has assisted law enforcement officers in the region to positively identify suspects in the field. Using smartphones, ARJIS users can access SRFERS, and receive real-time officer notification alerts. Both systems assist in officer and public safety. This program has proven to be an invaluable tool for the region, resulting in significant economies of scale and interagency knowledge sharing.

JUSTIFICATION

This work element has dedicated federal funding from the Department of Homeland Security Urban Areas Security Initiative. Each of the projects support the SANDAG strategic goal to "pursue new funding and innovative solutions to fiscal, economic, and environmental challenges and opportunities." Developing new technologies for law enforcement agencies enhances public safety in the San Diego region.

PROJECT MANAGER: Katie Mugg, Data Research Department
COMMITTEE(S): Public Safety Committee
WORKING GROUP(S): ARJIS Business Working Group
 Chiefs'/Sheriff's Management Committee

PRODUCTS, TASKS, AND SCHEDULES FOR FY 2019

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Enhance the SRFERS and the ONS by merging the two applications, which will eliminate the need for multiple logons, and increase data accuracy and efficiency. Product: Single sign on application for use on desktops, tablets, and smartphones Completion Date: 4/1/2019
2	30	Task Description: Gather requirements and initiate the development of a mobile citation application that will allow officers in the field to use their smartphones to issue citations and electronically send the citations to ARJIS and/or the courts. Product: Mobile citation application Completion Date: 5/1/2019
3	10	Task Description: Procure entity resolution software, which is used to identify records within the same database or disparate databases that refer to the same entity. Product: Enhanced access to accurate data Completion Date: 6/30/2019
4	35	Task Description: Implement DeX, which will expand the capabilities of the ARJIS Mobile Program by supporting in-car, in station, in field operations with a single smartphone device. Product: Improved access to information and increased situational awareness Completion Date: 6/30/2019

FUTURE ACTIVITIES

Task No.	% of Effort	Task Description / Product / Schedule
1	25	Task Description: Test, train, and deploy SRFERS/ONS merged system to member agencies. Product: Enhanced access to data and alerts Completion Date: 6/30/2020
2	25	Task Description: Using entity resolution software, provide member agencies with data quality reports and metrics. Product: Agency reports and metrics Completion Date: 6/30/2020
3	50	Task Description: Evaluate the mobile enhancements including the in-car and in-station capabilities as well as the citation application. Product: Report on the effectiveness of enhanced mobile technologies Completion Date: 6/30/2020

**FY 2019 REGIONAL OPERATIONS AND SERVICES
PROGRAM REVENUES**

OWP NO.	PROJECT TITLE	TOTAL PROJECT BUDGET	FEDERAL OTHER	Notes	STATE OTHER	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS- MENTS	Notes	LOCAL OTHER	Notes
Regional Operations and Services												
3310200	Motorist Aid Services - Freeway Service Patrol	\$ 6,067,394	-		\$ 6,067,394	S2/S11/S15	-		-		-	
3310300	Interstate 15 <i>FasTrak</i> ® Value Pricing Program	7,720,541	-		-		-		-		7,720,541	L1
3311000	Intelligent Transportation Systems Operation	1,532,531	-		192,400	S13/S11	1,328,831	T2/T7	-		11,300	L4
3312100	State Route 125 Facility Operations	42,178,565	-		-		-		-		42,178,565	L11
3312200	Motorist Aid - Call Box Program	2,182,377	-		2,182,377	S11	-		-		-	
3312300	Centralized Trolley Control Maintenance	241,877	-		-		-		-		241,877	L4
3312400	Freeway Service Patrol - Traffic Mitigation Program	1,026,271	-		1,026,271	S17	-		-		-	
3312500	Santa Fe Street Building Management	304,871	-		-		-		-		304,871	L16
7350000	ARJIS: Service to Member Agencies (Group Program)											
7350100	ARJIS: Maintenance and Support	980,886	-		-		-		980,886	A	-	
7350200	ARJIS: Project Management and Administration	1,190,417	-		-		-		1,190,417	A	-	
7350300	ARJIS: Enterprise System	1,162,470	-		-		-		1,162,470	A	-	
7351600	ARJIS: Graffiti Tracker	40,880	-		-		-		40,880	A	-	
7352000	ARJIS: ARJISnet Infrastructure and Mobile	1,871,372	-		-		-		1,579,562	A	291,810	L5
7352200	ARJIS: Urban Area Security Initiative FFY 2016	68,977	68,977	F6	-		-		-		-	
7352300	ARJIS: San Diego National Incident Based Reporting	372,194	372,194	F4	-		-		-		-	
7352400	ARJIS: Regional Training Program - FFY 2017	61,435	61,435	F6	-		-		-		-	
7352500	ARJIS: Urban Area Security Initiative FFY 2018	403,578	403,578	F6	-		-		-		-	
Regional Operations and Services Total		\$67,406,635	\$906,184		\$9,468,441		\$1,328,831		\$4,954,215		\$50,748,964	

FY 2019 Regional Operations Revenue Sources

Notes and Explanations of Fund Sources shown in Budget Summary

FEDERAL OTHER

(F4) U.S. Department of Justice
(F6) Dept. of Homeland Security

STATE OTHER

(S2) Caltrans Freeway Service Patrol
(S11) California State Department of Motor
Vehicles - Vehicle Registration Fee
(S13) Caltrans State
(S15) SB 1 Freeway Service Patrol
(S17) Traffic Mitigation Program - Caltrans

LOCAL OTHER

(L1) *FasTrak*® Revenues
(L4) Contribution from Local Cities or Member Agencies
(L5) Automated Regional Justice Information System
(ARJIS) Carryover from prior year
(L11) State Route 125 Toll Road Revenue
(L16) Lease Revenue

MEMBER ASSESSMENTS

(A) ARJIS Member Assessments and User Connectivity Fees

***TransNet* SALES TAX REVENUE**

(T2) *TransNet* Major Corridors Program
(T7) *TransNet* Local System Improvements

Note: Footnotes are not consecutive due to use of other footnote references in other SANDAG programs.

**FY 2019 REGIONAL OPERATIONS AND SERVICES
PROGRAM EXPENSES (APPLICATION OF FUNDS)**

OWP NO.	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COSTS	OTHER DIRECT COSTS	CONTRACTED SERVICES	MATERIALS & EQUIPMENT	PASS THROUGH	DEBT SERVICE AND PROJECT RESERVES
Regional Operations and Services											
3310200	(A)	Motorist Aid Services - Freeway Service Patrol	\$6,067,394	\$171,888	\$119,844	\$52,044	\$177,376	\$5,718,130	-	-	-
3310300	(A)	Interstate 15 <i>FasTrak</i> ® Value Pricing Program	7,720,541	905,578	727,429	178,150	1,032,109	4,468,250	225,000	1,089,604	-
3311000	(A)	Intelligent Transportation Systems Operation	1,532,531	425,031	296,340	128,691	247,500	640,000	220,000	-	-
3312100	(A)	State Route 125 Facility Operations	42,178,565	5,770,256	5,552,401	217,855	4,019,139	2,082,950	513,000	-	29,793,220
3312200	(A)	Motorist Aid - Call Box Program	2,182,377	239,602	171,624	67,979	266,100	1,676,675	-	-	-
3312300	(M)	Centralized Trolley Control Maintenance	241,877	13,875	9,674	4,201	-	228,002	-	-	-
3312400	(A)	Freeway Service Patrol - Traffic Mitigation Program	1,026,271	631	440	191	-	1,025,640	-	-	-
3312500	(M)	Santa Fe Street Building Management	304,871	47,671	36,406	11,264	257,200	-	-	-	-
7350000		ARJIS: Services to Member Agencies (Group Program)									
7350100	(A)	ARJIS: Maintenance and Support	980,886	406,456	406,456	-	503,330	56,100	15,000	-	-
7350200	(A)	ARJIS: Project Management and Administration	1,190,417	863,148	818,451	44,697	266,269	61,000	-	-	-
7350300	(A)	ARJIS: Enterprise System	1,162,470	483,286	483,286	-	473,184	106,000	100,000	-	-
7351600	(A)	ARJIS: Graffiti Tracker	40,880	40,880	40,880	-	-	-	-	-	-
7352000	(A)	ARJIS: ARJISnet Infrastructure and Mobile	1,871,372	399,372	399,372	-	1,182,000	200,000	90,000	-	-
7352200	(M)	ARJIS: Urban Area Security Initiative FFY 2016	68,977	68,977	68,977	-	-	-	-	-	-
7352300	(M)	ARJIS: San Diego National Incident Based Reporting	372,194	372,194	372,194	-	-	-	-	-	-
7352400	(M)	ARJIS: Regional Training Program FFY 2017	61,435	61,435	61,435	-	-	-	-	-	-
7352500	(M)	ARJIS: Urban Area Security Initiative FFY 2018	403,578	216,557	216,557	-	100,000	-	87,021	-	-
Regional Operations and Services Total			\$67,406,635	\$10,486,836	\$9,781,765	\$705,071	\$8,524,207	\$16,262,747	\$1,250,021	\$1,089,604	\$29,793,220

FIVE-YEAR PROJECTED REVENUE AND EXPENSES
Select Regional Operations Programs
(In Thousands)

	Estimated FY 2019	Estimated FY 2020	Estimated FY 2021	Estimated FY 2022	Estimated FY 2023
I-15 Express Lanes Operations Program - 3310300					
Revenues					
FasTrak Revenues and Violation Fines	\$ 14,840	\$ 15,285	\$ 15,744	\$ 16,216	\$ 16,703
Operating Expenses					
Salaries, Benefits, Indirect	\$ 905	\$ 932	\$ 960	\$ 989	\$ 1,018
Other Direct Costs	1,032	1,063	1,095	1,128	1,162
Contracted Services	4,468	4,963	5,112	5,265	5,423
Materials and Equipment	225	232	239	246	254
Pass-Through to Other Agencies	1,090	1,123	1,157	1,191	1,227
Total Operating	<u>\$ 7,720</u>	<u>\$ 8,313</u>	<u>\$ 8,562</u>	<u>\$ 8,819</u>	<u>\$ 9,084</u>
Non-Operating Expenses					
Project Reserve Deposits	\$ 7,120	\$ 6,972	\$ 7,182	\$ 7,397	\$ 7,619
Total Non-Operating	<u>\$ 7,120</u>	<u>\$ 6,972</u>	<u>\$ 7,182</u>	<u>\$ 7,397</u>	<u>\$ 7,619</u>
Total Program Activities	<u><u>\$ 14,840</u></u>	<u><u>\$ 15,285</u></u>	<u><u>\$ 15,744</u></u>	<u><u>\$ 16,216</u></u>	<u><u>\$ 16,703</u></u>

	Estimated FY 2019	Estimated FY 2020	Estimated FY 2021	Estimated FY 2022	Estimated FY 2023
SR 125 Facility Operations - 3312100					
Revenues					
South Bay Expressway Toll Revenue	\$ 42,178	\$ 42,899	\$ 43,714	\$ 44,369	\$ 45,354
Operating Expenses					
Salaries, Benefits, Indirect	\$ 5,770	\$ 6,003	\$ 6,246	\$ 6,498	\$ 6,761
Other Direct Costs	4,019	4,182	4,350	4,526	4,709
Contracted Services	2,083	2,167	2,255	2,671	2,441
Materials and Equipment	513	534	555	578	601
Total Operating	<u>\$ 12,385</u>	<u>\$ 12,886</u>	<u>\$ 13,406</u>	<u>\$ 14,273</u>	<u>\$ 14,512</u>
Non-Operating Expenses					
Debt Service	\$ 13,868	\$ 13,873	\$ 13,876	\$ 13,883	\$ 13,887
O&M Expense Fund Deposits	84	87	90	94	73
O&M Reserve Fund Deposits	1,021	1,062	1,105	1,002	890
Capital Expenditures Fund Deposits	14,820	14,991	15,237	15,117	15,992
Total Non-Operating	<u>\$ 29,793</u>	<u>\$ 30,013</u>	<u>\$ 30,308</u>	<u>\$ 30,096</u>	<u>\$ 30,842</u>
Total Program Activities	<u><u>\$ 42,178</u></u>	<u><u>\$ 42,899</u></u>	<u><u>\$ 43,714</u></u>	<u><u>\$ 44,369</u></u>	<u><u>\$ 45,354</u></u>

	Estimated FY 2019	Estimated FY 2020	Estimated FY 2021	Estimated FY 2022	Estimated FY 2023
Motorist Aid - Call Box Operations - 3312200					
Revenues					
DMV Fee	\$ 2,776	\$ 2,790	\$ 2,804	\$ 2,818	\$ 2,832
Collections	5	5	5	5	5
Interest Income	10	10	10	10	10
Reserve Fund	1,893	460	459	-	-
	<u>\$ 4,685</u>	<u>\$ 3,265</u>	<u>\$ 3,278</u>	<u>\$ 2,833</u>	<u>\$ 2,847</u>
Operating Expenses					
Administration	\$ 240	\$ 180	\$ 185	\$ 191	\$ 196
Other Direct Costs	266	176	176	176	176
Contracted Services	927	285	292	299	306
Regional Helicopter Program	750	750	750	750	750
Total Operating	<u>\$ 2,182</u>	<u>\$ 1,390</u>	<u>\$ 1,403</u>	<u>\$ 1,416</u>	<u>\$ 1,429</u>
Non-Operating Expenses					
FSP Service	\$ 1,550	\$ 1,350	\$ 1,350	\$ 1,350	\$ 1,350
Autonomous Vehicle	300	-	-	-	-
511 Motorist Traveler	25	25	25	25	25
TDM	750	500	500	-	-
Total Non-Operating	<u>\$ 2,625</u>	<u>\$ 1,875</u>	<u>\$ 1,875</u>	<u>\$ 1,375</u>	<u>\$ 1,375</u>
Reserve Deposits	-	-	-	42	44
Total Program Activities	<u><u>\$ 4,685</u></u>	<u><u>\$ 3,265</u></u>	<u><u>\$ 3,278</u></u>	<u><u>\$ 2,833</u></u>	<u><u>\$ 2,847</u></u>

FIVE-YEAR PROJECTED REVENUE AND EXPENSES
Select Regional Operations Programs
(In Thousands)

ARJIS Program - (7350100 - 7352500)

Revenues

	Estimated FY 2019	Estimated FY 2020	Estimated FY 2021	Estimated FY 2022	Estimated FY 2023
Member Assessments	\$ 4,954	\$ 4,986	\$ 4,986	\$ 4,986	\$ 4,986
Grants	\$ 906	\$ 600	\$ 500	\$ 500	\$ 500
Reserve/Carry-over	\$ 292	\$ 459	\$ 777	\$ 867	\$ 775
Total Revenues	\$ 6,152	\$ 6,045	\$ 6,263	\$ 6,353	\$ 6,261

Operating Expenses

Salaries, Benefits, Indirect	\$ 2,912	\$ 2,923	\$ 3,011	\$ 3,101	\$ 3,194
Other Direct Costs	\$ 2,525	\$ 2,554	\$ 2,554	\$ 2,554	\$ 2,554
Contracted Services	\$ 423	\$ 323	\$ 273	\$ 273	\$ 273
Materials and Equipment	\$ 292	\$ 245	\$ 425	\$ 425	\$ 240
Total Operating	\$ 6,152	\$ 6,045	\$ 6,263	\$ 6,353	\$ 6,261

Total Program Activities

\$ 6,152	\$ 6,045	\$ 6,263	\$ 6,353	\$ 6,261

FIVE - YEAR PROJECTED RESERVE FUND BALANCES
Selected Regional Operations Programs
(In thousands)

I-15 Express Lanes Operations Program

PROJECT NO.	PROJECT NAME	REVENUE/EXPENSE CATEGORY	PRIOR YEARS	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	I-15 Fastrak Capital Expenditures Fund	Carryover	\$ 26,454	\$ 26,280	\$ 19,265	\$ 22,420	\$ 28,768	\$ 35,812
		Reserve Deposits	\$ 5,921	\$ 7,120	\$ 6,972	\$ 7,182	\$ 7,397	\$ 7,619
		Available Funds	\$ 32,375	\$ 33,400	\$ 26,237	\$ 29,602	\$ 36,164	\$ 43,432
1400403	Roadway Toll Collection System	Expenditures	\$ 2,923	\$ 10,161	\$ 3,813	\$ 484	\$ 2	\$ 2
1400301	Regional Tolling Back Office System	Expenditures	\$ 1,825	\$ 3,969	\$ 4	\$ -	\$ -	\$ -
1400302	I-15 Signage	Expenditures	\$ 1,347	\$ 5	\$ -	\$ -	\$ -	\$ -
	Capital Expenditures	Expenditures	\$ -	\$ -	\$ -	\$ 350	\$ 350	\$ 350
		Total Expenditures	\$ 6,095	\$ 14,135	\$ 3,817	\$ 834	\$ 352	\$ 352
		Balance	\$ 26,280	\$ 19,265	\$ 22,420	\$ 28,768	\$ 35,812	\$ 43,080

Note: Funds available after covering the cost of operations may be used for other mobility improvements in the corridor.

SR125 Operations Program

PROJECT NO.	PROJECT NAME	REVENUE/EXPENSE CATEGORY	PRIOR YEARS	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	SR 125 - Capital Expenditures Fund	Carryover	\$ 54,113	\$ 56,336	\$ 41,140	\$ 45,633	\$ 39,778	\$ 41,690
		Reserve Deposits	\$ 26,850	\$ 14,820	\$ 14,991	\$ 15,237	\$ 15,117	\$ 15,992
		Available Funds	\$ 80,963	\$ 71,156	\$ 56,131	\$ 60,870	\$ 54,895	\$ 57,682
1400401	SBX Pavement Overlay	Expenditures	\$ 7,879	\$ 60	\$ 5	\$ -	\$ -	\$ -
1400405	SBX Ramps Overlay	Expenditures	\$ -	\$ 1,900	\$ 900	\$ 9,600	\$ 2,000	\$ 130
	Other Capital Roadway Improvements	Expenditures	\$ 120	\$ 120	\$ 150	\$ 420	\$ 870	\$ 6,514
1400002	Regional Tolling Back Office System	Expenditures	\$ 3,244	\$ 7,057	\$ 6	\$ -	\$ -	\$ -
1400402	Roadway Toll Collection System	Expenditures	\$ 3,573	\$ 12,419	\$ 4,661	\$ 591	\$ 3	\$ 3
1142600	Joint Transportation Ops Center (JTOC)	Expenditures	\$ 5	\$ 409	\$ 1	\$ 1	\$ 1	\$ -
	Other Facilities Improvements	Expenditures	\$ 1,527	\$ 554	\$ 1,755	\$ 77	\$ 330	\$ 2,285
1390505	Design SB Connectors for SR 125/905/11	Expenditures	\$ 8,279	\$ 7,497	\$ 3,020	\$ 403	\$ 1	\$ -
	Design WB Connector for SR 125/905	Expenditures	\$ -	\$ -	\$ -	\$ 10,000	\$ 10,000	\$ -
		Total Expenditures	\$ 24,627	\$ 30,016	\$ 10,498	\$ 21,092	\$ 13,205	\$ 8,932
		Balance	\$ 56,336	\$ 41,140	\$ 45,633	\$ 39,778	\$ 41,690	\$ 48,750

FIVE - YEAR PROJECTED RESERVE FUND BALANCES
Selected Regional Operations Programs
(In thousands)

SR125 Operations Program (Continued)

PROJECT NO.	PROJECT NAME	REVENUE/EXPENSE CATEGORY	PRIOR YEARS	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	SR 125 - O&M Expense Fund	Carryover	\$ 4,693	\$ 4,864	\$ 4,948	\$ 5,035	\$ 5,125	\$ 5,219
		Reserve Deposits	\$ 171	\$ 84	\$ 87	\$ 90	\$ 94	\$ 73
		Balance	\$ 4,864	\$ 4,948	\$ 5,035	\$ 5,125	\$ 5,219	\$ 5,292
	SR 125 - O&M Reserve Fund	Carryover	\$ 23,932	\$ 25,271	\$ 26,292	\$ 27,354	\$ 28,459	\$ 29,461
		Reserve Deposits	\$ 1,339	\$ 1,021	\$ 1,062	\$ 1,105	\$ 1,002	\$ 890
		Balance	\$ 25,271	\$ 26,292	\$ 27,354	\$ 28,459	\$ 29,461	\$ 30,351
Note: Reserve requirements per bond indenture.								

Motorist Aid - Call Box Program

Project #	Project Name	Revenue/Expense Category	PRIOR YEARS	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
1400400	Reserve Fund	Carryover	\$ 5,589	\$ 5,589	\$ 3,695	\$ 3,235	\$ 2,777	\$ 2,819
		Reserve Deposits	\$ -	\$ -	\$ -	\$ -	\$ 42	\$ 44
		Available Revenues	\$ 5,589	\$ 5,589	\$ 3,695	\$ 3,235	\$ 2,819	\$ 2,863
3312200	Call Box Program	Expenditures	\$ -	\$ 1,893	\$ 460	\$ 459	\$ -	\$ -
		Total Expenditures	\$ -	\$ 1,893	\$ 460	\$ 459	\$ -	\$ -
		Balance	\$ 5,589	\$ 3,695	\$ 3,235	\$ 2,777	\$ 2,819	\$ 2,863
Note: Reserve fund includes \$2M for contingency/risk mitigation.								

ARJIS Program

PROJECT NO.	PROJECT NAME	REVENUE/EXPENSE CATEGORY	PRIOR YEARS	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023
	Reserve Fund	Carryover	\$ 7,028	\$ 7,028	\$ 6,736	\$ 6,277	\$ 5,500	\$ 4,633
		Reserve Deposits	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Available Revenues	\$ 7,028	\$ 7,028	\$ 6,736	\$ 6,277	\$ 5,500	\$ 4,633
7350200 7352000	ARJIS: Project Management and Infrastructure	Expenditures	\$ 292	\$ 459	\$ 777	\$ 867	\$ 775	\$ 775
		Total Expenditures	\$ -	\$ 292	\$ 459	\$ 777	\$ 867	\$ 775
		Balance	\$ 7,028	\$ 6,736	\$ 6,277	\$ 5,500	\$ 4,633	\$ 3,858
Note: Reserve fund includes \$2m for contingency/business interruption								

**FY 2019 REGIONAL OPERATIONS AND SERVICES
CONTRACTED SERVICES**

				Estimated
Contract No. OWP No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Contract Start Date	Contract Completion Date
Regional Operations and Services				
3310200	Professional Services - Other: Fleet management ongoing service maintenance	\$50,000	7/1/2018	6/30/2019
3310200 5004891	Professional Services - Other: Freeway Service Patrol (FSP) - Metro Weekday	\$1,611,720	7/1/2018	6/30/2019
3310200	Professional Services - Other: FSP - North County Weekday	\$1,611,720	7/1/2018	6/30/2019
3310200	Professional Services - Other: FSP - Roving Service Patrol Weekday	\$1,024,320	7/1/2018	6/30/2019
3310200	Professional Services - Other: FSP - Metro Midday Service Weekdays	\$879,120	7/1/2018	6/30/2019
3310200	Professional Services - Other: FSP - North County Midday Weekday	\$416,250	7/1/2018	6/30/2019
3310200	Professional Services - Other: California Highway Patrol (CHP) overtime compensation	\$125,000	7/1/2018	6/30/2019
3310200 Total	Motorist Aid Services - Freeway Service Patrol	\$5,718,130		
3310300	Professional Services - Other: Outsourcing of mail room operations - bulk mailing of SR-125 customer correspondence and violation notices	\$8,250	7/1/2018	6/30/2019
3310300 5005215	Professional Services - Other: CHP enforcement services	\$600,000	7/1/2018	6/30/2019
3310300 5000680	Professional Services - Other: Back office and customer service agreement	\$650,000	10/15/2007	10/14/2019
3310300 5000680	Professional Services - Other: I-15 Express Lanes Maintenance Agreement	\$1,900,000	10/15/2007	10/14/2019
3310300 5000680	Professional Services - Other: Emergency roadside support	\$310,000	10/15/2007	10/14/2019
3310300 5004492	Professional Services - Other: Internet security and network support at the colocation facility.	\$125,000	7/1/2018	6/30/2019
3310300 5006110	Professional Services - Other: Toll and violation debt collection	\$75,000	1/25/2016	6/30/2019
3310300	Professional Services - Other: Decommission of the TransCore CSC system and data transfer to the new regional back office system	\$500,000	7/1/2018	6/30/2019
3310300	Professional Services - Other: Express Lanes Operations Analysis - development of implementation plan to enhance system performance by exploring efficiency of the current toll rate structure, pricing algorithm, and occupancy eligibility requirements	\$300,000	7/1/2018	6/30/2019
3310300 Total	Interstate 15 FasTrak® Value Pricing Program	\$4,468,250		
3311000	Professional Services - Other: Colocation facility fees to house Intelligent Transportation System operational equipment	\$50,000	7/1/2018	6/30/2019
3311000 5000045	Professional Services - Other: Annual O&M application support for RAMS project	\$125,000	10/1/2002	6/30/2018
3311000 5004498	Professional Services - Other: Software and system support for the Integrated Corridor Management System	\$250,000	11/19/2015	
3311000 5004498	Professional Services - Other: Enhancements	\$125,000	11/19/2015	10/31/2020
3311000 5001925	Professional Services - Other: Annual O&M support for 511 system	\$90,000	4/21/2014	4/21/2019
3311000 Total	Intelligent Transportation Systems Operation	\$640,000		
3312100 5004872	Professional Services - Other: Continue Asset Management Framework development and data collection effort	\$50,000	7/1/2018	6/30/2019
3312100	Financial Advisor: Annual audit	\$34,000	7/1/2018	6/30/2019
3312100	Financial Advisor: Annual rating update	\$55,000	7/1/2018	6/30/2019
3312100	Equipment Leasing/Maintenance: Maintenance/support/leasing for the Information Systems hardware (printers/copiers, mailroom devices, networking equipment and servers) of the Toll Operations Center.	\$68,000	7/1/2018	6/30/2019
3312100	Software Consulting Services: Maintenance support for software applications of the Toll Operations Center to receive updates, security patches and support for bug fixes and errors.	\$296,000	7/1/2018	6/30/2019
3312100 5006110	Professional Services - Other: Toll and violation debt collection	\$385,000	1/25/2016	6/30/2019
3312100	Professional Services - Other: Workplan and strategy development for transtion to the new statewide electronic toll collection standard	\$75,000	7/1/2018	6/30/2019
3312100	Professional Services - Other: CHP toll enforcement services	\$200,000	7/1/2018	6/30/2019
3312100	Professional Services - Other: Armored car services	\$100,000	7/1/2018	6/30/2019

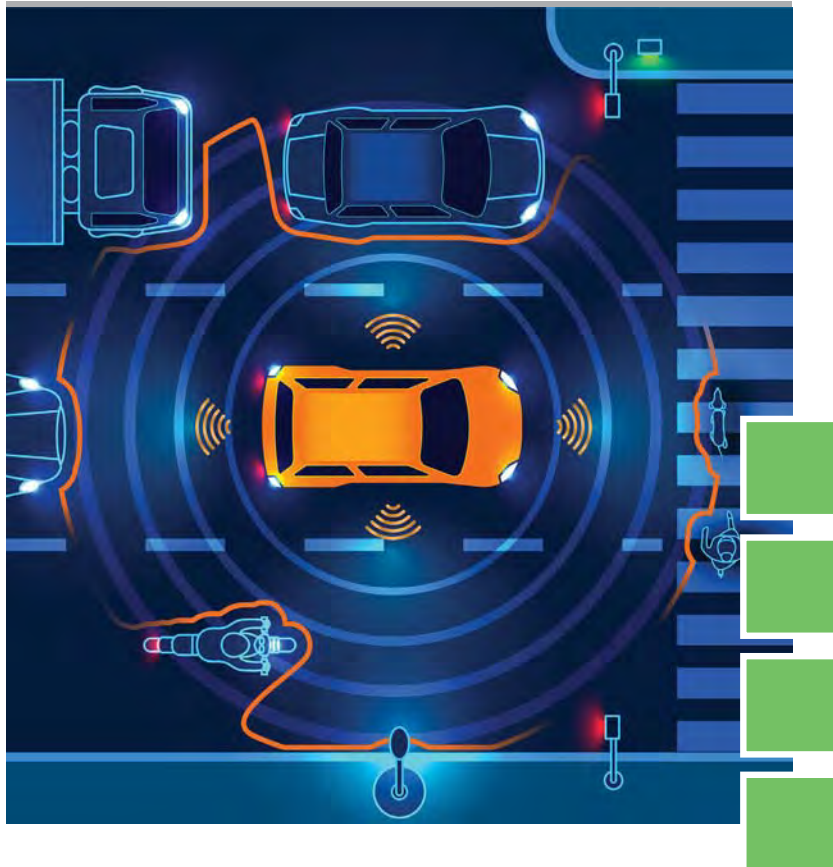
**FY 2019 REGIONAL OPERATIONS AND SERVICES
CONTRACTED SERVICES**

Contract No. OWP No. (If available)	Contract Type/ Scope	FY 2019 Budget Amount	Estimated	
			Contract Start Date	Contract Completion Date
3312100	Computer Network Services: Annual 3rd party assessments required to certify Payment Card Industry (PCI) compliance of the Toll Operations Center.	\$224,700	7/1/2018	6/30/2019
3312100	Software application development: Application development consulting for legacy tolling software	\$50,000	7/1/2018	6/30/2019
3312100	Professional Services - Other: micro purchases used in support of SR-125 contracted services	\$1,000	7/1/2018	6/30/2019
3312100	Project Management Services: License plate image review	\$480,000	7/1/2018	6/30/2019
3312100	Professional Services - Other: Outsourcing of mail room operations	\$46,750	7/1/2018	6/30/2019
3312100	Professional Services - Other: Out of state license plate lookup	\$10,000	7/1/2018	6/30/2019
3312100	Professional Services - Other: Measure effectiveness of SR-125 Customer Service Representatives	\$7,500	7/1/2018	6/30/2019
3312100 Total	State Route 125 Facility Operations	\$2,082,950		
3312200	Professional Services - Other: Motorist Aid technology research and development	\$100,000	7/1/2018	6/30/2019
3312200	Professional Services - Other: Conversion of call boxes hardware from 2G to 3G/4G	\$303,200	7/1/2018	6/30/2019
3312200 5004412	Professional Services - Other: Regional Helicopter Program-County	\$375,000	7/1/2014	6/30/2019
3312200 5004413	Professional Services - Other: Regional Helicopter Program-City	\$375,000	7/1/2014	6/30/2019
3312200	Professional Services - Other: Maintenance of call boxes	\$180,119	7/1/2018	6/30/2019
3312200 5004630	Professional Services - Other: Call box answering service	\$94,556	11/28/2017	11/27/2020
3312200	Professional Services - Other: MOU for call box related services provided by CHP	\$6,800	7/1/2018	6/30/2019
3312200	Professional Services - Other: Call box cell service	\$15,000	7/1/2018	6/30/2019
3312200	Survey Analysis: 511/Motorist aid awareness survey	\$72,000	7/1/2018	6/30/2019
3312200	Professional Services - Other: Installation of 511 signs regionwide	\$155,000	7/1/2018	6/30/2019
3312200 Total	Motorist Aid - Call Box Program	\$1,676,675		
3312300 5000786	Professional Services - Other: ARINC has delivered the Centralized Train Control system for MTS. This system interfaces with signaling, traction power, and sensors located along the entire trolley system for train tracking, routing, dispatching, system monitoring, alerting, and controlling traction power breakers.	\$228,002	12/28/2007	
3312300 Total	Centralized Trolley Control Maintenance	\$228,002		
3312400	Professional Services - Other: FSP - Construction Traffic Mitigation Program	\$1,025,640	7/1/2018	6/30/2019
3312400 Total	Freeway Service Patrol - Traffic Mitigation Program	\$1,025,640		
7350100	Computer Network Services: Nlets Data Center hosting and 'Smart Hands' svc.	\$56,100	7/1/2018	6/30/2019
7350100 Total	ARJIS: Maintenance and Support	\$56,100		
7350200	Legal Services: Privacy Impact assessment and policy development/updates	\$50,000	7/1/2018	6/30/2019
7350200	Auditing Services: Annual financial audit	\$11,000	7/1/2018	6/30/2019
7350200 Total	ARJIS: Project Management and Administration	\$61,000		
7350300 5002052	Software Consulting Services: Ongoing training and assistance with software upgrades for the ARJIS Cognos statistical reporting system.	\$56,000	9/30/2017	9/30/2020
7350300	Software Consulting Services: Consulting services for the ARJIS Enterprise	\$50,000	7/1/2018	6/30/2019
7350300 Total	ARJIS: Enterprise System	\$106,000		
7352000	Computer Network Services: Ongoing ARJIS network support services	\$200,000	7/1/2018	
7352000 Total	ARJIS: ARJISnet Infrastructure and Mobile	\$200,000		
Regional Operations and Services Total		\$16,262,747		

**REGIONAL OPERATIONS AND SERVICES
FY 2017 - 2019 EXPENDITURE COMPARISON**

PROJECT NO.	PROJECT TITLE	FY 2017 ACTUAL EXPENDITURES	FY 2018 ESTIMATED EXPENDITURES	FY 2019 BUDGETED EXPENDITURES
Regional Operations and Services				
3310200	(A) Motorist Aid Services - Freeway Service Patrol	\$4,083,693	\$4,980,234	\$6,067,394
3310300	(A) Interstate 15 <i>FasTrak</i> ® Value Pricing Program	\$5,556,993	\$6,420,014	\$7,720,541
3311000	(A) Intelligent Transportation Systems Operation	\$1,046,262	\$960,023	\$1,532,531
3312100	(A) State Route 125 Facility Operations	\$23,701,141	\$38,602,204	\$42,178,565
3312200	(A) Motorist Aid - Call Box Program	\$2,650,321	\$1,874,006	\$2,182,377
3312300	(M) Centralized Trolley Control Maintenance	\$485,312	\$231,524	\$241,877
3312400	(A) Freeway Service Patrol - Traffic Mitigation Program	-	\$1,527,537	\$1,026,271
3312500	(M) Santa Fe Street Building Management	\$48,907	\$306,979	\$304,871
7350000	ARJIS: Services to Member Agencies (Group Program)			
7350100	(A) ARJIS: Maintenance and Support	\$917,508	\$1,224,201	\$980,886
7350200	(A) ARJIS: Project Management and Administration	\$923,683	\$1,105,079	\$1,190,417
7350300	(M) ARJIS: Enterprise System	\$1,140,269	\$1,076,570	\$1,162,470
7351600	(A) ARJIS: Graffiti Tracker	\$40,231	\$64,348	\$40,880
7352000	(A) ARJIS: ARJISnet Infrastructure and Mobile	\$1,566,640	\$1,934,467	\$1,871,372
7352200	(M) ARJIS: Urban Area Security Initiative FFY 2016	-	\$331,023	\$68,977
7352300	(M) ARJIS: San Diego National Incident Based Reporting	-	\$50,099	\$372,194
7352400	(M) ARJIS: Regional Training Program - FFY 2017	-	\$45,537	\$61,435
7352500	(M) NEW - ARJIS: Urban Area Security Initiative FFY 2018		-	\$403,578
Projects closed out in FY 2018		\$720,514	\$276,333	-
Regional Operations and Services Total		\$42,881,474	\$61,010,179	\$67,406,635

Chapter 5



**Pending
Discretionary Grants**

OVERVIEW

This chapter describes proposed projects that are competing for pending discretionary grants or new funding agreements. The work efforts described in the grant applications in this chapter also are related to work efforts in the proposed budget using existing funds. Grant awards will provide additional resources to conduct these activities in more depth. Since the final grant awards will not be determined at the time this document is approved, the potential additional funding for these work elements is not included as part of the budget.

As grant awards become available or funding agreements become final, amendments to the original Board-approved budget will be requested. The table on the following page summarizes the FY 2019 pending discretionary grants.

FY 2019 PENDING DISCRETIONARY GRANTS

Pending Project No.	Project Title	Grant Type	Project Manager	Department Director	Proposed Budget¹	Proposed Grant Amount	Local Match
SC1	Coastal Rail Trail	Sustainable Communities	Culp	Stoll	\$299,430	\$265,085	\$34,345
SC2	Ride-Hailing Data Collection and Analysis	Sustainable Communities	Meier	Traynor	\$1,129,560	\$1,000,000	\$129,560 ²
SP1	Planning for Operations of Connected and Autonomous Vehicles	Strategic Partnership	Meier	Traynor	\$375,000	\$300,000	\$75,000
SP2	Multimodal Transportation System Management and Operations Plan	Strategic Partnership	Estrella	Traynor	\$395,346	\$350,000	\$45,346
SP3	NCTD Comprehensive Operations Analysis	Sustainable Communities	Kochman	Stoll	\$390,000	\$325,000	\$65,000 ³
AP1	Regional Climate Adaptation Planning Coordination	Adaptation Planning	Wood	Stoll	\$169,434	\$150,000	\$19,434
TOTAL					\$2,758,770	\$2,390,085	\$368,685

¹ Total project cost

² Local match shared amongst sub-applicants

³ Local match to be provided by NCTD

FY 2019 PENDING DISCRETIONARY GRANTS DESCRIPTIONS

Pending Project Number: SC1

Title: Coastal Rail Trail

Proposed Budget: \$299,430

Project Manager: Culp

In collaboration with the City of Encinitas, North County Transit District (NCTD), California Coastal Commission, and other project partners, this project develops a feasibility and implementation plan for the remaining Coastal Rail Trail segments in the City of Encinitas. This project provides conceptual alignments for safe and attractive bikeway and pedestrian facilities for all ages and abilities, which will help make biking and walking a viable mode of travel. It is a regional goal to complete these segments in the near-term phase of a larger multi-modal program of highway, rail, and active transportation improvements for the North Coast Corridor.

Amount Requested: \$265,085 Proposed Match: \$34,345 Total Proposed Budget: \$299,430

Pending Project Number: SC2

Title: Ride-Hailing Data Collection and Analysis

Proposed Budget: \$1,129,560

Project Manager: Meier

California's four largest metropolitan planning organizations in 2016 partnered to establish a Future Mobility Research Program (FMRP) to study the impacts on state-mandated Sustainable Communities Strategies of Transportation Network Companies (TNCs) and other emerging transportation technologies.

The proposed project would build on the FMRP research to conduct a comprehensive data collection effort on Transportation Network Companies by surveying users, non-users, and drivers. The project is necessary because existing data gaps limit accurate transportation forecasting and hamper metropolitan regions' ability to understand how TNCs and automated, driver-less TNCs affect targets for GHG emission reductions, equity, environmental sustainability and economic prosperity goals.

Amount Requested: \$1,000,000 Proposed Match: \$129,560 Total Proposed Budget: \$1,129,560

Pending Project Number: SP1

Title: Planning for Operations of Connected and Autonomous Vehicles

Proposed Budget: \$375,000

Project Manager: Meier

The San Diego Regional Proving Ground (RPG) is an unprecedented partnership between SANDAG, the City of Chula Vista, Caltrans, and a consortium of industry and academic affiliates collaborating around connected and autonomous vehicle (CAV) technology testing and deployment. SANDAG also has developed a Regional Mobility Hub Strategy that illustrates how shared mobility services and technology can improve access to transit and reduce reliance on the private automobile. This grant would develop a Mobility Hub pilot project in the RPG that would demonstrate how shared, electric, and CAV services can expand mobility for disadvantaged communities and reduce greenhouse gas emissions.

Amount Requested: \$300,000 Proposed Match: \$75,000 Total Proposed Budget: \$375,000

Pending Project Number: SP2

Title: Multimodal Transportation System Management and Operations Plan**Proposed Budget: \$395,346****Project Manager: Estrella**

Establish institutional partnerships to ensure all systems including signals, ramp meters, transit services, and Transportation Demand Management (TDM) services work together to serve a complete trip.

This project focuses on the development of the Regional Transportation System Management (TSM) and Operations Strategy (Strategy). The Strategy will integrate existing and planned TSM and TDM strategies into a shared and regional vision for better managing and operating existing and future transportation system assets and services. The primary objective of this project is to set the strategic regional vision for establishing multi-agency and multi-modal institutional platform, goals, and key-guiding principles for setting cross agency operational and management procedures, coordination, cooperation and interconnectivity across the freeway, local arterial and regional transit management systems and services. An example that can result from this effort can include, but is not limited to, the development of a regional performance metric and corresponding institutional commitments to allow all ramp meters to be coordinated with local agency traffic signals at times of major incidents. This project leverages work efforts achieved through the Interstate 15 Integrated Corridor Management Project and will leverage experiences from the completion of the Interstate 805 Active Traffic Demand Management Project.

Amount Requested: \$350,000 Proposed Match: \$45,346 Total Proposed Budget: \$395,346

Pending Project Number: SP3

Title: NCTD Comprehensive Operations Analysis**Proposed Budget: \$390,000****Project Manager: Kochman**

The NCTD Comprehensive Operations Analysis is a 12-month study of NCTD's transit system proposing to develop a multimodal transit service plan throughout NCTD's service area and beyond to optimize performance. The plan will incorporate cutting-edge transit delivery models that respond to the changing land use and economic environment of North County. The plan also will aim to better integrate rail and bus modes so that NCTD's services function as a cohesive network and best meet the diverse needs of our communities. This study will serve as an important tool to meet local and regional GHG reduction goals, improve transit access for all communities, and strengthen the region's important economic position through expansion of services along key transportation corridors. Proposed match to be provided by NCTD.

Amount Requested: \$325,000 Proposed Match: \$65,000 Total Proposed Budget: \$390,000

Pending Project Number: AP1

Title: Regional Climate Adaptation Planning Coordination

Proposed Budget: \$169,434

Project Manager: Wood

Many local projects are underway to analyze the impacts of climate change on the transportation system in the San Diego region, particularly from sea-level rise. Regional coordination is critical to the success of these projects so that plans are consistent, communications are coordinated, and jurisdictions have the tools and resources to understand the science and put it into practice. Through this project, SANDAG will partner with the San Diego Regional Climate Collaborative (SDRCC) to facilitate information-sharing, collaborate on technical approaches and communication strategies for sea-level rise planning, provide technical assistance and build capacity within local jurisdictions to address climate adaptation, and identify future adaptation planning needs for the San Diego region. The project also will draw from the expertise of other SDRCC members, including the Tijuana River National Estuarine Research Reserve.

Amount Requested: \$150,000 Proposed Match: \$19,434 Total Proposed Budget: \$169,434

Chapter 6



Certifications/Assurances and Resolutions

PLANNING EMPHASIS AREAS

As part of the annual budget development planning process, SANDAG, as the Metropolitan Planning Organization (MPO) has an obligation to fully consider and incorporate the state planning emphasis areas into the development of planning efforts in the Overall Work Program (OWP). The following descriptions and references summarize the use of federal and state guidance into the planning process.

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) have identified key provisions in Moving Ahead for Progress in the 21st Century (MAP-21) and Fixing America's Surface Transportation Act (FAST Act), the most recently enacted federal transportation laws. SANDAG staff has incorporated these additional provisions and emphasis areas into upcoming transportation planning efforts where federal funding is involved. For the development and implementation of regional transportation planning activities (Work Element No. 3100400 – Regional Plan Implementation and Work Element No. 3102000 – San Diego Forward: The 2019-2050 Regional Plan) and the five-year Regional Transportation Improvement Program (Work Element No. 1500300 – Funds Management and Oversight), due consideration has been given to adhere to the federal planning factors identified in the legislation, including:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
- Increase the safety and security of the transportation system for motorized and non-motorized users
- Increase the accessibility and mobility of people and freight
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
- Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight
- Promote efficient system management and operation
- Emphasize the preservation of the existing transportation system
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts on surface transportation.

CALIFORNIA PLANNING EMPHASIS AREAS FOR FY 2019

PEAs are policy, procedural, and technical topics to be considered by federal planning fund recipients when preparing work programs for metropolitan and statewide planning and research assistance programs. The FHWA California Division and FTA Region IX have determined that the Areas of Emphasis for California's transportation planning and air quality program for the OWP for Program Year 2019 are:

- Core Planning Functions
- Performance Management
- State of Good Repair

The following table summarizes the relationship between the California PEAs and the SANDAG Areas of Emphasis used in the development of the FY 2018-2019 OWP.

	Core Planning Functions	Performance Management	State of Good Repair
SANDAG Areas of Emphasis			
Modeling and Research	▲		
Regional Operations and Services		▲	▲
Regional Planning	▲	▲	▲
Project Implementation		▲	▲
External Support and Communications	▲	▲	▲

1. Core Planning Functions

PEA Defined: Core planning functions typically include:

- OWP
- Public Participation and Education
- RTP
- Federal Transportation Improvement Program (FTIP)
- Congestion Management Process (required for transportation management areas)
- Annual Listing of Projects

The FAST Act legislation provides metropolitan transportation planning program funding for the integration of transportation planning processes in the Metropolitan Planning Area (e.g. rail, airports, seaports, intermodal facilities, public highways and transit, bike and pedestrian, etc.) into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the region. SANDAG is responsible for reviewing the OWP development

process to ensure all activities and products mandated by the metropolitan transportation planning regulations in 23 CFR 450 are a priority for the region. The OWP work elements and subsequent work tasks must be developed in sufficient detail (i.e., activity description, products, schedule, cost, etc.) to clearly explain the purpose and results of the work to be accomplished.

OWP Coordination: The development of the annual budget including the OWP and the Regional Plan carefully considers the steps needed to integrate all transportation modes and related infrastructure into a unified transportation network. All modes are considered to determine how they can best be integrated into a system that maximizes mobility choices throughout the urban and rural areas. All the documents and plans listed above are consistently updated as needed to ensure SANDAG is meeting federal and state guidelines and funding requirements. The OWP is a prioritized, project-based description of all the planning and implementation efforts to be conducted over the fiscal year, with a specific scope of work and deliverables for each project, which explain the purpose and results of the work to be accomplished.

2. Performance Management

PEA Defined: Caltrans and most of California's MPOs have developed performance measures that inform their RTPs and FTIPs. The objective of the performance- and outcome-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of the national goals. MAP-21/FAST Act require the U.S. DOT, in consultation with states, MPOs, and other stakeholders, to establish performance measures in the areas listed below:

- **Safety** – To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- **Infrastructure Condition** – To maintain the highway infrastructure asset system in a state of good repair.
- **Congestion Reduction** – To achieve a significant reduction in congestion on the National Highway System.
- **System Reliability** – To improve the efficiency of the surface transportation system.
- **Freight Movement and Economic Vitality** – To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- **Environmental Sustainability** – To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- **Reduced Project Delivery Delays** – To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Although the final rulemaking is not yet completed, the FHWA and FTA want each MPO to explicitly identify their process for determining performance targets and measures within their OWPs for FY 2019.

OWP Coordination: One of the complex and challenging efforts in the preparation of the San Diego Forward: The 2019-2050 Regional Plan (Work Element No. 3102000) is to develop and reach agreement on the criteria for ranking proposed projects to be included in the long-range plan. The resulting criteria evaluation matrix takes into consideration all the above attributes and is fundamental to the development of a comprehensive set of projects that will bring return on investment in terms of both dollars and access improvements. In addition, as improvements are put in place, part of the continuous evaluation process is to assess and monitor whether the perceived benefits actually occur. These results then feed back into the development cycle to inform future project priorities and design.

3. State of Good Repair

PEA Defined: MPOs are required to evaluate their transportation system to assess the capital investment needed to maintain a State of Good Repair for the region's transportation facilities and equipment. MPOs shall coordinate with the transit providers in their region to incorporate the Transit Asset Management Plans prepared by the transit providers into the RTP. Analysis of State of Good Repair needs and investments shall be part of any RTP update, and must be included in the OWP task for developing the RTP. MPOs are expected to regularly coordinate with transit operators to evaluate current information on the state of transit assets; to understand the transit operators' transit asset management plans; and to ensure that the transit operators are continually providing transit asset information to support the MPO planning process.

OWP Coordination: In its effort to maintain the State Route (SR 125) Toll Road and Interstate 15 (I-15) Express Lanes in a state of good repair, SANDAG and Caltrans regularly conduct assessments and perform ongoing maintenance and periodic rehabilitation activities for the roadway and tolling systems and equipment. Maintenance and rehabilitation activities are included in the annual program budget for SR 125 (Work Element No. 3312100) and I-15 (Work Element No. 3310300), and are carried out in coordination with Caltrans.

SANDAG regularly coordinates service and equipment needs with the transit agencies. As the regional planning agency, several ongoing work efforts are in place to ensure that the transit and transportation systems are kept in a state of good repair. The annual Short-Range Transit Service Activities work element (Work Element No. 3320100) prepares transit area studies and operations plans, assists transit operators, and oversees the Consolidated Transportation Services Agency, as well as the integration of near-term projects from the Regional Plan into the Short-Range Transit Plan component of the Coordinated Plan. The Metropolitan Transit System (MTS) and North County Transit District (NCTD) have similar project selection processes based on established criteria and involving the active participation of sponsoring agencies and/or departments. High on the criteria ranking are existing services in need of major maintenance, replacement, or safety improvements. The transit agencies review and prioritize capital project submittals to ensure that operationally critical projects are funded. The transit Capital Improvement Projects are revenue constrained programs, meaning they are based on existing, committed, or reasonably expected funding levels for each of the next five years. MTS and NCTD each conduct separate social equity analyses of their proposed capital projects to ensure that the benefits and burdens of their transit investments are shared equitably in their respective service areas.

FY 2018/2019 FHWA and FTA Metropolitan Transportation Planning Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and the San Diego Association of Governments, the designated Metropolitan Planning Organization for the San Diego urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

 _____ MPO Authorizing Signature _____ Chief Deputy Executive Director Title 2-22-2018 _____ Date	 _____ Caltrans District Approval Signature _____ Title _____ Date

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES FOR FEDERAL TRANSIT ADMINISTRATION ASSISTANCE PROGRAMS

(Signature pages alternative to providing Certifications and Assurances in TrAMS)

Name of Applicant: San Diego Association of Governments (SANDAG)

The Applicant agrees to comply with applicable provisions of Categories 01 – 21. ✓

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

<u>Category</u>	<u>Description</u>	
01.	Required Certifications and Assurances for Each Applicant.	_____
02.	Lobbying.	_____
03.	Private Sector Protections.	_____
04.	Rolling Stock Reviews and Bus Testing.	_____
05.	Demand Responsive Service.	_____
06.	Intelligent Transportation Systems.	_____
07.	Interest and Financing Costs and Acquisition of Capital Assets by Lease.	_____
08.	Transit Asset Management Plan, Public Transportation Safety Program, and State Safety Oversight Requirements.	_____
09.	Alcohol and Controlled Substances Testing.	_____
10.	Fixed Guideway Capital Investment Grants Program (New Starts, Small Starts, and Core Capacity Improvement).	_____
11.	State of Good Repair Program.	_____
12.	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.	_____
13.	Urbanized Area Formula Grants Programs and Passenger Ferry Grant Program.	_____
14.	Enhanced Mobility of Seniors and Individuals with Disabilities Programs.	_____
15.	Rural Areas and Appalachian Development Programs.	_____
16.	Tribal Transit Programs (Public Transportation on Indian Reservations Programs).	_____
17.	State Safety Oversight Grant Program.	_____
18.	Public Transportation Emergency Relief Program.	_____
19.	Expedited Project Delivery Pilot Program.	_____
20.	Infrastructure Finance Programs.	_____
21.	Construction Hiring Preferences.	_____ _____

FTA FISCAL YEAR 2018 CERTIFICATIONS AND ASSURANCES

FEDERAL FISCAL YEAR 2018 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2018)

AFFIRMATION OF APPLICANT

Name of the Applicant: San Diego Association of Governments (SANDAG)

Name and Relationship of the Authorized Representative: Kim Kawada, Chief Deputy Executive Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2018, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2018.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature



Date:

2-22-2018

Name Kim Kawada

Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): San Diego Association of Governments (SANDAG)

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature



Date:

2.23.2018

Name John Kirk

Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

**Fiscal Year 2018/2019 California Department of Transportation
Debarment and Suspension Certification**

*As required by U.S. DOT regulations on governmentwide Debarment and Suspension
(Nonprocurement), 49 CFR 29.100:*

- 1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
 - a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
 - b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
 - d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
- 2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
- 3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

**DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2018/2019
SIGNATURE PAGE**

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature  Date 2.22.2018

Printed Name Kim Kawada

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For San Diego Association of Governments (Name of Applicant)

Signature  Date 2.23.2018

Printed Name of Applicant's Attorney John Kirk

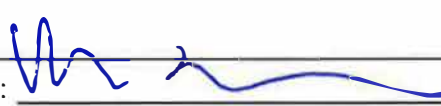
DISCLOSURE OF LOBBYING ACTIVITIES

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352

Approved by OMB

0348-0046

(See reverse for public burden disclosure.)

1. Type of Federal Action: ☒ a. contract ☐ b. grant ☐ c. cooperative agreement ☐ d. loan ☐ e. loan guarantee ☐ f. loan insurance		2. Status of Federal Action: ☒ a. bid/offer/application ☐ b. initial award ☐ c. post-award		3. Report Type: ☒ a. initial filing ☐ b. material change For Material Change Only: year _____ quarter _____ date of last report _____	
4. Name and Address of Reporting Entity: ☒ Prime ☐ Subawardee Tier _____, if known: Congressional District, if known:			5. If Reporting Entity in No. 4 is a Subawardee, Enter Name and Address of Prime: Congressional District, if known:		
6. Federal Department/Agency: Department of Transportation			7. Federal Program Name/Description: CFDA Number, if applicable: _____		
8. Federal Action Number, if known:			9. Award Amount, if known: \$		
10. a. Name and Address of Lobbying Registrant (if individual, last name, first name, MI): Peyser, Peter Peyser Associates 100 M Street Ste. 600 Washington, D.C. 20003			b. Individuals Performing Services (including address if different from No. 10a) (last name, first name, MI): 		
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.			Signature: _____ Print Name: Victoria Stackwick Title: Principal Legislative Analyst Telephone No.: 619-699-6926 Date: 02/23/18		
Federal Use Only:			Authorized for Local Reproduction Standard Form LLL (Rev. 7-97)		



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sandag.org

RESOLUTION NO. RTC-2018-XX

ADOPTION OF FY 2019 PROGRAM BUDGET, AND PROVIDING FOR ALL AUTHORIZATIONS NECESSARY AND PERTINENT THERETO

WHEREAS, the San Diego Association of Governments (SANDAG) Bylaws stipulate that the Board of Directors shall adopt a Final Budget no later than June 30 of each year; and

WHEREAS, SANDAG serves as the San Diego County Regional Transportation Commission (Commission) and California Public Utilities Section 132104(a), which is part of the enabling legislation creating the Commission, requires the adoption of an annual budget; and

WHEREAS, the adopted FY 2019 Program Budget, including the Overall Work Program (OWP), anticipates reliance on federal, State of California, and other funds, which require certification of nonfederal matching funds; and

WHEREAS, such required match is identified as being available from Transportation Development Act funds, member agency assessments, local assistance, and other local funds and in-kind services; and

WHEREAS, pursuant to SANDAG Board Policy No. 017: Delegation of Authority, adoption of the annual budget by the Board shall automatically authorize the Executive Director to enter into any agreements or take any other actions necessary to implement budget items or other actions approved by the Board; and

WHEREAS, it is necessary to authorize the SANDAG Executive Director to reimburse SANDAG for necessary administrative expenditures made on behalf of the Commission, including Board of Directors expenses, SANDAG staff services, and contractual services necessary to carry out the legal, administrative, auditing, and investment management responsibilities of the Commission;

NOW THEREFORE

BE IT RESOLVED by the Board of Directors of SANDAG, also acting as the Commission, that:

- a. The FY 2019 Program Budget, hereby incorporated by reference, is adopted in an amount projected to be \$1.33 billion, including the OWP in the amount of \$44.0 million, the annual portion of the Capital Program in the amount of \$914.6 million, and the annual portion of Regional Operations and Programs in the amount of \$67.4 million. The SANDAG Director of Finance hereby is authorized to finalize the FY 2019 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax-backed commercial paper proceeds, interest earnings received pursuant to this budgetary authority, and actual end-of-year carryover funds status as determined by the Director of Finance; and

- b. Each member agency hereby is assessed its share of the amount shown in the adopted FY 2019 Program Budget for the base SANDAG membership, the Criminal Justice Clearinghouse assessment, and for the Automated Regional Justice Information System assessment; and
- c. The SANDAG Director of Administration is authorized to make, if applicable, such personnel changes, Position Classification and Salary Range Table adjustments, and other employee compensation package adjustments for which funding is provided in the adopted FY 2019 Program Budget and as may be amended by the Board of Directors; and
- d. The SANDAG Executive Director, or his/her designee, is hereby authorized to submit grant applications and revenue claims, and execute grant and revenue agreements in the amounts identified in this adopted FY 2019 Program Budget and as may be amended subject to the final agreement of the funding agencies; and
- e. The SANDAG Executive Director, or his/her designee, is hereby authorized to execute grant agreements and all necessary documents and covenants required by granting agency laws, rules, and administrative regulations, and the Board of Directors hereby certifies the required nonfederal match to the above listed agencies and in the amounts necessary subject to SANDAG Director of Finance certification of funds availability; and
- f. The SANDAG Executive Director is hereby authorized to accept funds from member agencies and other entities for the performance of Service Bureau projects and is further authorized to enter into agreements for goods and services in any amount requested by the entities as may be necessary to carry out the project; and

BE IT FURTHER RESOLVED that a copy of this resolution and adopted FY 2019 Program Budget be filed with the Clerk of each member agency.

PASSED AND ADOPTED this 25th day of May 2018.

Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission

[Seal]

Attest:

Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission

Chapter 7



Administration and Board Budgets

OVERVIEW

This chapter contains the Administration Budget and the Board of Directors' Budget. The Administration Budget shows the costs of providing administrative services, including staff time, facility rental, contracted services, information systems maintenance, travel, and training. These administrative costs are allocated across the Overall Work Program, Regional Operations and Services, and Capital Improvement Program project costs based on direct labor dollars charged to each project, and funded accordingly. Each year, the allocation method for assigning administrative costs to projects is reviewed and approved by Caltrans, acting as the cognizant agency on behalf of other federal agencies that contribute to funding the SANDAG Budget.

The Board of Directors' Budget shows the costs associated with conducting Board of Directors' business and related Policy Advisory Committee meetings. As indicated in the Board of Directors' Budget, those costs are funded with SANDAG member agency assessments and *TransNet* administrative funds.

The information shown in the following pages includes the budget summaries, descriptions of the cost categories for the FY 2018 Budget as well as prior years for both the Administration Budget and the Board of Directors' Budget.

FY 2019 ADMINISTRATION BUDGET

PERSONNEL	FY 2017 Actual	FY 2018 Budget	FY 2019 Budget	Percent of Non- Personnel Costs	Annual Percentage Change
Total Agency Salaries and Benefits	<u>\$38,938,591</u>	<u>\$41,107,046</u>	<u>\$46,628,320</u>		13.4%
Administrative Salaries and Benefits - (Included in Total Agency Salaries and Benefits shown above)	6,252,080	6,516,908	6,841,900		5.0%
Administrative Staffing - Outside Temporary Services	142,956	160,000	75,000		-53.1%
SUBTOTAL ADMIN SALARIES AND BENEFITS	\$6,395,036	\$6,676,908	\$6,916,900		3.6%
NON-PERSONNEL					
Office and Graphics Supplies	87,613	209,640	203,200	2.8%	-3.1%
Postage	12,642	25,500	20,000	0.3%	-21.6%
Professional Services	803,872	1,252,034	1,997,087	28.0%	59.5%
Parking and Mileage	56,066	70,000	70,000	1.0%	0.0%
Travel	45,163	67,000	61,000	0.9%	-9.0%
Meeting and Miscellaneous Expenses	5,325	22,000	13,000	0.2%	-40.9%
Recruitment Expenses	42,793	53,000	53,000	0.7%	0.0%
Memberships and Publications	115,628	118,000	118,000	1.7%	0.0%
Rent, Facilities	2,482,155	2,657,500	2,920,000	40.9%	9.9%
Lease/Purchase/Maintenance - Vehicles	29,256	45,000	45,000	0.6%	0.0%
Lease/Purchase/Maintenance - Office Equipment	102,048	135,000	150,000	2.1%	11.1%
Insurance	204,969	415,000	428,000	6.0%	3.1%
Telecommunications	254,002	270,000	270,000	3.8%	0.0%
Training Program	142,347	120,000	150,000	2.1%	25.0%
Information Systems - Maintenance and Equipment	719,580	950,000	1,207,973	16.9%	27.2%
Contingency	20,090	125,000	125,000	1.7%	0.0%
SUBTOTAL NON-PERSONNEL	\$5,123,550	\$6,534,674	\$7,831,260		19.8%
TOTAL ADMINISTRATION BUDGET	<u>\$11,518,586</u>	<u>\$13,211,582</u>	<u>\$14,748,160</u>		11.6%
Less: Contingency funded separately with Member Assessments and TransNet	(\$20,090)	(\$125,000)	(\$125,000)	-1.7%	0.0%
Less: Cost Recovery Carry Forward from Prior Years	\$99,149	(\$157,539)	(\$561,933)	-7.9%	256.7%
Total Non-Personnel Costs Charged to Overhead	\$5,202,609	\$6,252,135	\$7,144,327	100.0%	14.3%
Total Indirect Costs to be allocated (See Below)	\$11,597,645	\$12,929,043	\$14,061,227		8.8%

The Administrative Budget is allocated to the OWP, Capital, and Regional Operations Projects as follows:

	FY 2017	Percent of Costs	FY 2018	Percent of Costs	FY 2019	Percent of Costs	
Salaries and Benefits allocated to OWP Projects	\$3,389,369	53%	\$3,672,299	55%	\$3,695,697	53%	0.6%
Salaries and Benefits allocated to Operations Projects	191,851	3%	200,307	3%	346,834	5%	73.2%
Salaries and Benefits allocated to Capital Projects	2,813,816	44%	2,804,301	42%	2,874,369	42%	2.5%
Total Salaries and Benefits Allocated	<u>6,395,036</u>	<u>100%</u>	<u>6,676,908</u>	<u>100%</u>	<u>6,916,900</u>	<u>100%</u>	<u>3.6%</u>
Non-Personnel allocated to OWP Projects	\$2,757,383	53%	\$3,438,674	55%	\$3,817,212	53%	11.0%
Non-Personnel allocated to Operations Projects	156,078	3%	187,564	3%	358,237	5%	91.0%
Non-Personnel allocated to Capital Projects	2,289,148	44%	2,625,897	42%	2,968,878	42%	13.1%
Total Non-Personnel Allocated	<u>5,202,609</u>	<u>100%</u>	<u>6,252,135</u>	<u>100%</u>	<u>7,144,327</u>	<u>100%</u>	<u>14.3%</u>
Total Indirect Cost Allocations	<u>\$11,597,645</u>		<u>\$12,929,043</u>		<u>\$14,061,227</u>		

FY 2019 ADMINISTRATION BUDGET DETAILED DESCRIPTIONS

ACCOUNT TITLE/PURPOSE	FY 2017 ACTUAL	FY 2018 BUDGET	FY 2019 BUDGET	CHANGE AMOUNT	ANNUAL PERCENT CHANGE	PRIMARY REASON FOR CHANGE
OFFICE AND GRAPHICS SUPPLIES: All standard office supplies, forms, paper, materials, small equipment, miscellaneous furniture, ergonomic resources, outside graphics, etc.	\$87,613	\$209,640	\$203,200	(\$6,440)	-3.1%	Cost efficiencies in office supplies, furniture, and outside graphics
POSTAGE: Annual bulk permits, standard mailing expenses, messengers, and couriers	12,642	25,500	20,000	(5,500)	-21.6%	Cost savings in overnight and certified mailing
PROFESSIONAL SERVICES: Annual financial audit, outside legal services, annual support fees for financial system, DBE consultants, Small Business Disparity Study, payroll and human resources system processing fees and services, and records management	803,872	1,252,034	1,997,087	745,053	59.5%	Small Business Disparity study (2013-2017) will occur in FY 2019, new audit committee and program expenses, funding added for Plan of Excellence tasks and records management services
PARKING AND MILEAGE: Parking validations, permits, and mileage reimbursement	56,066	70,000	70,000	-	0.0%	
TRAVEL: All staff business travel not specifically charged to projects	45,163	67,000	61,000	(6,000)	-9.0%	Cost savings due to shift to more project-related travel
MEETING AND MISCELLANEOUS EXPENSES: Business meeting expense, public notices, and outreach expenses	5,325	22,000	13,000	(9,000)	-40.9%	Budget realigned to reflect actuals
RECRUITMENT EXPENSES: Advertising, background checking, and candidate travel	42,793	53,000	53,000	-	0.0%	
MEMBERSHIPS AND PUBLICATIONS: CALCOG, AMPO, APTA, ASCE, ITE, Bar Association, and APA	115,628	118,000	118,000	-	0.0%	
RENT, FACILITIES: Office lease, maintenance, and common areas for SANDAG facilities	2,482,155	2,657,500	2,920,000	262,500	9.9%	Yearly rent escalation and shared maintenance adjustment (as required by lease), adding approx. 3,100 sq.ft.
LEASE/PURCHASE/MAINTENANCE - VEHICLES: Lease and maintenance of vehicles	29,256	45,000	45,000	-	0.0%	
LEASE/PURCHASE/MAINTENANCE - OFFICE EQUIPMENT: Lease or purchase of graphics, word processing, copiers, sound system, projection, other office equipment, and maintenance	102,048	135,000	150,000	15,000	11.1%	Upgrades conference room audio visual equipment
INSURANCE: Blanket bond, general liability, property, travel, cyber, and other agency insurance	204,969	415,000	428,000	13,000	3.1%	New policies and property insurance adjustments
TELECOMMUNICATIONS: Telephone, teleconferencing, and voicemail system	254,002	270,000	270,000	-	0.0%	
TRAINING PROGRAM: Professional development, management coaching, departmental training, and tuition reimbursement	142,347	120,000	150,000	30,000	25.0%	Increase as a result of Plan of Excellence tasks: employee development training
INFORMATION SYSTEMS - MAINTENANCE AND EQUIPMENT: Maintenance, software, and equipment costs	719,580	950,000	1,207,973	257,973	27.2%	Maintenance service agreement escalation
CONTINGENCY: Administrative reserve for urgent unforeseen requirements	20,090	125,000	125,000	-	0.0%	
TOTAL NON-PERSONNEL COSTS	\$5,123,550	\$6,534,674	\$7,831,260	\$1,296,586	19.8%	
LESS: COST RECOVERY CARRY FORWARD FROM PRIOR YEARS	\$99,149	(\$157,539)	(\$561,933)	(\$404,394)	256.7%	Carry-forward from FY 2017 for FY 2019 (two-year lag)
LESS: CONTINGENCY	\$ (20,090)	(\$125,000)	(\$125,000)	\$0	0.0%	
TOTAL NON-PERSONNEL COSTS CHARGED TO OVERHEAD	\$5,202,609	\$6,252,135	\$7,144,327	\$892,192	14.3%	

FY 2019 BOARD OF DIRECTORS BUDGET

BOARD OF DIRECTORS EXPENSE	FY 2017 Actual	FY 2018 Estimated Actual	FY 2019 Budget	Annual Percent Change
Professional Services	\$119,793	\$187,000	\$27,000	-85.6%
Parking and Mileage	21,838	48,000	48,000	0.0%
Travel	22,138	35,000	35,000	0.0%
Meeting and Misc Expense	52,072	55,000	55,000	0.0%
Board Compensation	130,800	180,000	180,000	0.0%
Total Board Expense	\$346,641	\$505,000	\$345,000	-31.7%

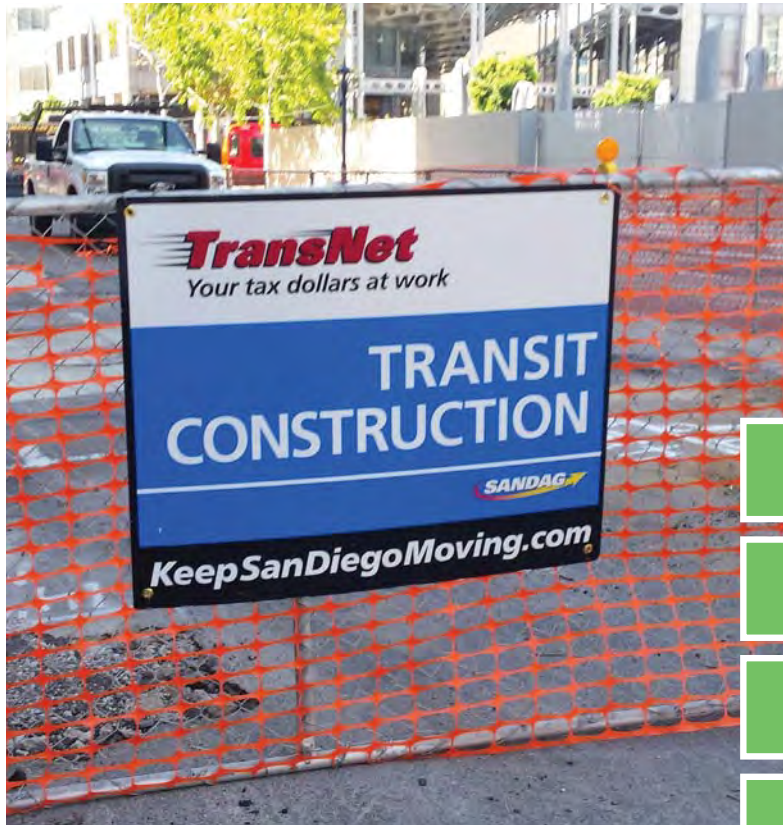
SOURCES OF FUNDING:

Member Agency Assessments	\$115,303	\$249,750	\$172,500	-30.9%
<i>TransNet</i> Administration (1%)	115,303	249,750	172,500	-30.9%
SANDAG Contingency Reserve	116,035	5,500	-	-100.0%
Total Funding Sources	\$346,641	\$505,000	\$345,000	-31.7%

FY 2019 BOARD BUDGET DETAILED DESCRIPTIONS

ACCOUNT TITLE/PURPOSE	FY 2017 ACTUAL	FY 2018 BUDGET	FY 2019 BUDGET	CHANGE AMOUNT	PERCENT CHANGE	PRIMARY REASON FOR CHANGE
PROFESSIONAL SERVICES: Audio visual, technical and other services relating to conducting Board and policy committee meetings	\$119,793	\$187,000	\$27,000	(\$160,000)	-85.6%	Boardroom audio visual and sound system upgrade in FY 2018
PARKING AND MILEAGE: Board of Directors mileage, parking permits, and validation for public parking	21,838	48,000	48,000	-	0.0%	
TRAVEL: Board member business travel	22,138	35,000	35,000	-	0.0%	
MEETING AND MISC. EXPENSE: Board and policy committees' meeting expenses	52,072	55,000	55,000	-	0.0%	
BOARD COMPENSATION: Board and policy committees' member meeting compensation	130,800	180,000	180,000	-	0.0%	Audit Committee compensation is included in this budget.
TOTAL BOARD EXPENSE	<u>\$346,641</u>	<u>\$505,000</u>	<u>\$345,000</u>	<u>(\$160,000)</u>	<u>-31.7%</u>	

Chapter 8



***TransNet* Program**

OVERVIEW

This chapter provides summary information related to the *TransNet* Program, the region's half-percent sales tax dedicated for transportation-related improvements. In 2004, the voters enacted a 40-year extension to the *TransNet* Program (Proposition A, November 2004), which extended the previous program from FY 2009 through FY 2048.

The *TransNet* Ordinance and Expenditure Plan governs the distribution of the half-percent sales tax revenues. After allocating up to 1 percent for program administration and planning future investments; a base of \$250,000 with a consumer price index annual increase to the Independent Taxpayer Oversight Committee (ITOC); and 2 percent for the Bicycle, Pedestrian, and Neighborhood Safety Program (also referred to as Active Transportation), the net annual revenues are distributed among the various major program categories shown in the following "flow of funds" chart. In the ten years since implementation, the ITOC has chosen to forgo its allocation four times and distribute those proceeds to the other programs. The following tables provide the actual and estimated revenue distribution for FY 2017 through FY 2019. Based on the flow of funds shown in the chart on Page 8-3, for FY 2019 the total annual estimated revenue of approximately \$301 million will be 'passed through' or allocated to each major program, as shown in the table on Page 8-4. The next table provides a further breakdown of the allocations to the Public Transit Improvements and Local Street and Road programs. The transit funds are distributed on a population formula basis to the Metropolitan Transit System and North County Transit District areas of jurisdiction, with a set-aside for specialized services for seniors and disabled riders. The Local Street and Road Program funds are allocated by formula and distributed accordingly to each of the 18 cities and the County of San Diego. Estimated interest income from sales tax is allocated throughout the fiscal year to each program component and member agency based on a pro-rata share of their respective balances.

The *TransNet* Ordinance mandates a comprehensive review every ten years, with the first one required to be completed in 2019. A "Look-Back" review was initiated in FY 2018, and recommendations from this effort will inform proposed revisions, if any, as part of the "Look-Forward" part of the review during FY 2019.

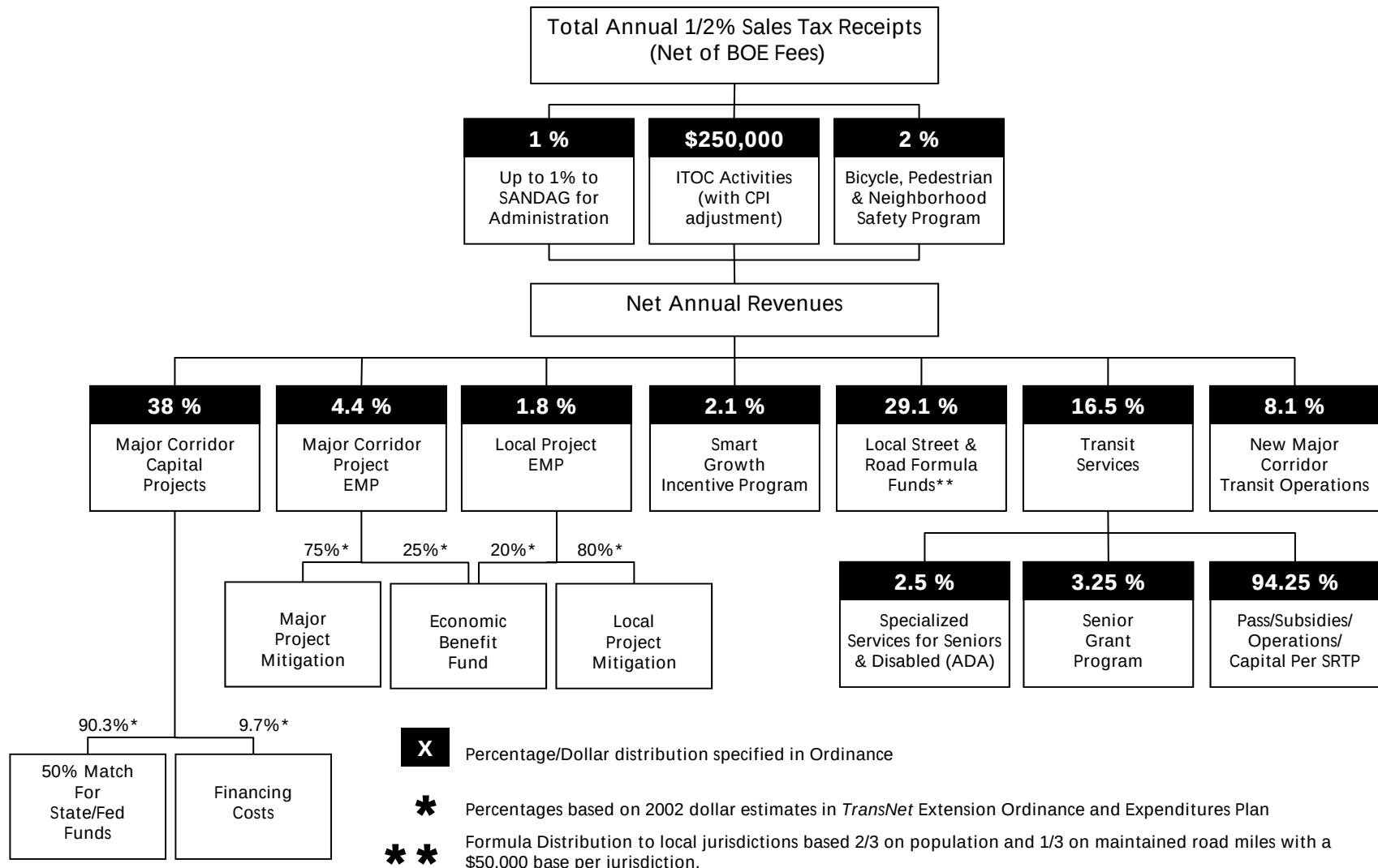
Debt financing has been used to accelerate the implementation of key major corridor, environmental mitigation, and local street and road programs. The debt service costs are assessed on a pro-rata basis to each program component receiving bond proceeds. The annual debt service payments are shown next to the annual revenue estimates for the member agencies or programs receiving bond proceeds. The estimation of interest earnings forms the remaining balance of the bond proceeds. The estimated interest income from bond proceeds is allocated to each program component and member agencies receiving bond proceeds based on a pro-rata share of their respective balances. The complete schedule of debt service payments is shown on pages 8-6 and 8-7.

Four grant programs shown in the flow of funds are being administered by SANDAG. The Senior Services Transportation Grant Program is a competitive grant program awarded for projects and operations that support mobility and access for senior and disabled persons. Active Transportation is a grant program supporting non-motorized transportation infrastructure and neighborhood safety enhancement projects. The Smart Growth Incentive Program focuses on grants to communities that are pursuing developments consistent with the regional smart growth areas and strategies. The Environmental Mitigation Program combines grant awards and contracts to provide habitat restoration, creation, enhancement, management, and monitoring necessary to meet project mitigation requirements primarily relating to *TransNet* Early Action Program capital projects.

Another program fund administered by SANDAG is for New Major Corridor Transit Operations. This 8.1 percent set-aside assures the funding of continued operations of *TransNet*-funded transit services. The services that have been built and are open or nearly open for service are shown at the end of this chapter, showing the projected *TransNet* funding necessary for the transit agencies to provide continued operations.

Extension

Flow of Funds — FY 2009 to FY 2048



SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
FY 2019 TransNet PROGRAM BUDGET

	Actual FY 2017	Estimated FY 2018	Projected FY 2019	Percent of Estimated Sales Tax Receipts	Percent Change FY 2018 to FY	FY 2019 Debt Service Bond Payments
TransNet PROGRAM REVENUES						
ESTIMATED GROSS SALES TAX RECEIPTS	\$ 287,757,140	\$ 295,454,817	\$ 304,218,796			
LESS: BOARD OF EQUALIZATION FEES	(3,300,880)	(3,322,180)	(3,322,180)			
ESTIMATED SALES TAX RECEIPTS	284,456,260	292,132,637	300,896,616	100%	3.0%	\$ (117,827,730)
INTEREST INCOME ¹	7,537,881	7,392,917	7,392,917		0.0%	
TOTAL ESTIMATED REVENUES	<u>\$ 291,994,141</u>	<u>\$ 299,525,554</u>	<u>\$ 308,289,533</u>		3.0%	<u>\$ (117,827,730)</u>
TransNet PROGRAM ALLOCATIONS						
ADMINISTRATIVE ALLOCATIONS: ²						
COMMISSION/BOARD EXPENSES ³	\$ 163,500	\$ 167,500	\$ 172,500		3.0%	
ADMINISTRATIVE/CONTRACT SERVICES	2,631,063	2,691,326	2,773,966		3.1%	
ADMINISTRATIVE RESERVE	50,000	62,500	62,500		0.0%	
TOTAL ADMINISTRATIVE ALLOCATIONS	2,844,563	2,921,326	3,008,966	1.0%	3.0%	
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE ⁴	-	394,972	399,019	0.1%	1.0%	
BICYCLE, PEDESTRIAN, & NEIGHBORHOOD SAFETY ⁵	5,689,125	5,842,653	6,017,932	2.0%	3.0%	
TOTAL OFF-THE-TOP PROGRAMS	8,533,688	9,158,951	9,425,917		2.9%	
NET SALES TAX RECEIPTS	275,922,572	282,973,686	291,470,699			
PROGRAM ALLOCATIONS (calculated on net sales tax receipts):						
MAJOR CORRIDORS PROGRAM ⁶	116,991,171	119,980,843	123,583,576	41.1%	3.0%	\$ (113,670,892)
MAJOR CORRIDOR TRANSIT OPERATIONS ⁷	22,349,728	22,920,869	23,609,127	7.8%	3.0%	
TRANSIT SYSTEM IMPROVEMENTS ⁸	45,527,224	46,690,658	48,092,665	16.0%	3.0%	
LOCAL SYSTEM IMPROVEMENTS ⁹	<u>\$91,054,449</u>	<u>93,381,316</u>	<u>96,185,331</u>	32.0%	3.0%	(4,156,838)
TOTAL PROGRAM ALLOCATIONS	275,922,572	282,973,686	291,470,699		3.0%	
TransNet PROGRAM ALLOCATIONS SUMMARY						
TOTAL OFF-THE-TOP PROGRAMS	\$ 8,533,688	\$ 9,158,951	\$ 9,425,917		2.9%	
TOTAL PROGRAM ALLOCATIONS	275,922,572	282,973,686	291,470,699		3.0%	
TOTAL ALLOCATIONS	284,456,260	292,132,637	300,896,616		3.0%	
INTEREST INCOME (to be allocated) ¹	7,537,881	7,392,917	7,392,917		0.0%	
TOTAL ALLOCATIONS AND INTEREST	<u>\$ 291,994,141</u>	<u>\$ 299,525,554</u>	<u>\$ 308,289,533</u>		2.9%	<u>\$ (117,827,730)</u>

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

¹ Estimated FY 2018 and projected FY 2019 interest includes projected sales tax revenue interest earnings and projected earnings on unspent bond proceeds held as investments.

² Up to 1 percent of the annual sales tax revenue shall be allocated for administrative expenses.

³ See Chapter 7 for further detail.

⁴ The Independent Taxpayer Oversight Committee (ITOC) allocation is based on the annual increase in consumer price index beginning with FY 2002, using \$250,000 as the starting base. At its February 10, 2016, meeting, ITOC voted to forgo its FY 2017 allocation, noting that the current carryover balance is sufficient to continue its role in FY 2017.

⁵ Total of 2 percent of annual sales tax revenue shall be allocated for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.

⁶ 42.4 percent of the net sales tax receipts shall be allocated for Major Corridor projects, which include transportation mitigation under the Environmental Mitigation (EMP) Program and any finance charges incurred.

⁷ 8.1 percent of the net sales tax receipt shall be allocated to operate new rail or Bus Rapid Transit (BRT) services.

⁸ 16.5 percent of the net sales tax receipts shall be allocated for purposes of public transit services, including providing for senior and Americans with Disabilities Act (ADA)-related services.

⁹ 33 percent of net sales tax receipts shall be allocated for local street and road improvement services, which includes roadway projects as well as Local EMP and Smart Growth Incentive Programs.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
FY 2019 TransNet PROGRAM BUDGET

	Actual FY 2017	Revised Estimated FY 2018	Projected FY 2019	Percent Change FY 2018 to FY	FY 2019 Debt Service Bond Payments
DETAIL OF ESTIMATED PROGRAM ALLOCATIONS					
TOTAL ADMINISTRATIVE ALLOCATIONS	\$ 2,844,563	\$ 2,921,326	\$ 3,008,966	3.0%	
BICYCLE, PEDESTRIAN, & NEIGHBORHOOD SAFETY	5,689,125	5,842,653	6,017,932	3.0%	
INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE ¹	-	394,972	399,019	1.0%	
MAJOR CORRIDORS PROGRAM	116,991,171	119,980,843	123,583,576	3.0%	\$ (113,670,892)
MAJOR CORRIDOR TRANSIT OPERATIONS	22,349,728	22,920,869	23,609,127	3.0%	
PUBLIC TRANSIT IMPROVEMENTS: ²					
2.5% FOR ADA-RELATED SERVICES	1,138,181	1,167,267	1,202,317	3.0%	
3.25% FOR SERVICES FOR SENIORS /DISABLED	1,479,635	1,517,446	1,563,012	3.0%	
MTS PROJECTS & SERVICES	30,534,213	31,293,002	32,232,021	3.0%	
NCTD PROJECTS & SERVICES	12,375,195	12,712,943	13,095,315	3.0%	
TOTAL PUBLIC TRANSIT IMPROVEMENTS	45,527,224	46,690,658	48,092,665	3.0%	
LOCAL STREET & ROAD IMPROVEMENTS:					
LOCAL STREET & ROAD PROGRAM: ³					
CARLSBAD	2,823,512	3,124,931	3,096,742	-0.9%	
CHULA VISTA	5,850,176	6,042,524	6,076,321	0.6%	
CORONADO	583,459	614,480	632,317	2.9%	
DEL MAR	197,654	198,619	205,503	3.5%	(197,250)
EL CAJON	2,381,090	2,406,258	2,405,338	0.0%	
ENCINITAS	1,625,154	1,708,811	1,703,427	-0.3%	
ESCONDIDO	3,501,523	3,573,775	3,713,169	3.9%	
IMPERIAL BEACH	686,525	726,502	699,542	-3.7%	
LA MESA	1,543,817	1,568,970	1,547,563	-1.4%	
LEMON GROVE	706,987	716,409	712,859	-0.5%	
NATIONAL CITY	1,382,048	1,403,783	1,449,679	3.3%	(383,461)
OCEANSIDE	4,524,006	4,611,369	4,424,684	-4.0%	
POWAY	1,484,203	1,506,372	1,480,875	-1.7%	
SAN DIEGO	31,943,599	32,473,366	33,387,903	2.8%	
SAN MARCOS	2,142,156	2,229,867	2,262,915	1.5%	(655,567)
SANTEE	1,435,522	1,456,836	1,444,084	-0.9%	(962,389)
SOLANA BEACH	431,979	439,657	426,945	-2.9%	(219,966)
VISTA	2,242,782	2,293,697	2,400,920	4.7%	
COUNTY OF SAN DIEGO	14,807,277	15,249,117	16,747,187	9.8%	(1,738,205)
TOTAL LOCAL STREET & ROAD PROGRAM	80,293,469	82,345,343	84,817,973	3.0%	(4,156,838)
Local Environmental Mitigation Program (EMP) ⁴	4,966,606	5,093,526	5,246,473	3.0%	
Local Smart Growth Incentive Program ⁴	5,794,374	5,942,447	6,120,885	3.0%	
TOTAL LOCAL SYSTEM IMPROVEMENT ALLOCATIONS	91,054,449	93,381,316	96,185,331	3.0%	
INTEREST INCOME (to be allocated) ⁵	7,537,881	7,392,917	7,392,917	0.0%	
TOTAL PROGRAM ALLOCATIONS	\$ 291,994,141	\$ 299,525,554	\$ 308,289,533	2.9%	\$ (117,827,730)

NOTES:

¹ The ITOC allocation is based on the annual increase in CPI beginning with FY 2002, using \$250,000 as the starting base. At its February 10, 2016, meeting, ITOC voted to forgo its FY 2017 allocation, noting that the current carryover balance is sufficient to continue its role in FY 2017.

² Transit allocations include 'off-the-top' funding services for ADA-related programs and for senior/disabled services, with the balance allocated by population to MTS and NCTD. The ADA funding is allocated to the transit agencies based on population, while the Senior Services program is allocated based on a competitive call for projects process.

³ Local Street and Road Improvements Program funds are allocated based on \$50,000 to each jurisdiction and the balance allocated by a formula based 2/3 on population data published by the State of California Department of Finance, and 1/3 on miles of maintained roads published by Caltrans. Individual city and County data as a percentage of the total of all city and County figures may fluctuate year to year.

⁴ The Local EMP and Local Smart Growth Incentive programs are a subset under the Local System Improvement Program designed to encourage early project mitigation and Smart Growth planning. These funds are available on a competitive call for projects process.

⁵ Estimated FY 2018 and projected FY 2019 interest includes projected sales tax revenue interest earnings and projected earnings on unspent bond proceeds held as investments in FY 2018 and FY 2019.

FY 2019 TransNet LONG-TERM DEBT PROGRAM

2008 Series A,B,C,D Sales Tax Revenue Bonds

2010 Series A (Build America Bonds)

2010 Series B, 2012 Series A, 2014 Series A, 2016 Series A (Tax-Exempt Bonds)

Debt Service Allocation

Period Ending	\$600,000,000 Series 2008 Sales Tax Revenue Bonds			\$338,960,000 Series A 2010 Sales Tax Revenue Bonds (Build America Bonds)					\$11,040,000 Series B 2010 Sales Tax Revenue Bonds (Tax-Exempt)		
	Principal Payment	Interest Payment ¹	Total Annual Payment	Principal Payment	Gross Interest Payment	Federal Subsidy on Interest	Net Interest Payment ²	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment
6/30/2008		\$ 3,779,037	\$ 3,779,037								
6/30/2009	\$ 10,800,000	23,652,230	34,452,230								
6/30/2010	11,400,000	22,343,011	33,743,011								
6/30/2011	11,700,000	21,778,708	33,478,708		\$ 7,847,404	\$ (2,746,591)	\$ 5,100,813	\$ 5,100,813	\$ 460,000	\$ 166,830	\$ 626,830
6/30/2012	12,300,000	22,345,756	34,645,756		20,035,926	(7,012,574)	13,023,352	13,023,352	560,000	416,750	976,750
6/30/2013	-	14,812,101	14,812,101		20,035,926	(7,012,574)	13,023,352	13,023,352	580,000	399,950	979,950
6/30/2014	-	14,570,111	14,570,111		20,035,926	(6,455,074)	13,580,851	13,580,851	590,000	382,550	972,550
6/30/2015	-	14,531,207	14,531,207		20,035,926	(6,504,162)	13,531,763	13,531,763	620,000	358,950	978,950
6/30/2016	-	14,376,626	14,376,626		20,035,926	(6,518,188)	13,517,738	13,517,738	640,000	334,150	974,150
6/30/2017	-	15,542,859	15,542,859		20,035,926	(6,532,213)	13,503,713	13,503,713	665,000	308,550	973,550
6/30/2018	-	15,552,516	15,552,516		20,035,926	(6,479,618)	13,556,307	13,556,307	690,000	281,950	971,950
6/30/2019	-	27,334,123	27,334,123		20,035,926	(6,479,618)	13,556,307	13,556,307	720,000	254,350	974,350
6/30/2020	-	27,334,123	27,334,123		20,035,926	(6,479,618)	13,556,307	13,556,307	750,000	225,550	975,550
6/30/2021	-	27,334,123	27,334,123		20,035,926	(6,479,618)	13,556,307	13,556,307	395,000	195,550	590,550
6/30/2022	-	27,334,123	27,334,123		20,035,926	(6,479,618)	13,556,307	13,556,307	410,000	179,750	589,750
6/30/2023	18,600,000	27,018,180	45,618,180		20,035,926	(6,479,618)	13,556,307	13,556,307	430,000	163,350	593,350
6/30/2024	19,200,000	25,744,218	44,944,218		20,035,926	(6,479,618)	13,556,307	13,556,307	445,000	146,150	591,150
6/30/2025	20,100,000	24,424,394	44,524,394		20,035,926	(6,479,618)	13,556,307	13,556,307	460,000	132,800	592,800
6/30/2026	21,000,000	23,043,420	44,043,420		20,035,926	(6,479,618)	13,556,307	13,556,307	480,000	109,800	589,800
6/30/2027	21,300,000	21,611,487	42,911,487		20,035,926	(6,479,618)	13,556,307	13,556,307	505,000	85,800	590,800
6/30/2028	22,500,000	20,143,883	42,643,883		20,035,926	(6,479,618)	13,556,307	13,556,307	525,000	65,600	590,600
6/30/2029	23,400,000	18,599,841	41,999,841		20,035,926	(6,479,618)	13,556,307	13,556,307	545,000	44,600	589,600
6/30/2030	24,300,000	16,994,649	41,294,649		20,035,926	(6,479,618)	13,556,307	13,556,307	570,000	22,800	592,800
6/30/2031	25,200,000	15,328,307	40,528,307		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2032	26,100,000	13,600,815	39,700,815		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2033	27,300,000	11,807,077	39,107,077		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2034	28,200,000	9,936,901	38,136,901		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2035	29,400,000	8,000,480	37,400,480		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2036	30,600,000	5,982,524	36,582,524		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2037	31,800,000	3,883,035	35,683,035		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2038	33,300,000	1,696,917	34,996,917		20,035,926	(6,479,618)	13,556,307	13,556,307			
6/30/2039				\$ 28,440,000	20,035,926	(6,479,618)	13,556,307	41,996,307			
6/30/2040				29,535,000	18,354,837	(5,935,954)	12,418,883	41,953,883			
6/30/2041				30,665,000	16,609,023	(5,371,358)	11,237,665	41,902,665			
6/30/2042				31,845,000	14,796,415	(4,785,161)	10,011,255	41,856,255			
6/30/2043				33,070,000	12,914,057	(4,176,406)	8,737,651	41,807,651			
6/30/2044				34,340,000	10,959,290	(3,544,234)	7,415,055	41,755,055			
6/30/2045				35,660,000	8,929,452	(2,887,785)	6,041,667	41,701,667			
6/30/2046				37,030,000	6,821,590	(2,206,102)	4,615,488	41,645,488			
6/30/2047				38,450,000	4,632,746	(1,498,230)	3,134,516	41,584,516			
6/30/2048				39,925,000	2,359,967	(763,213)	1,596,754	41,521,754			
TOTAL	\$ 448,500,000	\$ 540,436,782	\$ 988,936,782	\$ 338,960,000	\$ 665,230,709	\$ (216,501,415)	\$ 448,729,275	\$ 787,689,275	\$ 11,040,000	\$ 4,275,780	\$ 15,315,780

¹The 2008 Bond interest payments are based on the fixed rate payable to the swap providers and variable rate paid to the bondholders using actual rates through December 31, 2017, and using the rate as of January 4, 2018, for future periods, offset with the variable rate received from the swap providers (65% of LIBOR). It is anticipated that over the life of the debt, the variable rate received from the swap providers will approximate the variable rate paid to the bondholders. On June 14, 2012, \$151,500,000 of the 2008 Series ABCD Bonds were redeemed through the issuance of the 2012 Bonds.

²The 2010 Build America Bonds interest payments are net of the federal interest subsidy, which is approximately 27% of the total interest cost (prior to the Federal Sequestration in March 2013, the interest subsidy was 35%). Gross Interest Payment for FY 2019 is \$20,035,926 with an estimated subsidy (receipt) of \$6,479,618.

FY 2019 TransNet LONG-TERM DEBT PROGRAM

2008 Series A,B,C,D Sales Tax Revenue Bonds

2010 Series A (Build America Bonds)

2010 Series B, 2012 Series A, 2014 Series A, 2016 Series A (Tax-Exempt Bonds)

Debt Service Allocation

Period Ending	\$420,585,000 Series A 2012 Sales Tax Revenue Bonds (Tax-Exempt)			\$350,000,000 Series A 2014 Sales Tax Revenue Bonds (Tax-Exempt)			\$325,000,000 Series A 2016 Sales Tax Revenue Bonds (Tax-Exempt)			Total Debt Service Payment
	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment	
6/30/2008										\$ 3,779,037
6/30/2009										34,452,230
6/30/2010										33,743,011
6/30/2011										39,206,351
6/30/2012										48,645,858
6/30/2013	\$ 18,060,000	\$ 15,475,239	\$ 33,535,239							62,350,642
6/30/2014	14,490,000	19,050,250	33,540,250							62,663,762
6/30/2015	14,870,000	18,665,550	33,535,550		\$ 9,662,377	\$ 9,662,377				72,239,847
6/30/2016	15,470,000	18,070,750	33,540,750	\$ 4,460,000	17,305,750	21,765,750	\$ 2,765,000	\$ 10,093,907	\$ 12,858,907	84,175,014
6/30/2017	16,240,000	17,297,250	33,537,250	4,590,000	17,171,950	21,761,950	4,555,000	16,111,750	20,666,750	98,178,229
6/30/2018	17,055,000	16,485,250	33,540,250	4,820,000	16,942,450	21,762,450	4,780,000	15,884,000	20,664,000	106,050,223
6/30/2019	17,855,000	15,682,500	33,537,500	5,060,000	16,701,450	21,761,450	5,020,000	15,645,000	20,665,000	117,827,730
6/30/2020	18,700,000	14,839,750	33,539,750	5,315,000	16,448,450	21,763,450	5,270,000	15,394,000	20,664,000	117,834,180
6/30/2021	19,970,000	13,954,750	33,924,750	5,580,000	16,182,700	21,762,700	5,535,000	15,130,500	20,665,500	117,832,430
6/30/2022	20,965,000	12,956,250	33,921,250	5,860,000	15,903,700	21,763,700	5,810,000	14,853,750	20,663,750	117,830,630
6/30/2023	3,525,000	11,908,000	15,433,000	6,155,000	15,610,700	21,765,700	6,105,000	14,563,250	20,668,250	117,630,287
6/30/2024	3,790,000	11,731,750	15,521,750	6,460,000	15,302,950	21,762,950	6,410,000	14,258,000	20,668,000	117,044,625
6/30/2025	3,795,000	11,542,250	15,337,250	6,785,000	14,979,950	21,764,950	6,730,000	13,937,500	20,667,500	116,443,701
6/30/2026	3,830,000	11,352,500	15,182,500	7,120,000	14,640,700	21,760,700	7,065,000	13,601,000	20,666,000	115,800,227
6/30/2027	4,495,000	11,161,000	15,656,000	7,480,000	14,284,700	21,764,700	7,420,000	13,247,750	20,667,750	115,145,294
6/30/2028	4,310,000	10,936,250	15,246,250	7,850,000	13,910,700	21,760,700	7,790,000	12,876,750	20,666,750	114,465,490
6/30/2029	4,465,000	10,720,750	15,185,750	8,245,000	13,518,200	21,763,200	8,180,000	12,487,250	20,667,250	113,761,448
6/30/2030	4,650,000	10,497,500	15,147,500	8,655,000	13,105,950	21,760,950	8,585,000	12,078,250	20,663,250	113,019,456
6/30/2031	5,475,000	10,265,000	15,740,000	9,090,000	12,673,200	21,763,200	9,015,000	11,649,000	20,664,000	112,251,064
6/30/2032	5,780,000	9,991,250	15,771,250	9,545,000	12,218,700	21,763,700	9,465,000	11,198,250	20,663,250	111,456,072
6/30/2033	5,840,000	9,702,250	15,542,250	10,020,000	11,741,450	21,761,450	9,940,000	10,725,000	20,665,000	110,630,334
6/30/2034	6,240,000	9,410,250	15,650,250	10,525,000	11,240,450	21,765,450	10,440,000	10,228,000	20,668,000	109,773,908
6/30/2035	6,400,000	9,098,250	15,498,250	11,050,000	10,714,200	21,764,200	10,960,000	9,706,000	20,666,000	108,887,237
6/30/2036	6,610,000	8,778,250	15,388,250	11,600,000	10,161,700	21,761,700	11,510,000	9,158,000	20,668,000	107,954,781
6/30/2037	6,875,000	8,447,750	15,322,750	12,180,000	9,581,700	21,761,700	12,085,000	8,582,500	20,667,500	106,991,792
6/30/2038	6,895,000	8,104,000	14,999,000	12,790,000	8,972,700	21,762,700	12,685,000	7,978,250	20,663,250	105,982,424
6/30/2039	13,120,000	7,759,250	20,879,250	13,430,000	8,333,200	21,763,200	13,320,000	7,344,000	20,664,000	105,302,007
6/30/2040	13,775,000	7,103,250	20,878,250	14,100,000	7,661,700	21,761,700	13,990,000	6,678,000	20,668,000	105,257,833
6/30/2041	14,470,000	6,414,500	20,884,500	14,805,000	6,956,700	21,761,700	14,685,000	5,978,500	20,663,500	105,216,865
6/30/2042	15,190,000	5,691,000	20,881,000	15,545,000	6,216,450	21,761,450	15,420,000	5,244,250	20,664,250	105,162,205
6/30/2043	15,950,000	4,931,500	20,881,500	16,325,000	5,439,200	21,764,200	16,190,000	4,473,250	20,663,250	105,117,601
6/30/2044	16,680,000	4,199,756	20,879,756	17,140,000	4,622,950	21,762,950	17,000,000	3,663,750	20,663,750	105,061,012
6/30/2045	17,445,000	3,434,225	20,879,225	17,995,000	3,765,950	21,760,950	17,850,000	2,813,750	20,663,750	105,005,592
6/30/2046	18,245,000	2,633,244	20,878,244	18,875,000	2,889,063	21,764,063	18,745,000	1,921,250	20,666,250	104,951,544
6/30/2047	19,090,000	1,795,238	20,885,238	19,795,000	1,970,375	21,765,375	19,680,000	984,000	20,664,000	104,901,379
6/30/2048	19,970,000	918,000	20,888,000	20,755,000	1,007,988	21,762,988				104,836,741
TOTAL	\$ 420,585,000	\$ 371,004,502	\$ 791,589,502	\$ 350,000,000	\$ 377,840,352	\$ 727,840,352	\$ 325,000,000	\$ 328,488,407	\$ 653,488,407	\$ 3,964,860,098

TransNet Senior Services Grant Program

The Senior Services Transportation Grant Program is a competitive grant program awarded for projects and operations that support mobility and access for seniors.⁽¹⁾

Project Number	Grantee	Project Title	Grant Amount	Anticipated Expenditures		
				Prior ⁽²⁾	FY2019	FY2020 - FY2021
1270400	City of La Mesa	Rides4Neighbors	\$ 1,437,603	\$ 1,192,095	\$ 153,727	\$ 91,782
1270500	City of Oceanside	Seniors for Solutions on the Go	\$ 1,679,105	\$ 1,326,518	\$ 152,587	\$ 200,000
1270800	FACT	Senior Ride Reimbursement	\$ 1,414,442	\$ 1,023,206	\$ 191,236	\$ 200,000
1271000	Jewish Family Service	On the Go (North County Inland)	\$ 1,610,948	\$ 1,291,822	\$ 156,966	\$ 162,160
1271100	Peninsula Shepherd	Out and About	\$ 436,044	\$ 348,244	\$ 57,400	\$ 30,400
1271300	Traveler's Aid	SenioRide	\$ 1,259,103	\$ 1,092,015	\$ 167,088	\$ -
1271800	Jewish Family Service	On the Go (Eastern San Diego)	\$ 602,158	\$ 329,128	\$ 156,017	\$ 117,013
1271900	FACT	RideFact	\$ 978,656	\$ 556,323	\$ 183,329	\$ 239,005
1272000	Jewish Family Service	On the Go (Northern San Diego)	\$ 925,868	\$ 724,672	\$ 160,808	\$ 40,388
1272100	Mountain Health and Community Services	Volunteer Driver Program	\$ 172,659	\$ 169,459	\$ 3,200	\$ -
1272200	City of Coronado	Seniors Out & About	\$ 88,000	\$ 59,857	\$ 28,143	\$ -
1272500	Renewing Life	Volunteer Driver Program	\$ 160,000	\$ 93,613	\$ 66,387	\$ -
TOTALS - Active Grants			\$ 10,764,586	\$ 8,206,951	\$ 1,476,888	\$ 1,080,747
Subtotals - Projects completed prior to FY 2018			\$ 4,064,837	\$ 4,064,837		
Grand Total - TransNet Senior Services Transportation Grant Program			\$ 14,829,423	\$ 12,271,788	\$ 1,476,888	\$ 1,080,747

Notes

⁽¹⁾ The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2018 Call for Projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, and March 24, 2017. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

⁽²⁾ Prior Expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2018. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Senior Services Grant Program.

TransNet Active Transportation Grant Program

The Active Transportation Grant Program (ATGP), formerly known as the Bicycle, Pedestrian, and Neighborhood Safety Program (BPNS), is a competitive grant program supporting bicycle and pedestrian infrastructure and neighborhood safety enhancement projects. The program's *TransNet* funds are also supplemented with available Transportation Development Act (TDA) Article 3 funds.⁽¹⁾

Funding Cycle: (ATGP/ATP Funds Exchange Projects)

Project Number	Contract Number	Jurisdiction	Project Title	Grant Amount	Anticipated Expenditures			
					Prior ⁽²⁾	FY 2019	FY 2020	
1223071	5004838	City of Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	\$ 1,054,000	\$ 600,000	\$ 454,000	\$ -	
1223059	5004634	City of Chula Vista	F Street Promenade Streetscape Master Plan	\$ 491,000	\$ 465,348	\$ 25,652	\$ -	
1223062	5004633	City of Escondido	Escondido Creek Bikeway Missing Link	\$ 1,092,000	\$ 1,080,751	\$ 11,249	\$ -	
1223060	5004631	County of San Diego	County of San Diego - Active Transportation Plan	\$ 500,000	\$ 488,367	\$ 11,633	\$ -	
1224035	5004839	City of Vista	City of Vista	\$ 3,700,000	\$ 3,575,000	\$ 62,500	\$ 62,500	
TOTALS - Active Grants				\$6,837,000	\$6,209,466	\$565,034	\$62,500	
Subtotals - 58 Projects completed prior to FY 2018				\$19,536,280	\$ 19,536,280			
Grand Total - TransNet Active Transportation Grant Program				\$26,373,280	\$25,745,746	\$565,034	\$62,500	

⁽¹⁾The grant projects shown above represent current active projects awarded Active Transportation Program (ATP) funds and approved by the SANDAG Board of Directors for *TransNet* exchange funds. ATGP/ATP Funds Exchange Project Funding represent \$10.7M in BPNS funding.

⁽²⁾Prior Expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2018. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Active Transportation Program.

TransNet Smart Growth Incentive Program

The Smart Growth Incentive Program provides competitive grant funding to communities pursuing development and infrastructure projects consistent with the regional smart growth areas and strategies.⁽¹⁾

Project Number	Contract Number	Jurisdiction	Project Title	Grant Amount	Prior ⁽³⁾	Anticipated Expenditures	FY 2019	FY2020
Funding Cycle: FY 2011 - FY 2013 (Cycle 2) Active Grants Remaining								
1224021	5004289	City of San Diego	Morena Boulevard Station Area Study Phase 2	\$ 400,000	\$ 370,878	\$ 29,122	\$ -	
Funding Cycle: FY 2014 - FY 2016 (Cycle 3) Active Grants Remaining								
1224039	5004715	City of El Cajon	El Cajon Transit Center Transit-Supportive Land Use and Mobility Plan	\$ 400,000	\$ 400,000	\$ -	\$ -	
1224034	5004717	City of Escondido	Escondido Transit Center Active Transportation Connections	\$ 1,270,000	\$ 530,889	\$ 739,111	\$ -	
1224042	5004739	City of Imperial Beach	Palm Avenue Mixed Use and Commercial Corridor Plan West End Sector	\$ 400,000	\$ 400,000	\$ -	\$ -	
1224036	5004740	City of La Mesa	North Spring Street Smart Growth Corridor	\$ 992,503	\$ 506,572	\$ 460,341	\$ 25,590	
1224032	5004741	City of Lemon Grove	Lemon Grove Avenue Realignment	\$ 805,000	\$ 385,062	\$ 419,938	\$ -	
1224041	5004742	City of Lemon Grove	Broadway Downtown Village Specific (DVSP) Expansion	\$ 175,000	\$ 175,000	\$ -	\$ -	
1224028	5004743	City of National City	Downtown Westside Wayfinding and Community Gateways	\$ 825,000	\$ 825,000	\$ -	\$ -	
1224030	5004744	City of National City	Westside Mobility Improvements	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	
1224033	5004751	City of San Diego	San Ysidro Wayfinding Signs	\$ 350,000	\$ 302,000	\$ 48,000	\$ -	
1224043	5004720	City of San Diego	Pacific Beach Greenways, Parks and Transit	\$ 400,000	\$ 377,518	\$ 22,482	\$ -	
1224031	5004750	City of San Diego	14 th Street Pedestrian Promenade Demonstration Block	\$ 1,000,000	\$ 955,599	\$ 44,401	\$ -	
1224035	5004727	City of Vista	Paseo Santa Fe Phase II ⁽²⁾	\$ 2,000,000	\$ 1,002,478	\$ 997,522	\$ -	
TOTALS - Active Grants				\$ 11,017,503	\$ 8,230,996	\$ 2,760,917	\$ 25,590	
Subtotals - 30 Projects completed prior to FY 2018				\$ 19,793,029	\$ 19,793,029			
Grand Total - TransNet Smart Growth Incentive Program				\$ 30,810,532	\$ 28,024,025	\$ 2,760,917	\$ 25,590	

¹ The grant projects itemized above represent the currently active *TransNet* Smart Growth Incentive Program projects per the FY 2011 - FY 2013 (Cycle 2) Call for Projects approved by the Board of Directors on June 28, 2013 and the FY 2014 - 2016 (Cycle 3) Call for projects approved by the Board of Directors July 24, 2015.

² Note: Project 1224035 was awarded \$2,000,000 of SGIP funds. This project also is listed in the Active Transportation Grant Program budget based on an award of \$3,700,000 of *TransNet* Bicycle Pedestrian and Neighborhood Safety Program (Active Transportation Program) funding approved by the Board of Directors on October 23, 2015.

³ Prior Expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2018. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Smart Growth Incentive Program.

TransNet ENVIRONMENTAL MITIGATION PROGRAM - Regional Habitat Conservation Fund 12003 and 12013

SANDAG has established a Regional Habitat Conservation Fund. This program is a component of the *TransNet* Environmental Mitigation Program (EMP) (1200300) shown in the *TransNet* Early Action Program Projects as part of Chapter 9. Contracts are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing of future species as endangered by the federal and state wildlife agencies. The SANDAG Board of Directors allocates funding on an annual basis to complete specific tasks.

Project No.	Project Name	Approved Budget	Anticipated Expenditures			
			Prior ¹	FY 2019	FY 2020	Future
1200300	Regional Habitat Conservation Fund	\$ 4,872,042	\$ 289,447	\$ 2,250,000	\$ 2,250,000	\$ 82,595
1200301	Conserved Lands Database Management	\$ 275,057	\$ 196,767	\$ 30,000	\$ 18,290	\$ 30,000
1200302	Post Fire Monitoring and Recovery	\$ 3,000,000	\$ 2,598,623	\$ 150,000	\$ 150,000	\$ 101,377
1200311	Vertebrate Monitoring - California Gnatcatcher/Cactus Wren	\$ 2,033,818	\$ 1,890,363	\$ 100,000	\$ 43,455	\$ -
1200312	Program Developer/Administrator	\$ 1,990,726	\$ 1,530,119	\$ 130,000	\$ 110,637	\$ 219,970
1200313	Invasive Plant Species Management	\$ 990,000	\$ 918,791	\$ 70,000	\$ -	\$ 1,209
1200314	Vertebrate Monitoring - Burrowing Owl	\$ 475,000	\$ 447,979	\$ 25,000	\$ -	\$ 2,021
1200315	Invertebrate Monitoring - Rare Butterfly Monitoring	\$ 380,000	\$ 355,156	\$ 20,000	\$ -	\$ 4,844
1200316	Management Coordinator	\$ 1,230,517	\$ 1,037,844	\$ 192,673	\$ -	\$ -
1200317	Monitoring Coordinator	\$ 689,402	\$ 581,010	\$ 100,000	\$ -	\$ 8,392
1200318	Updated Vegetation Mapping	\$ 943,000	\$ 940,545	\$ -	\$ -	\$ 2,455
1200319	Vegetation and Landscape Monitoring	\$ 1,295,011	\$ 1,010,062	\$ 150,000	\$ 130,000	\$ 4,949
1200329	GIS Support	\$ 1,336,000	\$ 972,840	\$ 150,000	\$ 150,000	\$ 63,160
1200330	Enforcement	\$ 1,200,000	\$ 594,295	\$ 200,000	\$ 200,000	\$ 205,705
1200331	Wildlife Corridor and Linkages Monitoring	\$ 2,371,000	\$ 1,722,301	\$ 300,000	\$ 300,000	\$ 48,699
1200332	Rare and Endemic Plant Monitoring and Recovery	\$ 1,415,000	\$ 1,036,603	\$ 150,000	\$ 150,000	\$ 78,397
1200342	Preserve Level Management Plan Standardization	\$ 450,000	\$ 450,000	\$ -	\$ -	\$ -
1200343	Other Species Monitoring	\$ 490,000	\$ 444,140	\$ 45,000	\$ -	\$ 860

TransNet ENVIRONMENTAL MITIGATION PROGRAM - Regional Habitat Conservation Fund 12003 and 12013

SANDAG has established a Regional Habitat Conservation Fund. This program is a component of the *TransNet* Environmental Mitigation Program (EMP) (1200300) shown in the *TransNet* Early Action Program Projects as part of Chapter 9. Contracts are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing of future species as endangered by the federal and state wildlife agencies. The SANDAG Board of Directors allocates funding on an annual basis to complete specific tasks.

Project No.	Project Name	Approved Budget	Prior ¹	Anticipated Expenditures		
				FY 2019	FY 2020	Future
1200350	Administrative & Science Support	\$ 915,000	\$ 801,755	\$ 100,000	\$ -	\$ 13,245
1200355	Invasive Animal Species Management	\$ 1,943,417	\$ 1,908,596	\$ 25,000	\$ -	\$ 9,821
1200356	Emergency Land Management Fund	\$ 400,000	\$ -	\$ -	\$ -	\$ 400,000
1200357	Database Support	\$ 1,185,000	\$ 892,440	\$ 150,000	\$ 140,000	\$ 2,560
1200373	Invertebrate Monitoring - Fairy Shrimp	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ -
1200374	Biologist	\$ 1,250,000	\$ 1,012,526	\$ 180,000	\$ 50,000	\$ 7,474
1200375	Pro-active Wildfire Planning and Management	\$ 400,000	\$ -	\$ 150,000	\$ 150,000	\$ 100,000
1200376	Vertebrate Monitoring	\$ 4,740,000	\$ 3,983,808	\$ 400,000	\$ 350,000	\$ 6,192
1200377	Invertebrate Monitoring	\$ 705,000	\$ 462,890	\$ 100,000	\$ 100,000	\$ 42,111
Various	Land Management Grants (see next section for specific grants)	\$ 14,030,980	\$ 12,971,753	\$ 678,980	\$ 380,247	\$ -
Subtotals - TransNet EMP - Habitat Conservation Fund		\$ 51,105,970	\$ 39,150,652	\$ 5,846,653	\$ 4,672,629	\$ 1,436,037

¹ Prior Year Expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2018.

TransNet ENVIRONMENTAL MITIGATION PROGRAM - Land Management Grant Program Budget

SANDAG has established a Competitive Land Management Grant Program. This program is a component of the *TransNet* Environmental Mitigation Program's Habitat Conservation Fund (1200300) shown in the *TransNet* Early Action Projects as part of Chapter 9. The grants are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing for future species as endangered by the federal and state wildlife agencies. Since 2006, 98 grants totaling approximately \$14.8 million have been awarded as follows:

22 Active Contracts						*Anticipated Expenditures			
FY	Contract No.	Project No.	Grantee	Project	Grant Amount	Prior	FY 2019	FY 2020	
2015	5004731	1201305	City of Chula Vista	Otay River Valley and Salt Creek Cactus Wren 3	\$ 189,836	\$ 184,836	\$ 5,000	\$ -	
2015	5004732	1200397	Mission Resource Conservation District	San Luis Rey, Santa Margarita & San Dieguito Watersheds	\$ 300,000	\$ 265,000	\$ 35,000	\$ -	
2015	5004730	1200396	County of San Diego	Otay River Valley Cactus Wren	\$ 66,840	\$ 59,340	\$ 7,500	\$ -	
2015	5004729	1200395	San Diego Audubon Society	Nuttall's Lotus	\$ 110,017	\$ 102,517	\$ 7,500	\$ -	
2015	5004736	1201302	United States Fish and Wildlife Service	Mother Miguel Mountain	\$ 21,454	\$ 18,954	\$ 2,500	\$ -	
2015	5004728	1200394	Zoological Society of San Diego	Cactus Wren 2015	\$ 230,721	\$ 205,721	\$ 25,000	\$ -	
2017	5004941	1201306	California Department of Fish and Wildlife	Proctor Valley OHV Barrier	\$ 50,000	\$ 45,000	\$ 5,000	\$ -	
2017	5004942	1201307	County of San Diego- Department of Parks and Recreation	Quino Habitat Restoration	\$ 44,000	\$ 39,000	\$ 5,000	\$ -	
2017	5004943	1201308	City of Chula Vista	Salt Creek Cactus Wren	\$ 49,972	\$ 39,972	\$ 10,000	\$ -	
2017	5004945	1201310	City of San Diego- Parks and Recreation Open Space Division	Vernal Pool Restoration	\$ 50,000	\$ 47,500	\$ 2,500	\$ -	
2017	5004946	1201311	City of San Diego- Public Utilities Department	Bernardo Bay Cactus Wren	\$ 50,000	\$ 50,000	\$ -	\$ -	
2017	5004947	1201312	Chaparral Lands Conservancy	Crest Canyon Veldt Grass	\$ 49,991	\$ 42,491	\$ 7,500	\$ -	
2017	5004948	1201313	Lakeside's River Park Conservancy	Riparian Restoration &Arundo Removal	\$ 48,895	\$ 45,895	\$ 3,000	\$ -	
2017	5004949	1201314	San Elijo Lagoon Conservancy	Veldt Grass Removal	\$ 49,003	\$ 45,503	\$ 3,500	\$ -	
2017	5004950	1201315	Living Coast Discovery Center	Pallid Bat	\$ 15,810	\$ 13,310	\$ 2,500	\$ -	
2017	5004951	1201316	San Diego Audubon Society	Silverwood Wildlife Sanctuary	\$ 36,301	\$ 31,301	\$ 5,000	\$ -	

TransNet ENVIRONMENTAL MITIGATION PROGRAM - Land Management Grant Program Budget

SANDAG has established a Competitive Land Management Grant Program. This program is a component of the *TransNet* Environmental Mitigation Program's Habitat Conservation Fund (1200300) shown in the *TransNet* Early Action Projects as part of Chapter 9. The grants are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing for future species as endangered by the federal and state wildlife agencies. Since 2006, 98 grants totaling approximately \$14.8 million have been awarded as follows:

22 Active Contracts						*Anticipated Expenditures			
FY	Contract No.	Project No.	Grantee	Project	Grant Amount	Prior	FY 2019	FY 2020	
2017	5004952	1201317	Lakeside's River Park Conservancy	San Diego River Channel	\$ 49,530	\$ 44,530	\$ 5,000	\$ -	
2017	5004953	1201318	Zoological Society of San Diego dba San Diego Zoo Global	Native Seed Bank	\$ 492,396	\$ 164,623	\$ 227,773	\$ 100,000	
2017	5004954	1201319	Chaparral Lands Conservancy	Otay Mesa Rare Plants	\$ 141,319	\$ 35,000	\$ 60,000	\$ 46,319	
2017	5004955	1201320	Chaparral Lands Conservancy	Proctor Valley Vernal Pools and Uplands	\$ 393,864	\$ 100,000	\$ 175,000	\$ 118,864	
2017	5004956	1201321	San Elijo Lagoon Conservancy	North County Dunes 2	\$ 197,799	\$ 50,293	\$ 59,707	\$ 87,799	
2017	5004957	1201322	Mission Trails Regional Park Foundation	San Diego Thornmint Restoration	\$ 72,265	\$ 20,000	\$ 25,000	\$ 27,265	
TOTALS - Active Grants					\$ 2,710,012	\$ 1,650,785	\$ 678,980	\$ 380,247	
Subtotals - 76 Grants completed prior to FY 2018					\$ 11,320,969	\$ 11,320,969			
GRAND TOTAL - TransNet Land Management Grant Program					\$ 14,030,980	\$ 12,971,753	\$ 678,980	\$ 380,247	

(1) Prior Expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2018. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Environmental Mitigation Land Management Grant Program.

TransNet NEW MAJOR CORRIDOR TRANSIT OPERATIONS PROGRAM

The *TransNet* Extension Ordinance includes funding to pay for the operations, maintenance, and support of those transit services described in the *TransNet* Transit Capital Improvement Program.

Project #	Project Name	Revenue/Expense Category	Actuals Through FY 2017	Estimated FY 2018	Projected			Total FY 2009 - FY 2021
					FY 2019	FY 2020	FY 2021	
1139601	I-15 Rapid Operations and Maintenance	Operating Costs ¹	\$ 23,647,319	\$ 7,693,360	\$ 7,924,160	\$ 8,161,885	\$ 8,406,742	\$ 55,833,466
		Administration Costs ²	\$ 207,815	\$ 89,588	\$ 92,275	\$ 95,044	\$ 97,895	\$ 582,617
		Intelligent Transportation Systems ³	\$ 184,058	\$ 23,013	\$ 23,703	\$ 24,414	\$ 25,147	\$ 280,335
		Professional Services ⁴	\$ 45,618	\$ 9,273	\$ 9,551	\$ 9,838	\$ 10,133	\$ 84,413
		Farebox Revenues ⁶	\$ (3,903,304)	\$ (1,386,814)	\$ (1,428,418)	\$ (1,471,271)	\$ (1,515,409)	\$ (9,705,216)
		<i>TransNet</i> Subsidy ⁷	\$ 20,181,506	\$ 6,428,419	\$ 6,621,272	\$ 6,819,910	\$ 7,024,507	\$ 47,075,615
1139602	SuperLoop Operations and Maintenance	Operating Costs ¹	\$ 32,232,379	\$ 4,529,222	\$ 4,665,099	\$ 4,805,052	\$ 4,949,204	\$ 51,180,956
		Administration Costs ²	\$ 48,212	\$ 9,304	\$ 9,583	\$ 9,871	\$ 10,167	\$ 87,136
		Intelligent Transportation Systems ³	\$ 133,863	\$ 17,153	\$ 17,667	\$ 18,197	\$ 18,743	\$ 205,623
		Professional Services ⁴	\$ 5,921	\$ 6,099	\$ 6,282	\$ 6,470	\$ 6,664	\$ 31,435
		Farebox Revenues ⁶	\$ (14,191,546)	\$ (2,515,377)	\$ (2,590,838)	\$ (2,668,564)	\$ (2,748,620)	\$ (24,714,946)
		<i>TransNet</i> Subsidy ⁷	\$ 18,228,829	\$ 2,046,401	\$ 2,107,793	\$ 2,171,026	\$ 2,236,157	\$ 26,790,206
1139603	Mid-City Rapid Bus Operations and Maintenance	Operating Costs ¹	\$ 15,059,866	\$ 5,699,778	\$ 5,870,771	\$ 6,046,895	\$ 6,228,301	\$ 38,905,612
		Administration Costs ²	\$ 34,489	\$ 22,937	\$ 23,625	\$ 24,334	\$ 25,064	\$ 130,449
		Intelligent Transportation Systems ³	\$ 90,516	\$ 12,359	\$ 12,730	\$ 13,112	\$ 13,505	\$ 142,221
		Professional Services ⁴	\$ 75,827	\$ 15,245	\$ 15,702	\$ 16,173	\$ 16,659	\$ 139,606
		Maintenance of Effort ⁵	\$ (6,086,285)	\$ (2,213,195)	\$ (2,213,195)	\$ (2,213,195)	\$ (2,213,195)	\$ (14,939,064)
		Farebox Revenues ⁶	\$ (5,025,511)	\$ (1,858,862)	\$ (1,914,628)	\$ (1,972,067)	\$ (2,031,229)	\$ (12,802,298)
		<i>TransNet</i> Subsidy ⁷	\$ 4,148,902	\$ 1,678,262	\$ 1,795,006	\$ 1,915,252	\$ 2,039,105	\$ 11,576,526
1139604	South Bay Rapid Operations and Maintenance	Operating Costs ¹	\$ -	\$ -	\$ 3,959,296	\$ 6,086,678	\$ 6,269,279	\$ 16,315,253
		Administration Costs ²	\$ 520	\$ 209	\$ 6,264	\$ 9,630	\$ 9,919	\$ 26,543
		Intelligent Transportation Systems ³	\$ 82,039	\$ 15,256	\$ 31,674	\$ 48,693	\$ 50,153	\$ 227,815
		Professional Services ⁴	\$ 14,801	\$ 15,245	\$ 81,576	\$ 125,408	\$ 129,170	\$ 366,201
		Farebox Revenues ⁶	\$ -	\$ -	\$ (791,859)	\$ (1,217,336)	\$ (1,253,856)	\$ (3,263,051)
		<i>TransNet</i> Subsidy ⁷	\$ 97,361	\$ 30,710	\$ 3,286,951	\$ 5,053,074	\$ 5,204,666	\$ 13,672,762

TransNet NEW MAJOR CORRIDOR TRANSIT OPERATIONS PROGRAM

The *TransNet* Extension Ordinance includes funding to pay for the operations, maintenance, and support of those transit services described in the *TransNet* Transit Capital Improvement Program.

Project #	Project Name	Revenue/Expense Category	Actuals Through FY 2017	Estimated FY 2018	Projected			Total FY 2009 - FY 2021
					FY 2019	FY 2020	FY 2021	
1139607	Mira Mesa Rapid Operations and Maintenance	Operating Costs ¹	\$ 4,749,641	\$ 1,758,386	\$ 1,811,137	\$ 1,865,472	\$ 1,921,436	\$ 12,106,071
		Administration Costs ²	\$ 37,763	\$ 19,765	\$ 20,358	\$ 20,968	\$ 21,597	\$ 120,451
		Intelligent Transportation Systems ³	\$ 98,687	\$ 18,811	\$ 19,375	\$ 19,957	\$ 20,555	\$ 177,385
		Professional Services ⁴	\$ 36,211	\$ 15,245	\$ 15,702	\$ 16,173	\$ 16,659	\$ 99,991
		Farebox Revenues ⁶	\$ (640,318)	\$ (264,831)	\$ (272,775)	\$ (280,959)	\$ (289,387)	\$ (1,748,270)
		<i>TransNet</i> Subsidy ⁷	\$ 4,281,984	\$ 1,547,376	\$ 1,593,797	\$ 1,641,611	\$ 1,690,860	\$ 10,755,628
1139608	COASTER Operations and Maintenance	Operating Costs ¹	\$ -	\$ -	\$ -	\$ 12,800,808	\$ 13,184,832	\$ 25,985,639
		Administration Costs ²	\$ -	\$ -	\$ -	\$ 25,653	\$ 26,423	\$ 52,075
		Intelligent Transportation Systems ³	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Professional Services ⁴	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
		Farebox Revenues ⁶	\$ -	\$ -	\$ -	\$ (4,427,302)	\$ (4,560,121)	\$ (8,987,423)
		<i>TransNet</i> Subsidy ⁷	\$ -	\$ -	\$ -	\$ 8,399,158	\$ 8,651,133	\$ 17,050,292
Total Program		Operating Costs¹	\$ 75,689,204	\$ 19,680,746	\$ 24,230,464	\$ 39,766,790	\$ 40,959,793	\$ 200,326,998
		Administration Costs²	\$ 328,799	\$ 141,803	\$ 152,106	\$ 185,500	\$ 191,065	\$ 999,272
		Intelligent Transportation Systems³	\$ 589,163	\$ 86,592	\$ 105,149	\$ 124,372	\$ 128,104	\$ 1,033,380
		Professional Services⁴	\$ 178,378	\$ 61,107	\$ 128,814	\$ 174,063	\$ 179,285	\$ 721,646
		Maintenance of Effort⁵	\$ (6,086,285)	\$ (2,213,195)	\$ (2,213,195)	\$ (2,213,195)	\$ (2,213,195)	\$ (14,939,064)
		Farebox Revenues⁶	\$ (23,760,678)	\$ (6,025,884)	\$ (6,998,520)	\$ (12,037,498)	\$ (12,398,623)	\$ (61,221,203)
		<i>TransNet</i> Subsidy⁷	\$ 46,938,580	\$ 11,731,168	\$ 15,404,819	\$ 26,000,032	\$ 26,846,429	\$ 126,921,028

¹ Operating Costs include those costs passed on to MTS and NCTD for Operations and Maintenance Costs, which include: Station and Right of Way Maintenance, Security, and Utilities.

² Administration Costs include the staff costs to monitor and administer the services, as well as added paratransit costs for newly served areas.

³ Intelligent Transportation Systems include those costs to maintain and monitor Traffic Signal Priority, Real Time Information, Variable Message Signs, etc.

⁴ Professional Services includes those costs to promote and evaluate the service, including Marketing and Passengers Surveys, etc.

⁵ Mid-City Rapid Bus' Operating Net Costs are the costs to operate Mid-City minus the "Maintenance of Effort" requirement from previous Route 15 operated in the same corridor by MTS.

⁶ Farebox Revenues are those fares collected from passengers by the transit agencies.

⁷ *TransNet* Subsidy = Operating costs + Administration costs + Intelligent Transportation Systems + Professional Services - Maintenance of Effort - Farebox Revenues.

Chapter 9



Capital Budget

OVERVIEW

This chapter includes a summary of regionally significant capital projects and applicable funds. With the *TransNet* Extension Ordinance passed by county voters in November 2004, SANDAG continues to partner with Caltrans and the transit operators to implement major transit and highway projects throughout the San Diego region. This chapter is divided into five sections: (1) *TransNet* Early Action Program, which includes the current budgets for the projects approved as part of the *TransNet* Extension; (2) TCIF/Goods Movement Program; (3) Regional Bikeway Projects; (4) Major Capital Projects, which identifies other regionally significant capital investments over \$1 million; (5) Minor Capital Projects, which identifies other capital projects less than \$1 million; (6) Projects Pending Closeout, which identifies projects that are substantially complete; and (7) Projects Completed Through a Major Milestone, which identifies projects that require additional funding to move into the next phase.

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FY 2019 Capital Budget (\$1,000s)

		FUNDING SOURCES (a)															
Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	5307	5309	5339	TCRP	STIP	ARRA	TransNet	TDA	OTHER (b)	NOTES		
TransNet EARLY ACTION PROJECTS																	
1200100	TransNet Project Office	36,887	36,887	3,800	33,087							36,887			L22		
1200200	Project Biological Mitigation Fund	458,000	458,000	241,481	216,519							457,747		253	F14, L16		
1200300	Regional Habitat Conservation Fund	44,519	44,519	37,860	6,659							44,176		343	L5, S5		
1041500	Mid-Coast Corridor																
1041502	SuperLoop	36,071	36,071	33,795	2,276		617					34,732		722	L3		
1257001	Mid-Coast Light Rail Transit (LRT)	2,171,201	2,171,201	772,561	1,398,640		1,043,509					1,127,692					
1200500	I-5 Corridor																
1200501	I-5 North Coast: 4 Express Lanes	74,786	74,786	74,209	577					10,189		29,187		35,410	F6, F7, F9, F10		
1200502	I-5 HOV Extension & Lomas Santa Fe Interchange	67,720	67,720	67,702	18				6,000			21,016		40,704	S2, S3		
1200503	I-5/SR 56 Interchange	17,957	17,957	13,037	4,920							1,854		16,103	F6, F8, F9, F10, L4, S2		
1200504	I-5 HOV: Birmingham Drive to Palomar Airport Drive	369,616	135,778	83,670	52,108					44,000		69,950		21,828	F1,F7, F8		
1200506	I-5/Genesee Interchange and Widening	117,435	117,435	106,370	11,065							20,427		97,008	F7, F8, L4, L11, S2, S8		
1200507	I-5/Voigt Drive Improvements	28,980	28,980	5,749	23,231							3,480		25,500	L3		
1200508	I-5/Gilman Drive Bridge	20,607	20,607	15,864	4,743							5,607		15,000	L3		
1200509	I-5 HOV: San Elijo Bridge Replacement	355,510	331,395	172,052	159,343					59,382		56,700		215,313	F1, F7		
1200510	I-5 HOV: Carlsbad	127,261	317	314	3							317					
1200512	I-5/Genesee Aux Lane	7,049	7,049	1,100	5,949									7,049	S2		
1201500	I-15 Corridor																
1201501	I-15 Express Lanes South Segment	332,437	332,437	330,465	1,972					10,000		44,795		277,642	F1, L4, L11, S3		
1201504	I-15 FasTrak ®	26,792	26,792	26,632	160							25,927		865	L5, S7, S9		
1201506	I-15 Mira Mesa Direct Access Ramp - Bus Rapid Transit Station	54,897	54,897	54,774	123							28,095		26,802	F1, S3		
1201507	SR 15 BRT: Mid-City Centerline Stations	61,349	61,349	60,296	1,053	23,150						38,199					
1201509	Downtown BRT Stations	20,868	20,868	20,864	4							20,868					
1201511	Mira Mesa Blvd BRT Priority Treatments	3,737	3,737	3,612	125							3,737					
1201513	South Bay BRT Maintenance Facility	60,129	60,129	59,989	140	8,846		3,122				31,034	2,219	14,908	L5, L9, S4		
1201514	Downtown Multiuse and Bus Stopover Facility	45,975	45,975	43,954	2,021							45,975					
1201515	Clairemont Mesa Blvd BRT Stations	13,774	1,774	1,764	10							1,774					
1201518	I-15 Mira Mesa Transit Station Parking Structure	15,322	15,322	9,817	5,505							14,630		692	L4		
1207600	SR 76 Corridor																
1207602	SR 76 Middle	166,321	166,321	164,765	1,556						76,613	57,954		31,754	F7, F8, F9, L8, L15, L10, S2		
1207606	SR 76 East	202,499	202,499	191,310	11,189							57,579		144,920	F2, F7, L11, L15, S3		
1210000	Blue & Orange Line Improvements																
1210030	Blue Line Station Rehab	132,985	132,985	132,473	512	5,340	335					32,985		94,325	F12, S8, S13, L1, L9		
1210040	Orange and Blue Line Traction Power Substations	30,275	30,275	29,724	551							15,859		11,984	L9, S8		
1230000	Coastal Corridor																
1239801	Sorrento to Miramar Phase 1	45,741	45,741	45,731	10							31,741		10,800	S6		
1239803	Oceanside Station Pass-Through Track	28,154	28,154	28,133	21	945						20,779		349	L6, L8		
1239805	Poinsettia Station Improvements	33,748	33,748	6,069	27,679	10,956		2,721			3,360	16,175		4,017	S10		
1239806	San Elijo Lagoon Double Track	76,849	76,849	45,219	31,630	9,413		2,600				23,093		4,343	S6		
1239807	Sorrento Valley Double Track	32,989	32,989	32,907	82	16,728						2,961		13,300	L5, S6		
1239809	Eastbrook to Shell Double Track	6,920	6,920	6,469	451							3,000		3,920	F5		
1239810	Carlsbad Village Double Track	3,754	3,754	3,674	80							3,374		380	F5		
1239811	Elvira to Morena Double Track	188,221	188,221	135,298	52,923	54,566			4,052			44,611		84,992	F5, L4, S10		
1239812	Sorrento to Miramar Phase 2	11,000	11,000	7,790	3,210					2,000		5,898		3,102	F5		
1239813	San Dieguito Lagoon Double Track and Platform	9,470	9,470	9,445	25							2,550		6,920	F5		
1239814	COASTER Preliminary Engineering	1,222	1,222	1,005	217							1,222					
1239815	San Diego River Bridge	93,866	93,866	67,563	26,303	74,154						19,712					
1239816	Batiquitos Lagoon Double Track	47,900	12,353	10,199	2,154	5,000						7,353					
1239817	Chesterfield Drive Crossing Improvements	6,179	6,179	3,180	2,999							3,942		2,237	F5		
1240000	Mid-City Rapid Bus																
1240001	Mid-City Rapid Bus	44,478	44,478	44,201	277	320	22,379					21,779					
1280500	I-805 Corridor																
1280504	South Bay BRT	119,748	119,748	107,872	11,876	545	1,827					98,181		19,195	L1, L5, L12, L14, S10		
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp	95,730	95,730	95,119	611						51,817	32,420		11,493	L4, L5		
1280508	SR 94 Express Lanes: I-805 to Downtown	22,600	22,600	21,297	1,303				10,000			12,600					
1280510	I-805 South: 2HOV and Direct Access Ramp	179,693	179,693	175,369	4,324							120,007		59,686	F7, F10, L7, L12, S3		
1280511	I-805 North: 2HOV Lanes	116,965	116,965	107,435	9,530							13,099		103,866	F1, S3, S8		

FY 2019 Capital Budget (\$1,000s)

Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	FUNDING SOURCES (a)									NOTES
						5307	5309	5339	TCRP	STIP	ARRA	TransNet	TDA	OTHER (b)	
1280513	I-805 /SR 94 Bus on Shoulder Demonstration Project	30,900	30,900	29,562	1,338		14,084					16,816			
1280515	I-805 South Soundwalls	38,289	38,289	22,315	15,974							6,987		31,302	F7
TOTAL TransNet EARLY ACTION PROJECTS		6,298,488	5,866,044	3,762,055	2,103,989	209,963	1,082,751	8,443	20,052	168,771	134,222	2,800,596	2,219	1,439,027	
TCIF/GOODS MOVEMENT															
1201101	SR 11 and Otay Mesa East Port of Entry	543,273	130,268	122,204	8,064					109		10,830		119,329	F6, F11
1201102	SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction	66,330	66,330	66,095	235									66,330	S6
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	60,453	60,453	0	60,453									60,453	F6, F15, S6
1300601	San Ysidro Intermodal Freight Facility	41,860	41,860	40,538	1,322							6,386		35,474	F6, F8, L5, S6
1300602	South Line Rail Freight Capacity	48,493	48,493	47,315	1,178							8,960		39,533	S6
1390504	SR 905/125/11 Northbound Connectors	18,757	18,757	18,756	1							2,700		16,057	F6, S6
1390505	SR 905/125/11 Southbound Connectors	68,947	68,947	10,729	58,218									68,947	L14, S2
TOTAL TCIF/GOODS MOVEMENT PROJECTS		848,113	435,108	305,637	129,471	0	0	0	0	109	0	28,876	0	406,123	
REGIONAL BIKEWAY PROJECTS															
1129900	Bayshore Bikeway: 88 Main Street to Palomar	3,193	3,193	1,403	1,790					324		2,799		70	L7
1143700	Bayshore Bikeway: Segments 4 & 5	7,419	7,419	6,389	1,030					1,060		3,859		2,500	S11
1223014	SR 15 Commuter Bike Facility	15,615	15,615	15,404	211							3,230		12,385	F13
1223016	Coastal Rail Trail San Diego: Rose Creek	23,792	23,792	13,517	10,275					401		21,252	2,139		
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	10,108	10,108	4,481	5,627					234		8,599		1,275	L19, S1
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	5,946	5,946	3,229	2,717							3,339	2,607		
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	21,559	21,559	6,226	15,333							20,309	1,250		
1223023	Inland Rail Trail	56,500	44,245	30,312	13,933					20,034		9,348	6,719	8,144	L13, S1
1223052	San Diego River Trail: Stadium Segment	2,286	2,286	631	1,655							2,118		168	S11
1223053	San Diego River Trail: Carlton Oaks Segment	1,582	1,582	877	705							1,250		332	S11
1223054	Central Avenue Bikeway	994	994	623	371							994			
1223055	Bayshore Bikeway: Barrio Logan	17,964	17,964	1,871	16,093							13,020		4,944	F13
1223056	Border to Bayshore Bikeway	12,216	12,216	981	11,235							1,995		10,221	F13
1223057	Pershing Drive Bikeway	12,314	12,314	1,376	10,938							12,314			
1223058	Downtown to Imperial Avenue Bikeway	13,488	13,488	1,973	11,515							9,038		4,450	F13
1223078	North Park/Mid-City Bikeways: Landis Bikeway	7,250	7,250	941	6,309							7,250			
1223079	North Park/Mid-City Bikeways: Howard-Orange Bikeway	1,736	1,736	198	1,538							1,736			
1223080	North Park/Mid-City Bikeways: Monroe Bikeway	526	526	196	330							526			
1223081	North Park/Mid-City Bikeways: University Bikeway	1,076	1,076	330	746							1,076			
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	11,282	11,282	2,017	9,265							11,282			
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	3,776	3,776	741	3,035							3,776			
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	1,864	1,864	586	1,278							1,864			
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	358	358	17	341							358			
1223086	Uptown Bikeways: Park Boulevard Bikeway	688	688	193	495							688			
TOTAL REGIONAL BIKEWAY PROJECTS		233,532	221,277	94,512	126,765	0	0	0	0	22,053	0	142,020	12,715	44,489	
MAJOR CAPITAL PROJECTS															
1049600	East County Bus Maintenance Facility	45,301	45,301	45,296	5	11,203	3,262	7,285					3,498	20,053	L9, S4
1128100	Mainline Drainage	6,394	6,394	2,714	3,680	4,907						100	627	760	L9, S4
1129200	OCS Insulator & Catch Cable Replacement	7,181	7,181	5,609	1,572	3,072	312					496	349	2,952	L9
1130102	Financial System Upgrade Contract Management System	1,250	1,087	758	329							600	437	50	L14
1142300	East Division Maintenance Facility	7,516	7,516	7,234	282	3,183	902					2,232	953	246	L6, S4
1142500	Centralized Train Control (CTC)	14,467	14,467	14,392	75	5,145						8,017	1,071	234	L9
1142600	Joint Transportation Operations Center (JTOC)	2,085	2,085	23	2,062		1,668							417	L14
1143200	University Town Center (UTC) Transit Center	5,700	5,700	5,361	339							5,700			
1144000	Substation Supervisory Control and Data Acquisition (SCADA)	4,995	4,995	3,536	1,459	2,375						600	905	1,115	L5, S4
1144700	Beach Sand Replenishment	26,084	26,084	25,580	504									26,084	L5, L8, L18, L19, L20, L21, S12
1145000	Los Peñasquitos Lagoon Bridge Replacement	47,486	45,183	44,214	969	17,570							2,403	25,210	L6, F3
1145300	Rose Canyon Bridge Replacements	14,545	77	50	27	62								15	L6
1145400	San Onofre Bridge Replacements	13,641	62	60	2	50							12		
1145500	Airport Connection	1,600	1,300	900	400									1,300	F1, F8
1146100	Del Mar Bluffs IV	3,107	3,107	780	2,327	800				2,000			200	107	L6
1146500	Bridge 257.2 Replacement Project	5,467	5,467	1,019	4,448	2,080								3,387	L6

FY 2019 Capital Budget (\$1,000s)

Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	FUNDING SOURCES (a)									NOTES
						5307	5309	5339	TCRP	STIP	ARRA	TransNet	TDA	OTHER (b)	
1400000	Regional Tolling Back Office System	16,105	16,105	5,069	11,036									16,105	L14, L17
1400302	I-15 Managed Lanes Dynamic Signage	1,352	1,352	1,347	5									1,352	L17
1400401	SBX Pavement Overlay	7,944	7,944	7,879	65									7,944	L14
1400402	Roadway Toll Collection System	46,234	38,634	6,495	32,139									38,634	L14, L17
1400405	SBX Ramps Overlay	14,550	14,550	0	14,550									14,550	L14
TOTAL MAJOR CAPITAL PROJECTS		293,004	254,591	178,316	76,275	50,447	6,144	7,285	0	2,000	0	17,745	10,455	160,515	
MINOR CAPITAL PROJECTS															
1128400	Document Control	300	300	187	113	160							40	100	S4
1130100	Financial System Upgrades	692	692	496	196								692		
1130101	Financial System Upgrades - Small Business System	547	547	254	293								547		
1130800	Accounts Payable Document Management System	100	100	5	95								100		
1131100	NCTD COASTER Train Wash Overhaul	626	626	621	5									626	L6
1131200	NCTD SPRINTER Train Wash Overhaul	386	386	44	342									386	L6
1131300	NCTD Bus Wash Replacement - West Division	721	721	46	675									721	L6
1131400	Light Rail Vehicle (LRV) Procurement Support	150	150	45	105									150	L9
1144800	Regional Arterial Detection Deployment - Phase 1	719	719	175	544							719			
1144900	North Green Beach Bridge Replacement	478	478	477	1	381							75	22	L6
TOTAL MINOR CAPITAL PROJECTS		4,719	4,719	2,350	2,369	541	0	0	0	0	0	719	1,454	2,005	
TOTAL ACTIVE PROJECTS (TransNet EAP, GOODS MOVEMENT, REGIONAL BIKEWAY, MAJOR CAPITAL, AND MINOR CAPITAL PROJECTS)		7,677,856	6,781,739	4,342,870	2,438,869	260,951	1,088,895	15,728	20,052	192,933	134,222	2,989,956	26,843	2,052,159	
PROJECTS PENDING CLOSE-OUT															
1200505	I-5/I-8 West to North Connector Improvements	17,300	17,300	17,297	3							1,860		15,440	F8, F10, S2
1201502	I-15 Express Lanes Middle Segment	466,769	466,769	466,767	2				64,300	243,400		34,675		124,394	F1, F7, F8, S2, L5
1201503	I-15 Express Lanes North Segment	185,479	185,479	185,477	2					5,000		42,130		138,349	F1, F7, S2
1201510	SR 78 Nordahl Road Interchange	24,220	24,220	24,218	2							16,964		7,256	F4, F7, F8, S2
1205203	SR 52 Extension	460,509	460,509	456,144	4,365				43,700	229,601		111,474		75,734	F4, F7, F8, L2, S2
1390501	SR 905: I-805 to Britannia Boulevard	82,513	82,513	82,511	2						73,931	1,582		7,000	F8, F9, L7
TOTAL PROJECTS PENDING CLOSEOUT		1,236,790	1,236,790	1,232,414	4,376	0	0	0	108,000	478,001	73,931	208,685	0	368,173	
TOTAL ALL CAPITAL PROJECTS		8,914,646	8,018,529	5,575,284	2,443,245	260,951	1,088,895	15,728	128,052	670,934	208,153	3,198,641	26,843	2,420,332	

(a) See Appendix F, Glossary of Acronyms and Terms, for descriptions of funding sources

(b) See FY 2019 Capital Budget Notes for explanations of Federal, State, and Local Other Column

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2019 Capital Budget Notes

FEDERAL OTHER:

- (F1) Congestion Mitigation and Air Quality (CMAQ)
- (F2) Federal Highway Administration (FHWA)
- (F3) Federal TIGER (Transportation Investment Generating Economic Recovery)
- (F4) Transportation, Community, and System Preservation Program (TCSP)
- (F5) Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008 (FRA PRIIA)
- (F6) Coordinated Border Infrastructure (CBI)
- (F7) Regional Surface Transportation Program (RSTP)
- (F8) Federal High Priority Project Demonstration (HPP)
- (F9) Surface Transportation Program (STP)
- (F10) Interstate Maintenance (IM)
- (F11) Intelligent Transportation Systems (ITS)
- (F12) Homeland Security
- (F13) Federal Active Transportation Program (ATP)
- (F14) U.S. Fish and Wildlife Service
- (F15) Fostering Advancements In Shipping And Transportation For The Long-Term Achievement Of National Efficiencies (FASTLANE)

STATE OTHER:

- (S1) State Active Transportation Program (ATP)
- (S2) Caltrans (includes SHOPP, G-12, State oversight, environmental support, and Caltrans PTA)
- (S3) Corridor Mobility Improvement Account (CMIA)
- (S4) State Transit Assistance (STA)
- (S5) Department of Fish and Game
- (S6) Trade Corridors Improvement Fund (TCIF)
- (S7) Freeway Service Patrol (FSP)
- (S8) Proposition 1B
- (S9) State Value Pricing
- (S10) Transit and Intercity Rail Program (TIRCP)
- (S11) Coastal Conservancy
- (S12) Department of Boating and Waterways
- (S13) Proposition 1A
- (S14) Affordable Housing and Sustainable Communities Program (AHSCP)
- (S15) Low-Carbon Transit Operations Program

LOCAL OTHER:

- (L1) City of Chula Vista
- (L2) City of Santee
- (L3) UC San Diego
- (L4) City of San Diego
- (L5) Miscellaneous Project Revenue
- (L6) North County Transit District (NCTD)
- (L7) County of San Diego
- (L8) City of Oceanside
- (L9) Metropolitan Transit System (MTS)
- (L10) Vista Unified School District
- (L11) Private Development
- (L12) Otay Water District
- (L13) Bicycle Transportation Account (BTA)
- (L14) South Bay Expressway
- (L15) Rainbow Water District
- (L16) Buena Vista Lagoon Foundation
- (L17) I-15 FasTrak Revenue
- (L18) City of Carlsbad
- (L19) City of Encinitas
- (L20) City of Imperial Beach
- (L21) City of Solana Beach
- (L22) Allocated to program projects. Budget amounts are shown for illustrative purposes only and are not included in totals of capital budget tables.

**SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2019 Capital Program Expenditures (\$1,000s)**

Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
TransNet EARLY ACTION PROJECTS															
1200100	TransNet Project Office	36,887	36,887	3,800	33,087	3,800	3,800	3,700	3,700	3,700	3,687	3,600	3,600	3,500	36,887
1200200	Project Biological Mitigation Fund	458,000	458,000	241,481	216,519	63,650	51,992	39,033	27,340	15,329	9,178	5,576	4,421		458,000
1200300	Regional Habitat Conservation Fund	44,519	44,519	37,860	6,659	4,100	2,559								44,519
1041500	Mid-Coast Corridor														
1041502	SuperLoop	36,071	36,071	33,795	2,276	2,276									36,071
1257001	Mid-Coast Light Rail Transit (LRT)	2,171,201	2,171,201	772,561	1,398,640	411,092	446,439	234,840	62,680	17,376	14,491	11,685	200,037		2,171,201
1200500	I-5 Corridor														
1200501	I-5 North Coast: 4 Express Lanes	74,786	74,786	74,209	577	577									74,786
1200502	I-5 HOV Extension & Lomas Santa Fe Interchange	67,720	67,720	67,702	18	18									67,720
1200503	I-5/SR 56 Interchange	17,957	17,957	13,037	4,920	2,273		381							17,957
1200504	I-5 HOV: Birmingham Drive to Palomar Airport Drive	369,616	135,778	83,670	52,108	5,818	2,316	18,584	22,906	2,484					135,778
1200506	I-5/Genesee Interchange and Widening	117,435	117,435	106,370	11,065	6,105	3,177	604	534	553	92				117,435
1200507	I-5/Voigt Drive Improvements	28,980	28,980	5,749	23,231	6,191	6,465	5,859	4,716						28,980
1200508	I-5/Gilman Drive Bridge	20,607	20,607	15,864	4,743	4,261	482								20,607
1200509	I-5 HOV: San Elijo Bridge Replacement	355,510	331,395	172,052	159,343	81,300	50,386	26,943	714						331,395
1200510	I-5 HOV: Carlsbad	127,261	317	314	3	3									317
1200512	I-5/Genesee Aux Lane	7,049	7,049	1,100	5,949	835	782	2,782	1,550						7,049
1201500	I-15 Corridor														
1201501	I-15 Express Lanes South Segment	332,437	332,437	330,465	1,972	1,972									332,437
1201504	I-15 FasTrak ®	26,792	26,792	26,632	160	160									26,792
1201506	I-15 Mira Mesa Direct Access Ramp - Bus Rapid Transit Station	54,897	54,897	54,774	123	123									54,897
1201507	SR 15 BRT: Mid-City Centerline Stations	61,349	61,349	60,296	1,053	818	235								61,349
1201509	Downtown BRT Stations	20,868	20,868	20,864	4	4									20,868
1201511	Mira Mesa Blvd BRT Priority Treatments	3,737	3,737	3,612	125	125									3,737
1201513	South Bay BRT Maintenance Facility	60,129	60,129	59,989	140	140									60,129
1201514	Downtown Multiuse and Bus Stopover Facility	45,975	45,975	43,954	2,021	2,021									45,975
1201515	Clairemont Mesa Blvd BRT Stations	13,774	1,774	1,764	10	10									1,774
1201518	I-15 Mira Mesa Transit Station Parking Structure	15,322	15,322	9,817	5,505	5,505									15,322
1207600	SR 76 Corridor														
1207602	SR 76 Middle	166,321	166,321	164,765	1,556	1,556									166,321
1207606	SR 76 East	202,499	202,499	191,310	11,189	8,203	808	758	548	187	86	599			202,499
1210000	Blue & Orange Line Improvements														
1210030	Blue Line Station Rehab	132,985	132,985	132,473	512	498	14								132,985
1210040	Orange and Blue Line Traction Power Substations	30,275	30,275	29,724	551	500	51								30,275
1230000	Coastal Corridor														
1239801	Sorrento to Miramar Phase 1	45,741	45,741	45,731	10	10									45,741
1239803	Oceanside Station Pass-Through Track	28,154	28,154	28,133	21	21									28,154
1239805	Poinsettia Station Improvements	33,748	33,748	6,069	27,679	17,046	9,896	737							33,748
1239806	San Elijo Lagoon Double Track	76,849	76,849	45,219	31,630	27,804	3,826								76,849
1239807	Sorrento Valley Double Track	32,989	32,989	32,907	82	76	6								32,989
1239809	Eastbrook to Shell Double Track	6,920	6,920	6,469	451	451									6,920
1239810	Carlsbad Village Double Track	3,754	3,754	3,674	80	80									3,754
1239811	Elvira to Morena Double Track	188,221	188,221	135,298	52,923	29,843	19,757	3,163	160						188,221
1239812	Sorrento to Miramar Phase 2	11,000	11,000	7,790	3,210	1,515	1,490	205							11,000
1239813	San Dieguito Lagoon Double Track and Platform	9,470	9,470	9,445	25	25									9,470
1239814	COASTER Preliminary Engineering	1,222	1,222	1,005	217	157	60								1,222
1239815	San Diego River Bridge	93,866	93,866	67,563	26,303	19,734	6,211	200	158						93,866
1239816	Batiquitos Lagoon Double Track	47,900	12,353	10,199	2,154	1,576	300	178	80	20					12,353
1239817	Chesterfield Drive Crossing Improvements	6,179	6,179	3,180	2,999	1,881	1,086	32							6,179
1240000	Mid-City Rapid Bus														
1240001	Mid-City Rapid Bus	44,478	44,478	44,201	277	277									44,478
1280500	I-805 Corridor														
1280504	South Bay BRT	119,748	119,748	107,872	11,876	11,769	107								119,748
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp	95,730	95,730	95,119	611	600	11								95,730
1280508	SR 94 Express Lanes: I-805 to Downtown	22,600	22,600	21,297	1,303	3	1,300								22,600
1280510	I-805 South: 2HOV and Direct Access Ramp	179,693	179,693	175,369	4,324	2,268	1,585	467	2	2					179,693
1280511	I-805 North: 2HOV Lanes	116,965	116,965	107,435	9,530	8,250	330	310	210	430					116,965

**SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2019 Capital Program Expenditures (\$1,000s)**

Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
1280513	I-805 /SR 94 Bus on Shoulder Demonstration Project	30,900	30,900	29,562	1,338	1,323	5	5	5						30,900
1280515	I-805 South Soundwalls	38,289	38,289	22,315	15,974	11,660	3,304	601	291	118					38,289
TOTAL TransNet EARLY ACTION PROJECTS		6,298,488	5,866,044	3,762,055	2,103,989	746,503	617,246	335,682	121,894	36,499	23,847	17,860	204,458	0	5,866,044
TCIF/GOODS MOVEMENT															
1201101	SR 11 and Otay Mesa East Port of Entry	543,273	130,268	122,204	8,064	7,875	189								130,268
1201102	SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction	66,330	66,330	66,095	235	235									66,330
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	60,453	60,453	0	60,453	14,735	29,865	14,735	560	558					60,453
1300601	San Ysidro Intermodal Freight Facility	41,860	41,860	40,538	1,322	1,322									41,860
1300602	South Line Rail Freight Capacity	48,493	48,493	47,315	1,178	1,178									48,493
1390504	SR 905/125/11 Northbound Connectors	18,757	18,757	18,756	1	1									18,757
1390505	SR 905/125/11 Southbound Connectors	68,947	68,947	10,729	58,218	36,897	20,170	1,150	1						68,947
TOTAL TCIF/GOODS MOVEMENT PROJECTS		848,113	435,108	305,637	129,471	62,243	50,224	15,885	561	558	0	0	0	0	435,108
REGIONAL BIKEWAY PROJECTS															
1129900	Bayshore Bikeway: 8B Main Street to Palomar	3,193	3,193	1,403	1,790	163	1,612	15							3,193
1143700	Bayshore Bikeway: Segments 4 & 5	7,419	7,419	6,389	1,030	1,030									7,419
1223014	SR 15 Commuter Bike Facility	15,615	15,615	15,404	211	72	72	67							15,615
1223016	Coastal Rail Trail San Diego: Rose Creek	23,792	23,792	13,517	10,275	9,922	343	5	5						23,792
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	10,108	10,108	4,481	5,627	5,592	35								10,108
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	5,946	5,946	3,229	2,717	440	115	2,084	78						5,946
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	21,559	21,559	6,226	15,333	5,918	9,094	321							21,559
1223023	Inland Rail Trail	56,500	44,245	30,312	13,933	7,390	6,543								44,245
1223052	San Diego River Trail: Stadium Segment	2,286	2,286	631	1,655	1,625	30								2,286
1223053	San Diego River Trail: Carlton Oaks Segment	1,582	1,582	877	705	564	141								1,582
1223054	Central Avenue Bikeway	994	994	623	371	347	24								994
1223055	Bayshore Bikeway: Barrio Logan	17,964	17,964	1,871	16,093	5,497	9,989	607							17,964
1223056	Border to Bayshore Bikeway	12,216	12,216	981	11,235	1,099	2,069	6,443	1,622	2					12,216
1223057	Pershing Drive Bikeway	12,314	12,314	1,376	10,938	351	7,882	2,700	5						12,314
1223058	Downtown to Imperial Avenue Bikeway	13,488	13,488	1,973	11,515	1,536	3,703	6,096	180						13,488
1223078	North Park/Mid-City Bikeways: Landis Bikeway	7,250	7,250	941	6,309	2,835	3,469	5							7,250
1223079	North Park/Mid-City Bikeways: Howard-Orange Bikeway	1,736	1,736	198	1,538	432	1,003	103							1,736
1223080	North Park/Mid-City Bikeways: Monroe Bikeway	526	526	196	330	270	60								526
1223081	North Park/Mid-City Bikeways: University Bikeway	1,076	1,076	330	746	490	256								1,076
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	11,282	11,282	2,017	9,265	3,801	4,530	934							11,282
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	3,776	3,776	741	3,035	1,000	669	1,356	10						3,776
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	1,864	1,864	586	1,278	904	374								1,864
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	358	358	17	341	181	160								358
1223086	Uptown Bikeways: Park Boulevard Bikeway	688	688	193	495	375	110	10							688
TOTAL REGIONAL BIKEWAY PROJECTS		233,532	221,277	94,512	126,765	51,834	52,283	20,746	1,900	2	0	0	0	0	221,277
MAJOR CAPITAL PROJECTS															
1049600	East County Bus Maintenance Facility	45,301	45,301	45,296	5	5									45,301
1128100	Mainline Drainage	6,394	6,394	2,714	3,680	3,675	5								6,394
1129200	OCS Insulator & Catch Cable Replacement	7,181	7,181	5,609	1,572	1,569	3								7,181
1130102	Financial System Upgrade Contract Management System	1,250	1,087	758	329	329									1,087
1142300	East Division Maintenance Facility	7,516	7,516	7,234	282	282									7,516
1142500	Centralized Train Control (CTC)	14,467	14,467	14,392	75	70	5								14,467
1142600	Joint Transportation Operations Center (JTOC)	2,085	2,085	23	2,062	2,047	5	5	5						2,085
1143200	University Town Center (UTC) Transit Center	5,700	5,700	5,361	339	339									5,700
1144000	Substation Supervisory Control and Data Acquisition (SCADA)	4,995	4,995	3,536	1,459	1,454	5								4,995
1144700	Beach Sand Replenishment	26,084	26,084	25,580	504	504									26,084
1145000	Los Peñasquitos Lagoon Bridge Replacement	47,486	45,183	44,214	969	969									45,183
1145300	Rose Canyon Bridge Replacements	14,545	77	50	27	27									77
1145400	San Onofre Bridge Replacements	13,641	62	60	2	2									62
1145500	Airport Connection	1,600	1,300	900	400	400									1,300
1146100	Del Mar Bluffs IV	3,107	3,107	780	2,327	2,268	59								3,107
1146500	Bridge 257.2 Replacement Project	5,467	5,467	1,019	4,448	3,294	1,154								5,467

**SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2019 Capital Program Expenditures (\$1,000s)**

Project Number	Project Title	Approved Budget	Funded Budget Thru FY 2019	Estimated Expended Thru June 2018	Remaining Budget as of June 2018	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
1400000	Regional Tolling Back Office System	16,105	16,105	5,069	11,036	11,026	10								16,105
1400302	I-15 Managed Lanes Dynamic Signage	1,352	1,352	1,347	5	5									1,352
1400401	SBX Pavement Overlay	7,944	7,944	7,879	65	60	5								7,944
1400402	Roadway Toll Collection System	46,234	38,634	6,495	32,139	22,580	8,474	1,075	5	5.0					38,634
1400405	SBX Ramps Overlay	14,550	14,550	0	14,550	1,900	900	9,600	2,000	130.0	20				14,550
TOTAL MAJOR CAPITAL PROJECTS		293,004	254,591	178,316	76,275	52,805	10,625	10,680	2,010	135	20	0	0	0	254,591
MINOR CAPITAL PROJECTS															
1128400	Document Control	300	300	187	113	56	57								300
1130100	Financial System Upgrades	692	692	496	196	98	98								692
1130101	Financial System Upgrades - Small Business System	547	547	254	293	146	147								547
1130800	Accounts Payable Document Management System	100	100	5	95	47	48								100
1131100	NCTD COASTER Train Wash Overhaul	626	626	621	5	5									626
1131200	NCTD SPRINTER Train Wash Overhaul	386	386	44	342	171	171								386
1131300	NCTD Bus Wash Replacement - West Division	721	721	46	675	335	340								721
1131400	Light Rail Vehicle (LRV) Procurement Support	150	150	45	105	76	29								150
1144800	Regional Arterial Detection Deployment - Phase 1	719	719	175	544	270	274								719
1144900	North Green Beach Bridge Replacement	478	478	477	1	1									478
TOTAL MINOR CAPITAL PROJECTS		4,719	4,719	2,350	2,369	1,205	1,164	0	0	0	0	0	0	0	4,719
TOTAL ACTIVE PROJECTS (TransNet EAP, GOODS MOVEMENT, REGIONAL BIKEWAY, MAJOR CAPITAL, AND MINOR CAPITAL PROJECTS)		7,677,856	6,781,739	4,342,870	2,438,869	914,590	731,542	382,993	126,365	37,194	23,867	17,860	204,458	0	6,781,739
PROJECTS PENDING CLOSE-OUT															
1200505	I-5/I-8 West to North Connector Improvements	17,300	17,300	17,297	3	3									17,300
1201502	I-15 Express Lanes Middle Segment	466,769	466,769	466,767	2	2									466,769
1201503	I-15 Express Lanes North Segment	185,479	185,479	185,477	2	2									185,479
1201510	SR 78 Nordahl Road Interchange	24,220	24,220	24,218	2	2									24,220
1205203	SR 52 Extension	460,509	460,509	456,144	4,365	5	4,360								460,509
1390501	SR 905: I-805 to Britannia Boulevard	82,513	82,513	82,511	2	2									82,513
TOTAL PROJECTS PENDING CLOSEOUT		1,236,790	1,236,790	1,232,414	4,376	16	4,360	0	0	0	0	0	0	0	1,236,790
TOTAL ALL CAPITAL PROJECTS		8,914,646	8,018,529	5,575,284	2,443,245	914,606	735,902	382,993	126,365	37,194	23,867	17,860	204,458	0	8,018,529

CHAPTER 9.1

***TransNet* EARLY ACTION PROGRAM**

Projects shown in this section describe efforts relating to major transit, highway, and environmental mitigation projects being funded in part by *TransNet*. In November 2004, voters approved an extension of the TransNet sales tax for specific improvements to the region's transportation network, including the associated environmental mitigation.

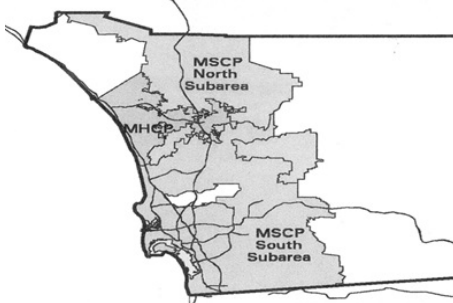
Project Number: 1200100		Corridor Director: Susan Huntington	
RTIP Number:		Project Manager: Susan Huntington	
Project Name: TransNet Project Office		PM Phone Number: (619) 595-5389	
PROJECT SCOPE		SITE LOCATION	
Implement project control measures for the TransNet Early Action Program including: scheduling, cost estimating, change control, risk management, work breakdown structure, resource planning, document control, Dashboard development, and consultant contract administration.			
PROJECT LIMITS			
Regionwide		PROGRESS TO DATE	
		Dashboard v1.0 deployed July 2006. Dashboard v2.0 deployed December 2010. Dashboard v3.0 deployed December 2013. Automated budget change request process implemented fall 2014. Web-based Change Request form automation implemented spring 2016. Maintenance of Dashboard transitioned to in-house support in FY 2017. Emphasis in FY 2019 will be continued implementation of TransNet Major Corridor Program.	
		MAJOR MILESTONES	
		Draft Environmental Document N/A	
		Final Environmental Document N/A	
		Ready to Advertise N/A	
		Begin Construction N/A	
		Open to Public N/A	
		Construction Complete N/A	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$3,800	\$3,800	\$3,800	\$3,700	\$3,700	\$3,700	\$3,687	\$3,600	\$3,600	\$3,500	\$36,887
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$3,800	\$3,800	\$3,800	\$3,700	\$3,700	\$3,700	\$3,687	\$3,600	\$3,600	\$3,500	\$36,887

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$0	\$3,800	\$3,800	\$3,800	\$3,700	\$3,700	\$3,700	\$3,687	\$3,600	\$3,600	\$3,500	\$36,887

Project Number: 1200200		Corridor Director: Muggs Stoll	
RTIP Number:		Project Manager: Keith Greer	
Project Name: Project Biological Mitigation Fund		PM Phone Number: (619) 699-7390	
PROJECT SCOPE		SITE LOCATION	
Habitat acquisition, restoration, creation, enhancement, and management and monitoring necessary to meet regional transportation project mitigation requirements.			
PROJECT LIMITS		PROGRESS TO DATE	
Regionwide		Thirty-nine parcels totaling approximately 8,600 acres have been acquired and over 200 acres are currently under restoration. Major restoration of coastal lagoons has commenced to implement the North Coast Corridor Public Works Plan, as well as the Mid-Coast Light Rail projects.	
		MAJOR MILESTONES	
		Draft Environmental Document N/A	
		Final Environmental Document N/A	
		Ready to Advertise N/A	
		Begin Construction N/A	
		Open to Public N/A	
		Construction Complete N/A	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$3,227	\$500	\$1,000	\$1,000	\$1,000	\$500	\$444	\$205	\$56	\$45	\$0	\$7,977
Environmental Document	13,094	1,165	800	700	633	150	50	40	0	0	0	16,632
Design	1,504	804	0	0	0	0	0	0	0	0	0	2,308
Right-of-Way Support	107	2,585	2,300	1,767	1,000	1,000	200	200	0	0	0	9,159
Right-of-Way Capital	98,846	5,000	5,000	4,000	2,500	2,000	1,000	1,000	500	0	0	119,846
Construction Support	760	1,000	500	500	500	500	100	20	20	11	0	3,911
Construction Capital	15,940	9,000	10,000	10,000	10,000	20,000	10,000	5,000	5,000	4,365	0	99,305
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	104	100	50	30	20	20	20	20	0	0	0	364
Communications	1	51	25	20	5	5	5	5	0	0	0	117
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$133,583	\$20,205	\$19,675	\$18,017	\$15,658	\$24,175	\$11,819	\$6,490	\$5,576	\$4,421	\$0	\$259,619

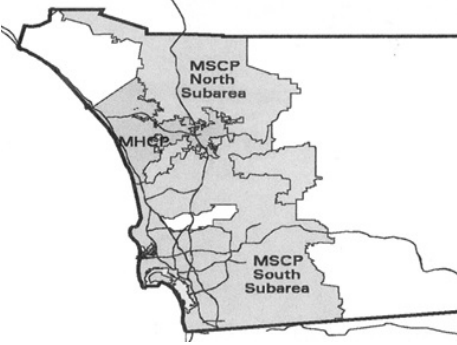
CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$2,749	\$25	\$25	\$25	\$25	\$25	\$25	\$20	\$0	\$0	\$0	\$2,919
Design	2,754	350	350	350	250	400	312	100	0	0	0	4,866
Right-of-Way Support	3,745	100	100	100	100	40	30	20	0	0	0	4,235
Right-of-Way Capital	32,201	0	0	0	0	0	0	0	0	0	0	32,201
Construction Support	4,768	1,000	1,000	1,000	500	200	200	100	0	0	0	8,768
Construction Capital	7,501	32,500	42,500	32,500	22,500	2,500	2,943	2,448	0	0	0	145,392
Total Caltrans	\$53,718	\$33,975	\$43,975	\$33,975	\$23,375	\$3,165	\$3,510	\$2,688	\$0	\$0	\$0	\$198,381
Total SANDAG & Caltrans	\$187,301	\$54,180	\$63,650	\$51,992	\$39,033	\$27,340	\$15,329	\$9,178	\$5,576	\$4,421	\$0	\$458,000
TransNet Pass-Through	\$54,214	\$34,000	\$44,000	\$34,000	\$24,000	\$3,200	\$3,000	\$1,967	\$0	\$0	\$0	\$198,381
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet -EMP	\$187,048	\$54,180	\$63,650	\$51,992	\$39,033	\$27,340	\$15,329	\$9,178	\$5,576	\$4,421	\$0	\$457,747
Other Revenues*	253	0	0	0	0	0	0	0	0	0	0	253
TOTAL	\$187,301	\$54,180	\$63,650	\$51,992	\$39,033	\$27,340	\$15,329	\$9,178	\$5,576	\$4,421	\$0	\$458,000

* U.S. Fish and Wildlife Service and Buena Vista Lagoon Foundation

Project Number: 1200300		Corridor Director: Muggs Stoll	
RTIP Number:		Project Manager: Keith Greer	
Project Name: Regional Habitat Conservation Fund		PM Phone Number: (619) 699-7390	
PROJECT SCOPE		SITE LOCATION	
Provide funding to assist with regional habitat management and monitoring as described in the <i>TransNet</i> Extension Ordinance.			
PROJECT LIMITS			
Regionwide		PROGRESS TO DATE	
		To date eight cycles of land management grants have been approved by the SANDAG Board of Directors which have provided 98 grants totaling \$14.6 million dollars throughout the region. \$9.5 million dollars have been provided as matching funds by the land managers. In addition, staff continues to work with federal, state, and university experts on how to determine best management and monitoring practices for biological resources in open space preserves.	
		MAJOR MILESTONES	
		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	N/A
		Begin Construction	N/A
		Open to Public	N/A
		Construction Complete	N/A

SANDAG EXPENDITURE PLAN (\$000)

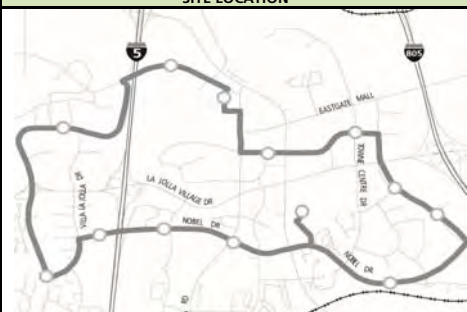
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$511	\$100	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$811
Environmental Document	12,004	3,000	3,000	2,459	0	0	0	0	0	0	0	20,463
Design	787	11	0	0	0	0	0	0	0	0	0	798
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	17,215	853	0	0	0	0	0	0	0	0	0	18,068
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	50	0	0	0	0	0	0	0	0	0	0	50
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$30,567	\$3,964	\$3,100	\$2,559	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40,190

GRANTEES EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	2,329	0	0	0	0	0	0	0	0	0	0	2,329
Total Grantees	\$2,329	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,329
Total SANDAG & Grantees	\$32,896	\$4,964	\$4,100	\$2,559	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,519
<i>TransNet</i> Pass-Through	\$2,329	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,329
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
85120001 Department of Fish and Game	\$93	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$93
Local												
91000100 <i>TransNet</i> -EMP	32,553	4,964	4,100	2,559	0	0	0	0	0	0	0	44,176
92060001 Miscellaneous Revenue	250	0	0	0	0	0	0	0	0	0	0	250
TOTAL	\$32,896	\$4,964	\$4,100	\$2,559	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,519

Project Number: 1041502 RTIP Number: SAN46 Project Name: SuperLoop			Corridor Director: Bruce Smith Project Manager: Angela Anderson PM Phone Number: (619) 699-6934		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
New rapid bus service, traffic signal priority measures, new signalized intersections, street modifications, new rapid bus vehicles, and new enhanced transit stops.				Phase I station repair, Phase II kiosk fabrication, and Phase III construction is complete.	
PROJECT LIMITS				MAJOR MILESTONES	
In University City along Voigt Drive, Genesee Avenue, Nobel Drive, Gilman Drive, and Executive Drive.				Draft Environmental Document Aug-07 Final Environmental Document Sep-09 Ready to Advertise Feb-11 Begin Construction Aug-11 Open to Public Jun-12 Construction Complete Dec-18	

SANDAG EXPENDITURE PLAN (\$000)

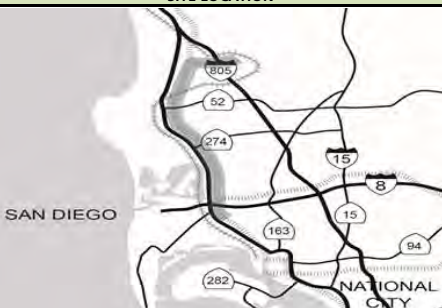
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$3,607	\$140	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,770
Environmental Document	892	0	0	0	0	0	0	0	0	0	0	892
Design	6,076	82	0	0	0	0	0	0	0	0	0	6,158
Right-of-Way Support	16	16	0	0	0	0	0	0	0	0	0	32
Right-of-Way Capital	324	1	49	0	0	0	0	0	0	0	0	374
Construction Support	3,396	340	300	0	0	0	0	0	0	0	0	4,036
Construction Capital	10,502	1,100	1,606	0	0	0	0	0	0	0	0	13,208
Vehicles	7,254	0	0	0	0	0	0	0	0	0	0	7,254
Legal Services	0	3	7	0	0	0	0	0	0	0	0	10
Communications	33	13	72	0	0	0	0	0	0	0	0	118
Project Contingency	0	0	219	0	0	0	0	0	0	0	0	219
Total SANDAG	\$32,100	\$1,695	\$2,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,071

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$32,100	\$1,695	\$2,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,071
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
70110001 FTA 5309 CA-03-0531	\$617	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$617
Local												
91000100 TransNet-MC	30,761	1,695	2,276	0	0	0	0	0	0	0	0	34,732
91140001 UC San Diego	722	0	0	0	0	0	0	0	0	0	0	722
TOTAL	\$32,100	\$1,695	\$2,276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$36,071

Project Number: 1257001 RTIP Number: SAN23 Project Name: Mid-Coast Light Rail Transit (LRT)		Corridor Director: John Haggerty Project Manager: Sharon Humphreys PM Phone Number: (619) 595-5350												
PROJECT SCOPE A new 10.9-mile extension of the Trolley Blue Line with stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, Pepper Canyon and Voigt Drive on the UC San Diego campus, Executive Drive, and Westfield UTC.		PROGRESS TO DATE Early utility relocations are substantially complete. Light rail construction is over 30 percent complete.												
PROJECT LIMITS On and along existing coastal rail corridor from Old Town Transit Center to Gilman Drive, along I-5 from Gilman Drive to UC San Diego, and along Voigt Drive and Genesee Avenue to Westfield UTC.		MAJOR MILESTONES <table><tr><td>Draft Environmental Document</td><td>May-13</td></tr><tr><td>Final Environmental Document</td><td>Nov-14</td></tr><tr><td>Ready to Advertise</td><td>Jan-16</td></tr><tr><td>Begin Construction</td><td>Jun-16</td></tr><tr><td>Open to Public</td><td>Sep-21</td></tr><tr><td>Construction Complete</td><td>Jun-26</td></tr></table>		Draft Environmental Document	May-13	Final Environmental Document	Nov-14	Ready to Advertise	Jan-16	Begin Construction	Jun-16	Open to Public	Sep-21	Construction Complete
Draft Environmental Document	May-13													
Final Environmental Document	Nov-14													
Ready to Advertise	Jan-16													
Begin Construction	Jun-16													
Open to Public	Sep-21													
Construction Complete	Jun-26													

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$37,458	\$7,745	\$9,918	\$4,282	\$3,882	\$3,276	\$0	\$0	\$0	\$0	\$0	\$66,561
Environmental Document	26,940	881	1,321	1,207	1,107	1,106	0	0	0	0	0	32,562
Design	141,718	4,164	5,692	2,113	1,008	876	0	0	0	0	0	155,571
Right-of-Way Support	3,401	1,700	157	0	0	0	0	0	0	0	0	5,258
Right-of-Way Capital	67,251	21,269	1,861	0	0	0	0	0	0	0	0	90,381
Construction Support	17,915	13,569	26,055	16,829	14,571	3,734	0	0	0	0	0	92,673
Construction Capital	155,054	199,586	312,524	270,896	137,926	16,574	0	0	0	0	0	1,092,560
Vehicles	36,868	10	22,687	77,480	26,301	1,633	0	0	0	0	0	164,979
Legal Services	1,255	1,365	1,000	1,002	247	0	0	0	0	0	0	4,869
Communications	728	219	259	116	116	114	0	0	0	0	0	1,552
Project Contingency	0	17,748	14,798	37,274	20,069	16,374	0	0	0	0	0	106,263
Subtotal SANDAG	\$488,588	\$268,256	\$396,272	\$411,199	\$205,227	\$43,687	\$0	\$0	\$0	\$0	\$0	\$1,813,229
Finance Cost	\$7,389	\$8,003	\$14,700	\$35,176	\$29,550	\$18,993	\$17,376	\$14,491	\$11,685	\$200,037	\$0	\$357,400
Total SANDAG	\$495,977	\$276,259	\$410,972	\$446,375	\$234,777	\$62,680	\$17,376	\$14,491	\$11,685	\$200,037	\$0	\$2,170,629

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	220	0	0	0	0	0	0	0	0	0	0	220
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	25	80	120	64	63	0	0	0	0	0	0	352
Total Caltrans	\$245	\$80	\$120	\$64	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$572
Total SANDAG & Caltrans	\$496,222	\$276,339	\$411,092	\$446,439	\$234,840	\$62,680	\$17,376	\$14,491	\$11,685	\$200,037	\$0	\$2,171,201
TransNet Pass-Through	\$245	\$80	\$120	\$64	\$63	\$0	\$0	\$0	\$0	\$0	\$0	\$572
Caltrans RE Services	\$1,000	\$2,500	\$2,500	\$2,500	\$1,000	\$148	\$0	\$0	\$0	\$0	\$0	\$9,648

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72600001 FTA FFCA CA-2016-021 ¹	\$100,000	\$150,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000	\$93,380	\$0	\$1,043,380
73030001 FTA-CA-03-0784	129	0	0	0	0	0	0	0	0	0	0	129
Local												
91000100 TransNet-MC	244,449	90,000	190,479	115,250	86,373	43,741	0	0	0	0	0	770,292
91000100 TransNet-MC AC ²	144,255	28,336	105,913	196,013	18,917	(100,054)	(100,000)	(100,000)	(100,000)	(93,380)	0	0
Finance Costs	7,389	8,003	14,700	35,176	29,550	18,993	17,376	14,491	11,685	200,037	0	357,400
TOTAL	\$496,222	\$276,339	\$411,092	\$446,439	\$234,840	\$62,680	\$17,376	\$14,491	\$11,685	\$200,037	\$0	\$2,171,201

¹Total project cost including finance charge is estimated at \$2.17 billion, the FTA is anticipated to contribute a total of \$1.04 billion over the life of the project but limited to \$100 million on an annual basis. The last year of receipt is anticipated to be 2026.

²The TransNet-MC AC line represents the advance of TransNet in the form of bond proceeds to cover the difference until the federal contribution is received.

Project Number: 1200501 RTIP Number: CAL09 Project Name: I-5 North Coast: 4 Express Lanes		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Final environmental document and Public Works Plan for four managed lanes including direct access ramps at various locations.				Final environmental approval received. Close-out of the phase is in process.	
PROJECT LIMITS				MAJOR MILESTONES	
On I-5 from La Jolla Village Drive to Vandegrift Boulevard.				Draft Environmental Document Jun-10 Final Environmental Document Jan-15 Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,390	\$6	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,402
Environmental Document	13,702	0	0	0	0	0	0	0	0	0	0	13,702
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	58	0	0	0	0	0	0	0	0	0	0	58
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	169	5	0	0	0	0	0	0	0	0	0	174
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$15,319	\$11	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,336

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$54,302	\$637	\$571	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$55,510
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	1,510	0	0	0	0	0	0	0	0	0	0	1,510
Right-of-Way Capital	2,430	0	0	0	0	0	0	0	0	0	0	2,430
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$58,242	\$637	\$571	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$59,450
Total SANDAG & Caltrans	\$73,561	\$648	\$577	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,786
TransNet Pass-Through	\$12,750	\$674	\$427	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,851
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CBI	\$416	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$416
Interstate Maintenance	3,886	0	0	0	0	0	0	0	0	0	0	3,886
RSTP	30,426	(69)	0	0	0	0	0	0	0	0	0	30,357
STP	751	0	0	0	0	0	0	0	0	0	0	751
State												
STIP-RIP	10,189	0	0	0	0	0	0	0	0	0	0	10,189
Local												
91000100 TransNet-MC	27,893	717	577	0	0	0	0	0	0	0	0	29,187
TOTAL	\$73,561	\$648	\$577	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$74,786

Project Number: 1200502 RTIP Number: CAL09 A/B Project Name: I-5 HOV Extension & Lomas Santa Fe Interchange			Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816		
PROJECT SCOPE Construct northbound High-Occupancy Vehicle (HOV) lane from Del Mar Heights Road to Manchester Avenue and southbound HOV lane from Sorrento Valley Boulevard to Manchester Avenue. Modify Lomas Santa Fe Avenue interchange and construct auxiliary lanes.		SITE LOCATION 		PROGRESS TO DATE The HOV lanes are open to traffic. Landscaping is 98 percent complete.	
PROJECT LIMITS On I-5 from Sorrento Valley Boulevard to Manchester Avenue.				MAJOR MILESTONES	
				Draft Environmental Document Sep-05 Final Environmental Document Sep-06 Ready to Advertise May-07 Begin Construction Aug-07 Open to Public Feb-09 Construction Complete Sep-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$721	\$3	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$730
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	4	0	0	0	0	0	0	0	0	0	0	4
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	1,302	0	0	0	0	0	0	0	0	0	0	1,302
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$2,027	\$3	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,036

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$1,100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,100
Design	3,089	0	0	0	0	0	0	0	0	0	0	3,089
Right-of-Way Support	104	0	0	0	0	0	0	0	0	0	0	104
Right-of-Way Capital	157	0	0	0	0	0	0	0	0	0	0	157
Construction Support	9,905	193	12	0	0	0	0	0	0	0	0	10,110
Construction Capital	50,994	130	0	0	0	0	0	0	0	0	0	51,124
Total Caltrans	\$65,349	\$323	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$65,684
Total SANDAG & Caltrans	\$67,376	\$326	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,720
TransNet Pass-Through	\$18,665	\$306	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,980
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
CMIA	\$24,500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,500
SHOPP	15,115	0	0	0	0	0	0	0	0	0	0	15,115
State Oversight	1,089	0	0	0	0	0	0	0	0	0	0	1,089
TCRP	6,000	0	0	0	0	0	0	0	0	0	0	6,000
Local												
91000100 TransNet -MC	20,672	326	18	0	0	0	0	0	0	0	0	21,016
TOTAL	\$67,376	\$326	\$18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67,720

Project Number: 1200503		Corridor Director: Allan Kosup													
RTIP Number: CAL114		Project Manager: Arturo Jacobo													
Project Name: I-5/SR 56 Interchange		PM Phone Number: (619) 688-6816													
PROJECT SCOPE		SITE LOCATION													
Final environmental document for west-to-north and south-to-east general purpose connectors including final design for one auxiliary lane on eastbound SR 56 from El Camino Real to Carmel Country Road.															
PROJECT LIMITS		MAJOR MILESTONES													
At I-5 and SR 56 interchange.		Final environmental document is complete. Design of the auxiliary lane is 5 percent complete.													
		<table><tr><td>Draft Environmental Document</td><td>May-12</td></tr><tr><td>Final Environmental Document</td><td>Sep-17</td></tr><tr><td>Ready to Advertise</td><td>Jul-20</td></tr><tr><td>Begin Construction</td><td>TBD</td></tr><tr><td>Open to Public</td><td>TBD</td></tr><tr><td>Construction Complete</td><td>TBD</td></tr></table>		Draft Environmental Document	May-12	Final Environmental Document	Sep-17	Ready to Advertise	Jul-20	Begin Construction	TBD	Open to Public	TBD	Construction Complete	TBD
Draft Environmental Document	May-12														
Final Environmental Document	Sep-17														
Ready to Advertise	Jul-20														
Begin Construction	TBD														
Open to Public	TBD														
Construction Complete	TBD														

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$50	\$13	\$23	\$22	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$112
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$50	\$13	\$23	\$22	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$112

SANDAG FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$50	\$13	\$23	\$22	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$112
TOTAL SANDAG Funding Plan	\$50	\$13	\$23	\$22	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$112

Caltrans EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$9,262	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,487
Design	101	190	2,250	2,244	377	0	0	0	0	0	0	5,162
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$9,363	\$415	\$2,250	\$2,244	\$377	\$0	\$0	\$0	\$0	\$0	\$0	\$14,649

Caltrans FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
HPP - SAFETEA-LU	\$549	\$436	\$1,775	\$1,769	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,529
HPP - Sec 115	1,000	0	0	0	0	0	0	0	0	0	0	1,000
Interstate Maintenance (IM)	1,927	0	0	0	0	0	0	0	0	0	0	1,927
STP	3,348	0	0	0	0	0	0	0	0	0	0	3,348
State												
State Oversight	2,073	0	0	0	0	0	0	0	0	0	0	2,073
Local												
91000100 TransNet-MC	435	(21)	475	475	377	0	0	0	0	0	0	1,742
City of San Diego	30	0	0	0	0	0	0	0	0	0	0	30
TOTAL Caltrans Funding Plan	\$9,363	\$415	\$2,250	\$2,244	\$377	\$0	\$0	\$0	\$0	\$0	\$0	\$14,649

TransNet Pass-Through	\$408	\$142	\$459	\$450	\$283	\$0	\$0	\$0	\$0	\$0	\$0	\$1,742

Project Number: 1200503
RTIP Number: CAL114
Project Name: I-5/SR 56 Interchange

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

CITY OF SAN DIEGO EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$3,196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,196
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total CITY OF SAN DIEGO	\$3,196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,196

CITY OF SAN DIEGO FUNDING PLAN (\$000)

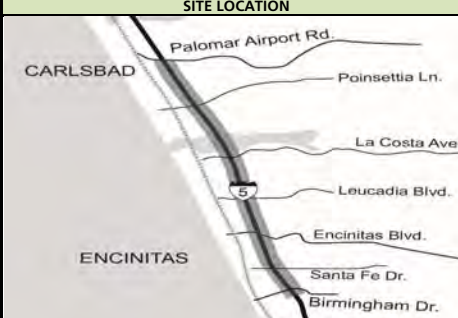
FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CBI	\$1,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,942
HPP - TEA21	375	0	0	0	0	0	0	0	0	0	0	375
Local												
City of San Diego	879	0	0	0	0	0	0	0	0	0	0	879
TOTAL CITY OF SAN DIEGO Funding Plan	\$3,196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,196

EXPENDITURE PLAN - TOTAL PROJECT(\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$50	\$13	\$23	\$22	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$112
Environmental Document	12,458	225	0	0	0	0	0	0	0	0	0	12,683
Design	101	190	2,250	2,244	377	0	0	0	0	0	0	5,162
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL Expenditure Plan	\$12,609	\$428	\$2,273	\$2,266	\$381	\$0	\$0	\$0	\$0	\$0	\$0	\$17,957

FUNDING PLAN - TOTAL PROJECT(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CBI	\$1,942	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,942
HPP - SAFETEA-LU	549	436	1,775	1,769	0	0	0	0	0	0	0	4,529
HPP - Sec 115	1,000	0	0	0	0	0	0	0	0	0	0	1,000
HPP - TEA21	375	0	0	0	0	0	0	0	0	0	0	375
Interstate Maintenance (IM)	1,927	0	0	0	0	0	0	0	0	0	0	1,927
STP	3,348	0	0	0	0	0	0	0	0	0	0	3,348
State												
State Oversight	2,073	0	0	0	0	0	0	0	0	0	0	2,073
Local												
91000100 TransNet-MC	485	(8)	498	497	381	0	0	0	0	0	0	1,854
City of San Diego	909	0	0	0	0	0	0	0	0	0	0	30
GRAND TOTAL Funding Plan	\$12,609	\$428	\$2,273	\$2,266	\$381	\$0	\$0	\$0	\$0	\$0	\$0	\$17,957

Project Number: 1200504		Corridor Director: Allan Kosup			
RTIP Number: CAL09/CAL158		Project Manager: Arturo Jacobo			
Project Name: I-5 HOV: Birmingham Drive to Palomar Airport Drive		PM Phone Number: (619) 688-6816			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct one High-Occupancy Vehicle (HOV) lane in each direction and soundwalls.				Design of the HOV lanes is 100 percent complete. Applications for state funding have been submitted. Construction phase can begin when funding is identified.	
PROJECT LIMITS				MAJOR MILESTONES	
On I-5 from Birmingham Drive to Palomar Airport Road.				Draft Environmental Document	N/A
				Final Environmental Document	N/A
				Ready to Advertise	Jun-18
				Begin Construction	TBD
				Open to Public	TBD
				Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$614	\$218	\$116	\$124	\$543	\$875	\$892	\$502	\$60	\$9	\$14	\$3,967
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	9,745	1,616	0	0	0	0	0	0	0	0	0	11,361
Right-of-Way Support	212	689	99	0	0	0	0	0	0	0	0	1,000
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	893	350	250	420	500	600	400	250	0	0	0	3,663
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$11,464	\$2,873	\$465	\$544	\$1,043	\$1,475	\$1,292	\$752	\$60	\$9	\$14	\$19,991

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	48,901	11,072	1,709	0	175	175	175	175	0	0	0	62,382
Right-of-Way Support	3,034	1,844	1,482	537	25	25	0	0	0	0	0	6,947
Right-of-Way Capital	275	4,207	2,162	745	3,202	75	0	0	0	0	0	10,666
Construction Support	0	0	0	296	6,900	12,860	14,419	7,599	1,213	200	325	43,812
Construction Capital	0	0	0	600	31,200	71,266	74,184	42,018	4,825	650	1,075	225,818
Total Caltrans	\$52,210	\$17,123	\$5,353	\$2,178	\$41,502	\$84,401	\$88,778	\$49,792	\$6,038	\$850	\$1,400	\$349,625
Total SANDAG & Caltrans	\$63,674	\$19,996	\$5,818	\$2,722	\$42,545	\$85,876	\$90,070	\$50,544	\$6,098	\$859	\$1,414	\$369,616
TransNet Pass-Through	\$43,240	\$6,977	\$3,052	\$691	\$160	\$75	\$0	\$0	\$0	\$0	\$0	\$54,195
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CMAQ	\$686	\$5,083	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,169
DEMO	0	1,220	0	0	0	0	0	0	0	0	0	1,220
RSTP	8,284	4,680	1,280	170	25	0	0	0	0	0	0	14,439
State												
STIP-RIP	0	0	0	750	18,000	22,766	2,484	0	0	0	0	44,000
Local												
91000100 TransNet-MC	54,704	9,013	4,138	1,396	559	140	0	0	0	0	0	69,950
TOTAL	\$63,674	\$19,996	\$5,818	\$2,316	\$18,584	\$22,906	\$2,484	\$0	\$0	\$0	\$0	\$135,778

Project Number: 1200506 RTIP Number: CAL75 Project Name: I-5/Genesee Interchange and Widening		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Construct longer and wider bridge and replace ramp connections on Genesee Avenue, construct retaining walls and a bike path between Voigt Drive and Sorrento Valley Road, and complete the follow-up landscaping project.		Project opened to users in spring 2018. Design on the long term plant establishment project is 100 percent complete.
PROJECT LIMITS		MAJOR MILESTONES
On I-5 from Voigt Drive to Sorrento Valley Road.		Draft Environmental Document Nov-10 Final Environmental Document Jun-11 Ready to Advertise Jul-13 Begin Construction Dec-14 Open to Public May-18 Construction Complete Mar-24

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$501	\$157	\$85	\$56	\$6	\$5	\$5	\$1	\$0	\$0	\$0	\$816
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	108	42	0	0	0	0	0	0	0	0	0	150
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	4,035	250	55	0	0	0	0	0	0	0	0	4,340
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	83	40	12	0	0	0	0	0	0	0	0	135
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$4,727	\$489	\$152	\$56	\$6	\$5	\$5	\$1	\$0	\$0	\$0	\$5,441

SANDAG FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$4,727	\$489	\$152	\$56	\$6	\$5	\$5	\$1	\$0	\$0	\$0	\$5,441
TOTAL SANDAG Funding Plan	\$4,727	\$489	\$152	\$56	\$6	\$5	\$5	\$1	\$0	\$0	\$0	\$5,441

Caltrans EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$767	(\$2)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$765
Design	1,712	350	0	0	0	0	0	0	0	0	0	2,062
Right-of-Way Support	2,437	196	38	0	0	0	0	0	0	0	0	2,671
Right-of-Way Capital	1,902	1,698	250	0	0	0	0	0	0	0	0	3,850
Construction Support	11,678	2,624	730	355	184	115	115	91	0	0	0	15,892
Construction Capital	50,932	10,772	4,935	2,766	414	414	433	0	0	0	0	70,666
Total Caltrans	\$69,428	\$15,638	\$5,953	\$3,121	\$598	\$529	\$548	\$91	\$0	\$0	\$0	\$95,906

Caltrans FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
HPP	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
RSTP	33,905	8,913	4,860	709	268	210	173	74	0	0	0	49,112
State												
SHOPP	13,032	158	0	0	0	0	0	0	0	0	0	13,190
Prop 1B - SLPP	7,445	555	0	0	0	0	0	0	0	0	0	8,000
State(G-12)	0	508	0	0	0	0	0	0	0	0	0	508
Local												
91000100 TransNet-MC	5,103	5,337	1,093	2,412	330	319	375	17	0	0	0	14,986
City of San Diego	8,343	167	0	0	0	0	0	0	0	0	0	8,510
TOTAL Caltrans Funding Plan	\$69,428	\$15,638	\$5,953	\$3,121	\$598	\$529	\$548	\$91	\$0	\$0	\$0	\$95,906

TransNet Pass-Through	\$5,526	\$4,955	\$1,656	\$1,891	\$327	\$333	\$285	\$13	\$0	\$0	\$0	\$14,986

Project Number: 1200506
RTIP Number: CAL75
Project Name: I-5/Genesee Interchange and Widening

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

CITY OF SAN DIEGO EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$6,700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,700
Design	6,900	0	0	0	0	0	0	0	0	0	0	6,900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	800	0	0	0	0	0	0	0	0	0	0	800
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total CITY OF SAN DIEGO	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400

CITY OF SAN DIEGO FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
City of San Diego	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400
TOTAL CITY OF SAN DIEGO Funding Plan	\$14,400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,400

PRIVATE EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	1,688	0	0	0	0	0	0	0	0	0	0	1,688
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total CITY OF SAN DIEGO	\$1,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,688

PRIVATE FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
Private	\$1,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,688
TOTAL PRIVATE Funding Plan	\$1,688	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,688

EXPENDITURE PLAN - TOTAL PROJECT(\$000)

TASK	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$501	\$157	\$85	\$56	\$6	\$5	\$5	\$1	\$0	\$0	\$0	\$816
Environmental Document	7,467	(2)	0	0	0	0	0	0	0	0	0	7,465
Design	8,612	350	0	0	0	0	0	0	0	0	0	8,962
Right-of-Way Support	2,545	238	38	0	0	0	0	0	0	0	0	2,821
Right-of-Way Capital	4,390	1,698	250	0	0	0	0	0	0	0	0	6,338
Construction Support	15,713	2,874	785	355	184	115	115	91	0	0	0	20,232
Construction Capital	50,932	10,772	4,935	2,766	414	414	433	0	0	0	0	70,666
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	83	40	12	0	0	0	0	0	0	0	0	135
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
GRAND TOTAL Expenditure Plan	\$90,243	\$16,127	\$6,105	\$3,177	\$604	\$534	\$553	\$92	\$0	\$0	\$0	\$117,435

FUNDING PLAN - TOTAL PROJECT(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
HPP	\$1,600	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
RSTP	33,905	8,913	4,860	709	268	210	173	74	0	0	0	49,112
State												
SHOPP	13,032	158	0	0	0	0	0	0	0	0	0	13,190
Prop 1B - SLPP	7,445	555	0	0	0	0	0	0	0	0	0	8,000
State(G-12)	0	508	0	0	0	0	0	0	0	0	0	508
Local												
91000100 TransNet -MC	9,830	5,826	1,245	2,468	336	324	380	18	0	0	0	20,427
City of San Diego	22,743	167	0	0	0	0	0	0	0	0	0	22,910
Private	1,688	0	0	0	0	0	0	0	0	0	0	1,688
GRAND TOTAL Funding Plan	\$90,243	\$16,127	\$6,105	\$3,177	\$604	\$534	\$553	\$92	\$0	\$0	\$0	\$117,435

Project Number: 1200507 RTIP Number: V18/CAL398A Project Name: I-5/Voigt Drive Improvements		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Design for the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.		Environmental clearance completed under the I-5 North Coast: 4 Express Lanes project (1200501). Voigt Drive design is 100 percent complete.
PROJECT LIMITS		MAJOR MILESTONES
On I-5 between La Jolla Village Drive and Genesee Avenue.		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Oct-18 Begin Construction Jan-19 Open to Public Jan-21 Construction Complete Jan-22

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$55	\$13	\$61	\$65	\$59	\$47	\$0	\$0	\$0	\$0	\$0	\$300
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	3,822	699	580	0	0	0	0	0	0	0	0	5,101
Right-of-Way Support	0	250	650	100	0	0	0	0	0	0	0	1,000
Right-of-Way Capital	0	100	2,400	500	0	0	0	0	0	0	0	3,000
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	2,000	5,000	5,000	2,000	0	0	0	0	0	14,000
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	4	6	0	0	0	0	0	0	0	0	0	10
Project Contingency	0	0	0	0	0	2,000	0	0	0	0	0	2,000
Total SANDAG	\$3,881	\$1,068	\$5,691	\$5,665	\$5,059	\$4,047	\$0	\$0	\$0	\$0	\$0	\$25,411

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	590	210	0	0	0	0	0	0	0	0	0	800
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	500	800	800	669	0	0	0	0	0	2,769
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$590	\$210	\$500	\$800	\$800	\$669	\$0	\$0	\$0	\$0	\$0	\$3,569
Total SANDAG & Caltrans	\$4,471	\$1,278	\$6,191	\$6,465	\$5,859	\$4,716	\$0	\$0	\$0	\$0	\$0	\$28,980
TransNet Pass-Through	\$590	\$335	\$575	\$800	\$767	\$502	\$0	\$0	\$0	\$0	\$0	\$3,569
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	4,471	1,078	5,411	5,465	4,859	4,216	0	0	0	0	0	25,500
91140001 UC San Diego	0	200	780	1,000	1,000	500	0	0	0	0	0	3,480
TOTAL	\$4,471	\$1,278	\$6,191	\$6,465	\$5,859	\$4,716	\$0	\$0	\$0	\$0	\$0	\$28,980

Project Number: 1200508 RTIP Number: V15 Project Name: I-5/Gilman Drive Bridge		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive.		Construction is 75 percent complete.
PROJECT LIMITS		MAJOR MILESTONES
On I-5 between La Jolla Village Drive and the Voigt Drive overcrossing.		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Feb-16 Begin Construction Sep-16 Open to Public Jan-19 Construction Complete Dec-19

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$57	\$95	\$70	\$57	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$279
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	143	7	0	0	0	0	0	0	0	0	0	150
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	819	1,376	536	60	0	0	0	0	0	0	0	2,791
Construction Capital	5,241	8,006	3,365	0	0	0	0	0	0	0	0	16,612
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	4	6	0	0	0	0	0	0	0	0	0	10
Project Contingency	0	0	200	365	0	0	0	0	0	0	0	565
Total SANDAG	\$6,264	\$9,490	\$4,171	\$482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,407

CALTRANS EXPENDITURE PLAN(\$000)

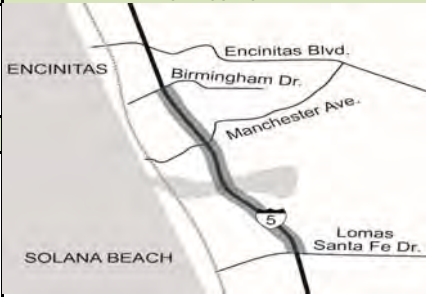
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	10	100	90	0	0	0	0	0	0	0	0	200
Total Caltrans	\$10	\$100	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200

Total SANDAG & Caltrans	\$6,274	\$9,590	\$4,261	\$482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,607

TransNet Pass-Through	\$8	\$125	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
Caltrans RE Services	\$603	\$1,011	\$354	\$112	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,080

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$2,531	\$8,291	\$4,061	\$117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
91140001 UC San Diego	3,743	1,299	200	365	0	0	0	0	0	0	0	5,607
TOTAL	\$6,274	\$9,590	\$4,261	\$482	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,607

Project Number: 1200509		Corridor Director: Allan Kosup	
RTIP Number: CAL09		Project Manager: Arturo Jacobo	
Project Name: I-5 HOV: San Elijo Bridge Replacement		PM Phone Number: (619) 688-6816	
PROJECT SCOPE		SITE LOCATION	
Construct one High Occupancy Vehicle (HOV) lane in each direction, soundwalls, bike trail, a multi-use facility, and replace the San Elijo Lagoon bridge.			
PROJECT LIMITS			
On I-5 from Lomas Santa Fe Drive to Birmingham Drive.		PROGRESS TO DATE	
		Construction of bridge and HOV lanes is 30 percent complete. Design of the bike trail and multi-use facility is 45 percent complete.	
		MAJOR MILESTONES	
		Draft Environmental Document N/A	
		Final Environmental Document N/A	
		Ready to Advertise Jan-16	
		Begin Construction Dec-16	
		Open to Public Sep-20	
		Construction Complete Nov-25	

SANDAG EXPENDITURE PLAN (\$000)

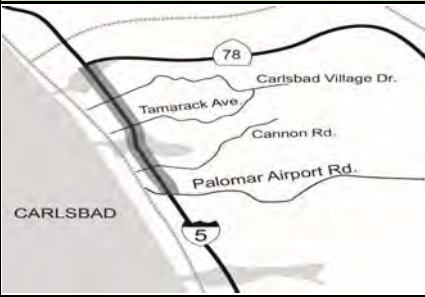
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$784	\$782	\$805	\$504	\$720	\$85	\$15	\$13	\$13	\$12	\$0	\$3,733
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,362	638	133	0	0	0	0	0	0	0	0	6,133
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	243	1,212	1,331	1,310	801	0	0	0	0	0	0	4,897
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$6,389	\$2,632	\$2,269	\$1,814	\$1,521	\$85	\$15	\$13	\$13	\$12	\$0	\$14,763

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	30,242	6,565	2,717	275	800	0	0	0	0	0	0	40,599
Right-of-Way Support	4,593	2,691	426	88	0	0	0	0	0	0	0	7,798
Right-of-Way Capital	10,212	5,034	7,481	500	0	0	0	0	0	0	0	23,227
Construction Support	2,301	10,638	10,737	9,453	4,957	2,207	485	275	275	325	0	41,653
Construction Capital	39,433	51,322	57,670	38,751	30,120	6,274	1,000	1,000	1,000	900	0	227,470
Total Caltrans	\$86,781	\$76,250	\$79,031	\$49,067	\$35,877	\$8,481	\$1,485	\$1,275	\$1,275	\$1,225	\$0	\$340,747
Total SANDAG & Caltrans	\$93,170	\$78,882	\$81,300	\$50,881	\$37,398	\$8,566	\$1,500	\$1,288	\$1,288	\$1,237	\$0	\$355,510
TransNet Pass-Through	\$42,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,178
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CMAQ	\$25,175	\$0	\$47,835	\$30,358	\$23,185	\$157	\$0	\$0	\$0	\$0	\$0	\$126,710
RSTP	2,948	5,882	46,260	24,125	9,138	250	0	0	0	0	0	88,603
State												
STIP-RIP	8,701	10,120	25,880	12,431	1,950	300	0	0	0	0	0	59,382
Local												
91000100 TransNet -MC	48,567	2,637	1,676	2,397	1,416	7	0	0	0	0	0	56,700
91000100 TransNet -MC AC	7,779	60,243	(40,351)	(18,925)	(8,746)	0	0	0	0	0	0	0
TOTAL	\$93,170	\$78,882	\$81,300	\$50,386	\$26,943	\$714	\$0	\$0	\$0	\$0	\$0	\$331,395

Project Number: 1200510 RTIP Number: CAL09 Project Name: I-5 HOV: Carlsbad		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816
PROJECT SCOPE Construct one High-Occupancy Vehicle (HOV) lane in each direction and soundwalls.		PROGRESS TO DATE Design is 20 percent complete. The project is on hold until funding for design phase is identified. The anticipated expenditure plan in FY 19 is for efforts to secure state and/or federal funding.
PROJECT LIMITS On I-5 from Palomar Airport Road to north of SR 78.		MAJOR MILESTONES Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD

SANDAG EXPENDITURE PLAN (\$000)

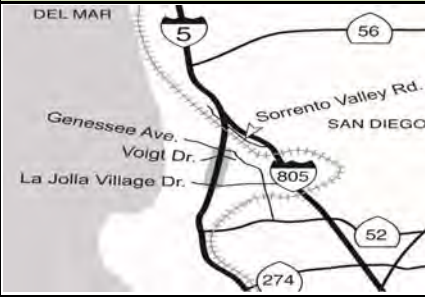
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$4	\$0	\$3	\$4	\$54	\$70	\$438	\$432	\$236	\$5	\$15	\$1,261
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$4	\$0	\$3	\$4	\$54	\$70	\$438	\$432	\$236	\$5	\$15	\$1,261

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	310	0	0	370	5,350	4,970	75	225	50	0	0	11,350
Right-of-Way Support	0	0	0	0	50	600	350	0	0	0	0	1,000
Right-of-Way Capital	0	0	0	0	15	600	385	0	0	0	0	1,000
Construction Support	0	0	0	0	0	100	8,000	8,000	2,050	100	350	18,600
Construction Capital	0	0	0	0	0	1,000	35,000	35,000	21,510	380	1,160	94,050
Total Caltrans	\$310	\$0	\$0	\$370	\$5,415	\$7,270	\$43,810	\$43,225	\$23,610	\$480	\$1,510	\$126,000
Total SANDAG & Caltrans	\$314	\$0	\$0	\$374	\$5,469	\$7,343	\$44,248	\$43,657	\$23,846	\$485	\$1,525	\$127,261
TransNet Pass-Through	\$311	-\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$310
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$314	\$0	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$317
TOTAL	\$314	\$0	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$317

Project Number: 1200512 RTIP Number: V18 Project Name: I-5 / Genesee Aux Lane		Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Design and construction of southbound auxiliary lane on I-5 between Genesee Avenue and La Jolla Village Drive.		Environmental clearance completed under the I-5/Genesee Interchange and Widening project (1200506). The project is fully designed. Construction is anticipated in FY 2019 as part of the Mid-Coast Light Rail Transit (LRT) project.
PROJECT LIMITS		MAJOR MILESTONES
On I-5 between Genesee Avenue and La Jolla Village Drive.		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Oct-18 Begin Construction Jan-19 Open to Public Jan-21 Construction Complete Dec-21

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$8	\$8	\$28	\$15	\$0	\$0	\$0	\$0	\$0	\$59
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	631	269	199	0	0	0	0	0	0	0	0	1,099
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	140	280	280	50	0	0	0	0	0	750
Construction Capital	0	0	488	494	2,474	1,485	0	0	0	0	0	4,941
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$631	\$269	\$835	\$782	\$2,782	\$1,550	\$0	\$0	\$0	\$0	\$0	\$6,849

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	126	74	0	0	0	0	0	0	0	0	0	200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$126	\$74	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200

Total SANDAG & Caltrans \$757 \$343 \$835 \$782 \$2,782 \$1,550 \$0 \$0 \$0 \$0 \$0 \$0 \$7,049

Caltrans Pass-Through \$631 \$269 \$835 \$782 \$2,782 \$1,550 \$0 \$0 \$0 \$0 \$0 \$0 \$6,849

Caltrans RE Services \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
80504001 SHOPP	\$631	\$169	\$636	\$782	\$2,782	\$1,550	\$0	\$0	\$0	\$0	\$0	\$6,550
85040001 SHOPP G12	0	100	199	0	0	0	0	0	0	0	0	299
SHOPP	126	74	0	0	0	0	0	0	0	0	0	200
TOTAL	\$757	\$343	\$835	\$782	\$2,782	\$1,550	\$0	\$0	\$0	\$0	\$0	\$7,049

Project Number: 1201501 RTIP Number: CAL18B Project Name: I-15 Express Lanes South Segment		Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Construct four express lanes with moveable median barrier.		Express Lanes opened to the public in June 2011. Landscaping is complete. Close-out is in process.
PROJECT LIMITS		MAJOR MILESTONES
On I-15 from SR 163 to SR 56.		Draft Environmental Document Nov-02 Final Environmental Document Mar-03 Ready to Advertise Oct-07 Begin Construction Feb-08 Open to Public Jun-11 Construction Complete May-18

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,478	\$21	\$218	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,717
Environmental Document	1,913	0	0	0	0	0	0	0	0	0	0	1,913
Design	9,281	0	2	0	0	0	0	0	0	0	0	9,283
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	500	200	0	0	0	0	0	0	0	0	700
Construction Support	26	0	0	0	0	0	0	0	0	0	0	26
Construction Capital	771	0	0	0	0	0	0	0	0	0	0	771
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	1,415	0	0	0	0	0	0	0	0	1,415
Total SANDAG	\$14,469	\$521	\$1,835	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,825

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$770	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$770
Design	35,745	0	0	0	0	0	0	0	0	0	0	35,745
Right-of-Way Support	780	0	0	0	0	0	0	0	0	0	0	780
Right-of-Way Capital	1,688	0	0	0	0	0	0	0	0	0	0	1,688
Construction Support	43,743	0	137	0	0	0	0	0	0	0	0	43,880
Construction Capital	232,749	0	0	0	0	0	0	0	0	0	0	232,749
Total Caltrans	\$315,475	\$0	\$137	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$315,612
Total SANDAG & Caltrans	\$329,944	\$521	\$1,972	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332,437

TransNet Pass-Through	\$27,868	\$102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,970
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CMAQ	\$10,744	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,744
State												
CMIA	263,033	0	137	0	0	0	0	0	0	0	0	263,170
STIP-RIP	10,000	0	0	0	0	0	0	0	0	0	0	10,000
Local												
91000100 TransNet-MC	42,439	521	1,835	0	0	0	0	0	0	0	0	44,795
City of San Diego	2,196	0	0	0	0	0	0	0	0	0	0	2,196
Private Development	1,532	0	0	0	0	0	0	0	0	0	0	1,532
TOTAL	\$329,944	\$521	\$1,972	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332,437

Project Number: 1201504 RTIP Number: SAN04 Project Name: I-15 FasTrak ®			Corridor Director: Richard Breyer Project Manager: Ryan Ross PM Phone Number: (619) 710-4006		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Deploy electronic tolling equipment, operating system, and construct toll operations office and customer service center.				Remaining work includes closing fiber gaps and splicing fiber to create network connections from the I-15 corridor to the regional fiber network. The project is expected to be completed by summer 2018.	
PROJECT LIMITS				MAJOR MILESTONES	
On I-15 between SR 163 and SR 78.				Draft Environmental Document Nov-02 Final Environmental Document Mar-03 Ready to Advertise Oct-06 Begin Construction Oct-07 Open to Public Jan-12 Construction Complete Jul-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,302	\$14	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,318
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	875	0	0	0	0	0	0	0	0	0	0	875
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,874	0	0	0	0	0	0	0	0	0	0	1,874
Construction Capital	20,441	216	158	0	0	0	0	0	0	0	0	20,815
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	356	0	0	0	0	0	0	0	0	0	0	356
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$25,848	\$230	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,238

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	179	1	0	0	0	0	0	0	0	0	0	180
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	374	0	0	0	0	0	0	0	0	0	0	374
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$553	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554

Total SANDAG & Caltrans	\$26,401	\$231	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,792

TransNet Pass-Through	\$554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$554
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
8503002 FSP	\$812	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812
8504001 Value Pricing	45	0	0	0	0	0	0	0	0	0	0	45
Local												
91000100 TransNet-MC	25,536	231	160	0	0	0	0	0	0	0	0	25,927
92060001 Misc Revenue	8	0	0	0	0	0	0	0	0	0	0	8
TOTAL	\$26,401	\$231	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,792

Project Number: 1201506 RTIP Number: CAL18B Project Name: I-15 Mira Mesa Direct Access Ramp - Bus Rapid Transit Station			Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284		
PROJECT SCOPE	SITE LOCATION		PROGRESS TO DATE		
Construct direct access ramps, transit station with bus staging platforms, bike lockers, and station amenities.			Project opened to the public in 2014. Close-out is in process.		
PROJECT LIMITS			MAJOR MILESTONES		
Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.			Draft Environmental Document	Oct-08	
			Final Environmental Document	Mar-09	
			Ready to Advertise	Jan-12	
			Begin Construction	Apr-12	
			Open to Public	Oct-14	
			Construction Complete	Oct-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$638	\$7	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$651
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	4,417	0	0	0	0	0	0	0	0	0	0	4,417
Right-of-Way Support	87	0	0	0	0	0	0	0	0	0	0	87
Right-of-Way Capital	262	0	0	0	0	0	0	0	0	0	0	262
Construction Support	427	0	0	0	0	0	0	0	0	0	0	427
Construction Capital	445	1	0	0	0	0	0	0	0	0	0	446
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	50	0	0	0	0	0	0	0	0	0	0	50
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$6,326	\$8	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,340

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	2,555	0	0	0	0	0	0	0	0	0	0	2,555
Right-of-Way Support	659	100	90	0	0	0	0	0	0	0	0	849
Right-of-Way Capital	9,949	51	0	0	0	0	0	0	0	0	0	10,000
Construction Support	8,058	6	27	0	0	0	0	0	0	0	0	8,091
Construction Capital	27,059	3	0	0	0	0	0	0	0	0	0	27,062
Total Caltrans	\$48,280	\$160	\$117	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,557
Total SANDAG & Caltrans	\$54,606	\$168	\$123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,897
TransNet Pass-Through	\$21,485	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,755
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CMAQ	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
State												
CMIA	25,802	0	0	0	0	0	0	0	0	0	0	25,802
Local												
91000100 TransNet-MC	27,804	168	123	0	0	0	0	0	0	0	0	28,095
TOTAL	\$54,606	\$168	\$123	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54,897

Project Number: 1201507 RTIP Number: SAN26C Project Name: SR 15 BRT: Mid-City Centerline Stations		Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Construct two BRT stations in the median of SR 15. Portions of the BRT station at El Cajon Boulevard will be constructed by the Mid-City Rapid Bus project (1240001).		The project is open to the public. Landscaping is 35 percent complete.
PROJECT LIMITS		MAJOR MILESTONES
On SR 15 at University Avenue and El Cajon Boulevard.		Draft Environmental Document Dec-10 Final Environmental Document Jun-11 Ready to Advertise Dec-14 Begin Construction Jul-15 Open to Public Jan-18 Construction Complete Sep-19

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,004	\$114	\$5	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,126
Environmental Document	1,885	0	0	1	0	0	0	0	0	0	0	1,886
Design	5,023	0	0	0	0	0	0	0	0	0	0	5,023
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,505	445	50	150	0	0	0	0	0	0	0	2,150
Construction Capital	29,860	9,058	100	0	0	0	0	0	0	0	0	39,018
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	238	65	0	0	0	0	0	0	0	0	0	303
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$39,515	\$9,682	\$155	\$154	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,506

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$483
Design	2,177	0	0	0	0	0	0	0	0	0	0	2,177
Right-of-Way Support	231	7	0	0	0	0	0	0	0	0	0	238
Right-of-Way Capital	30	0	15	0	0	0	0	0	0	0	0	45
Construction Support	6,378	1,341	500	81	0	0	0	0	0	0	0	8,300
Construction Capital	297	155	148	0	0	0	0	0	0	0	0	600
Total Caltrans	\$9,596	\$1,503	\$663	\$81	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,843
Total SANDAG & Caltrans	\$49,111	\$11,185	\$818	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,349
TransNet Pass-Through	\$9,483	\$1,904	\$395	\$61	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,843
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72320001 FTA 5307 CA-90-Z207	\$961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$961
72380001 FTA 5307 CA-90-Z091	761	0	0	0	0	0	0	0	0	0	0	761
72420001 FTA 5307 CA-95-X313	21,428	0	0	0	0	0	0	0	0	0	0	21,428
Local												
91000100 TransNet-MC	25,961	11,185	818	235	0	0	0	0	0	0	0	38,199
TOTAL	\$49,111	\$11,185	\$818	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,349

Project Number: 1201509 RTIP Number: SAN26B Project Name: Downtown BRT Stations		Corridor Director: Richard Breyer Project Manager: Omar Atayee PM Phone Number: (619) 699-6923
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
New and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard.		Project opened to the public in 2016. Close-out is in process.
PROJECT LIMITS		MAJOR MILESTONES
Along Broadway in San Diego.		Draft Environmental Document Jan-13 Final Environmental Document Sep-13 Ready to Advertise Dec-13 Begin Construction Mar-14 Open to Public Oct-16 Construction Complete Jul-18

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,568	\$52	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,624
Environmental Document	127	0	0	0	0	0	0	0	0	0	0	127
Design	3,133	0	0	0	0	0	0	0	0	0	0	3,133
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,990	51	0	0	0	0	0	0	0	0	0	3,041
Construction Capital	12,451	2	0	0	0	0	0	0	0	0	0	12,453
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	30	0	0	0	0	0	0	0	0	0	30
Communications	283	56	0	0	0	0	0	0	0	0	0	339
Project Contingency	0	121	0	0	0	0	0	0	0	0	0	121
Total SANDAG	\$20,552	\$312	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,868

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$20,552	\$312	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,868
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$20,552	\$312	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,868
TOTAL	\$20,552	\$312	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,868

Project Number: 1201511	Corridor Director: Richard Breyer
RTIP Number: SAN131	Project Manager: April Petonak
Project Name: Mira Mesa Blvd BRT Priority Treatments	PM Phone Number: (619) 699-7322

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Traffic Signal Priority (TSP) measures and preliminary engineering for queue jumpers and new bus shelters.		Installation of shelters is complete. Coordinating with the City of San Diego to install upgraded traffic controllers.
PROJECT LIMITS		MAJOR MILESTONES
On Mira Mesa Boulevard from I-15 to UC San Diego.		Draft Environmental Document Sep-14 Final Environmental Document Sep-14 Ready to Advertise Jan-15 Begin Construction May-15 Open to Public Dec-15 Construction Complete Dec-18

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$342	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$442
Environmental Document	512	0	0	0	0	0	0	0	0	0	0	512
Design	414	0	0	0	0	0	0	0	0	0	0	414
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	106	0	0	0	0	0	0	0	0	0	0	106
Construction Capital	1,973	150	50	0	0	0	0	0	0	0	0	2,173
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	40	0	0	0	0	0	0	0	0	0	0	40
Project Contingency	0	25	25	0	0	0	0	0	0	0	0	50
Total SANDAG	\$3,387	\$225	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,737

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

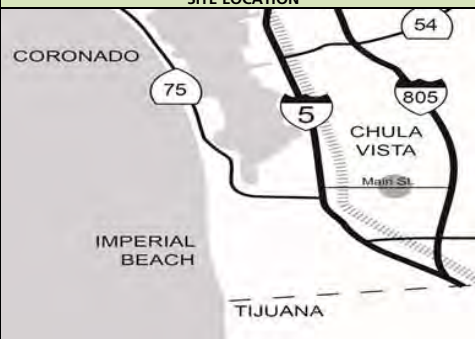
Total SANDAG & Caltrans	\$3,387	\$225	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,737

TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$3,387	\$225	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,737
TOTAL	\$3,387	\$225	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,737

Project Number: 1201513	Corridor Director: Bruce Schmith
RTIP Number: SAN133	Project Manager: Pete d'Ablaing
Project Name: South Bay BRT Maintenance Facility	PM Phone Number: (619) 699-1906

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Expansion of the South Bay Maintenance Facility to accommodate maintenance of bus <i>Rapid</i> transit vehicles, including property acquisition, site preparation, lighting, parking, fencing, and bus servicing facilities.		Construction is complete. Close-out is in process.
PROJECT LIMITS		MAJOR MILESTONES
At South Bay Maintenance Facility on Main Street in Chula Vista.		Draft Environmental Document Nov-11 Final Environmental Document Jun-12 Ready to Advertise Jul-12 Begin Construction Jan-13 Open to Public Oct-14 Construction Complete Jul-18

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,919	\$49	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,008
Environmental Document	30	1	0	0	0	0	0	0	0	0	0	31
Design	1,740	0	0	0	0	0	0	0	0	0	0	1,740
Right-of-Way Support	0	8	100	0	0	0	0	0	0	0	0	108
Right-of-Way Capital	5,800	0	0	0	0	0	0	0	0	0	0	5,800
Construction Support	3,447	0	0	0	0	0	0	0	0	0	0	3,447
Construction Capital	37,327	3	0	0	0	0	0	0	0	0	0	37,330
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	31	0	0	0	0	0	0	0	0	0	0	31
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$50,294	\$61	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,495

MTS EXPENDITURE PLAN(\$000)

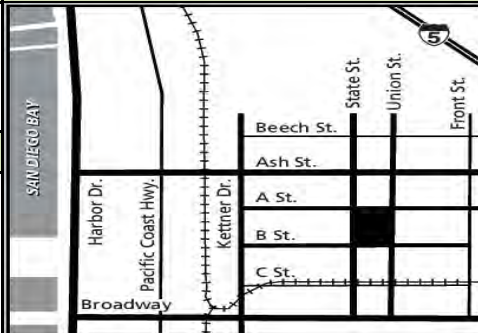
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	9,484	0	0	0	0	0	0	0	0	0	0	9,484
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total MTS	\$9,634	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,634

Total SANDAG & MTS	\$59,928	\$61	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,129

TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
73010001 FTA 5339 CA-34-0011	\$3,122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,122
FTA 5307	8,846	0	0	0	0	0	0	0	0	0	0	8,846
State												
85020001 STA	5,250	0	0	0	0	0	0	0	0	0	0	5,250
Local												
91000100 TransNet-MC	30,833	61	140	0	0	0	0	0	0	0	0	31,034
91040000 TDA	2,219	0	0	0	0	0	0	0	0	0	0	2,219
92060001 Misc Revenue	24	0	0	0	0	0	0	0	0	0	0	24
91200001 MTS	9,634	0	0	0	0	0	0	0	0	0	0	9,634
TOTAL	\$59,928	\$61	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$60,129

Project Number: 1201514 RTIP Number: SAN129 Project Name: Downtown Multiuse and Bus Stopover Facility		Corridor Director: Laura Cote Project Manager: Richard Chavez PM Phone Number: (619) 699-6989
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Environmental certification and land acquisition for a bus stopover and potentially a multiuse facility that could include office, residential, retail, usable outdoor space and underground parking for automobiles as part of a mixed-use development.		Preliminary engineering and property acquisition efforts continue.
PROJECT LIMITS		MAJOR MILESTONES
The block bounded by A Street, B Street, State Street, and Union Street in the Columbia-Civic/Core neighborhood of Downtown San Diego.		Draft Environmental Document N/A Final Environmental Document Jun-16 Ready to Advertise Jan-19 Begin Construction TBD Open to Public TBD Construction Complete TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,016	\$500	\$264	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,780
Environmental Document	408	102	0	0	0	0	0	0	0	0	0	510
Design	817	1,000	843	0	0	0	0	0	0	0	0	2,660
Right-of-Way Support	159	100	31	0	0	0	0	0	0	0	0	290
Right-of-Way Capital	153	38,500	0	0	0	0	0	0	0	0	0	38,653
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	25	0	0	0	0	0	0	0	0	0	0	25
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	120	280	200	0	0	0	0	0	0	0	0	600
Communications	20	80	10	0	0	0	0	0	0	0	0	110
Project Contingency	0	674	673	0	0	0	0	0	0	0	0	1,347
Total SANDAG	\$2,718	\$41,236	\$2,021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$2,718	\$41,236	\$2,021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$2,718	\$41,236	\$2,021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975
TOTAL	\$2,718	\$41,236	\$2,021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975

Project Number: 1201515	Corridor Director: Richard Breyer
RTIP Number: SAN208	Project Manager: Omar Atayee
Project Name: Clairemont Mesa Blvd BRT Stations	PM Phone Number: (619) 699-6923

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Traffic Signal Priority (TSP) on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design and construction of five additional transit stations.		Ruffin Road stop is open to the public. Design is 95 percent complete for the final 5 stations. Construction phase can begin when funding is identified.
PROJECT LIMITS		MAJOR MILESTONES
On Clairemont Mesa Boulevard from SR 163 to I-15.		Draft Environmental Document N/A Final Environmental Document Jul-14 Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$229	\$51	\$10	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,290
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	602	89	0	0	0	0	0	0	0	0	0	691
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	168	9	0	2,000	0	0	0	0	0	0	0	2,177
Construction Capital	329	203	0	9,000	0	0	0	0	0	0	0	9,532
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	84	0	0	0	0	0	0	0	0	0	84
Total SANDAG	\$1,328	\$436	\$10	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,774

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total SANDAG & Caltrans	\$1,328	\$436	\$10	\$12,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,774

TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$1,328	\$436	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,774
TOTAL	\$1,328	\$436	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,774

Project Number: 1201518 RTIP Number: CAL18B Project Name: I-15 Mira Mesa Transit Station Parking Structure			Corridor Director: Richard Breyer Project Manager: Omar Atayee PM Phone Number: (619) 699-6923		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Reimburse San Diego Miramar College for the construction of parking garage in order to provide Park and Ride near the transit center. Complete installation of Park and Ride signage.				Project is open to the public.	
PROJECT LIMITS				MAJOR MILESTONES	
Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.				Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Feb-15 Begin Construction Apr-17 Open to Public Jan-18 Construction Complete Jul-18	

SANDAG EXPENDITURE PLAN (\$000)

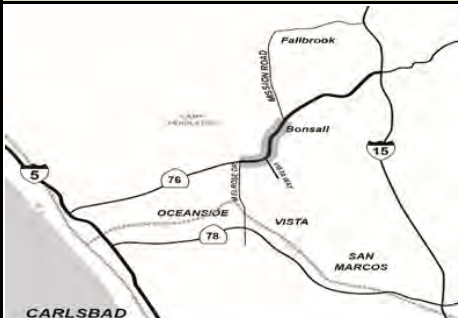
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$28	\$25	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	10	0	0	0	0	0	0	0	0	0	10
Construction Capital	5,962	3,492	0	0	0	0	0	0	0	0	0	9,454
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	300	5,500	0	0	0	0	0	0	0	0	5,800
Total SANDAG	\$5,990	\$3,827	\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,322

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$5,990	\$3,827	\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,322
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$5,298	\$3,827	\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,630
91030001 City of San Diego	692	0	0	0	0	0	0	0	0	0	0	692
TOTAL	\$5,990	\$3,827	\$5,505	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,322

Project Number: 1207602 RTIP Number: CAL29 Project Name: SR 76 Middle		Corridor Director: Allan Kosup Project Manager: Karen Jewel PM Phone Number: (619) 688-6803			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Reconstruct two-lane conventional highway as a four-lane conventional highway.				Landscaping is 100 percent complete. Close-out is in process.	
PROJECT LIMITS				MAJOR MILESTONES	
On SR 76 from Melrose Drive to Mission Road.				Draft Environmental Document	Oct-07
				Final Environmental Document	Nov-08
				Ready to Advertise	Sep-09
				Begin Construction	Dec-09
				Open to Public	Nov-12
				Construction Complete	May-19

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,299	\$25	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,343
Environmental Document	596	0	0	0	0	0	0	0	0	0	0	596
Design	2,707	0	0	0	0	0	0	0	0	0	0	2,707
Right-of-Way Support	570	1	0	0	0	0	0	0	0	0	0	571
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	3,102	0	0	0	0	0	0	0	0	0	0	3,102
Construction Capital	1,901	1	0	0	0	0	0	0	0	0	0	1,902
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$10,175	\$27	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,221

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$13,453	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,453
Design	12,389	0	0	0	0	0	0	0	0	0	0	12,389
Right-of-Way Support	7,055	519	100	0	0	0	0	0	0	0	0	7,674
Right-of-Way Capital	28,530	50	50	0	0	0	0	0	0	0	0	28,630
Construction Support	13,493	408	161	0	0	0	0	0	0	0	0	14,062
Construction Capital	77,131	1,535	1,226	0	0	0	0	0	0	0	0	79,892
Total Caltrans	\$152,051	\$2,512	\$1,537	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$156,100
Total SANDAG & Caltrans	\$162,226	\$2,539	\$1,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,321
TransNet Pass-Through	\$44,652	\$2,212	\$868	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,732
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
HPP - SAFETEA-LU	\$4,006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,006
HPP - TEA21	4,621	229	669	0	0	0	0	0	0	0	0	5,519
RSTP	6,314	0	0	0	0	0	0	0	0	0	0	6,314
RSTP - ARRA	76,627	(14)	0	0	0	0	0	0	0	0	0	76,613
STP	949	0	0	0	0	0	0	0	0	0	0	949
State												
Environmental Support	13,453	0	0	0	0	0	0	0	0	0	0	13,453
Local												
91000100 TransNet -EMP	6,146	0	0	0	0	0	0	0	0	0	0	6,146
91000100 TransNet -MC	48,597	2,324	887	0	0	0	0	0	0	0	0	51,808
City of Oceanside	627	0	0	0	0	0	0	0	0	0	0	627
Rainbow Water District	540	0	0	0	0	0	0	0	0	0	0	540
Vista Unified School District	346	0	0	0	0	0	0	0	0	0	0	346
TOTAL	\$162,226	\$2,539	\$1,556	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$166,321

Project Number: 1207606 RTIP Number: CAL29B Project Name: SR 76 East			Corridor Director: Allan Kosup Project Manager: Karen Jewel PM Phone Number: (619) 688-6803		
PROJECT SCOPE	SITE LOCATION		PROGRESS TO DATE		
Reconstruct two-lane conventional highway as a four-lane conventional highway and modify the SR 76/I-15 Interchange.			The highway and interchange projects are open to the public. Landscaping is underway.		
PROJECT LIMITS			MAJOR MILESTONES		
On SR 76 from Mission Road to I-15.			Draft Environmental Document Sep-10 Final Environmental Document Mar-12 Ready to Advertise May-12 Begin Construction Aug-12 Open to Public May-17 Construction Complete Sep-24		

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,603	\$135	\$81	\$8	\$8	\$5	\$2	\$1	\$6	\$0	\$0	\$1,849
Environmental Document	5,802	0	0	0	0	0	0	0	0	0	0	5,802
Design	3,602	0	0	0	0	0	0	0	0	0	0	3,602
Right-of-Way Support	522	0	0	0	0	0	0	0	0	0	0	522
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,128	150	0	0	0	0	0	0	0	0	0	2,278
Construction Capital	1,780	1	0	0	0	0	0	0	0	0	0	1,781
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	245	50	28	0	0	0	0	0	0	0	0	323
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$15,682	\$336	\$109	\$8	\$8	\$5	\$2	\$1	\$6	\$0	\$0	\$16,157

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$5,936	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,936
Design	16,498	407	0	0	0	0	0	0	0	0	0	16,905
Right-of-Way Support	5,485	401	114	0	0	0	0	0	0	0	0	6,000
Right-of-Way Capital	15,475	2,381	594	0	0	0	0	0	0	0	0	18,450
Construction Support	21,387	1,587	1,121	300	250	43	35	35	22	0	0	24,780
Construction Capital	97,179	8,556	6,265	500	500	500	150	50	571	0	0	114,271
Total Caltrans	\$161,960	\$13,332	\$8,094	\$800	\$750	\$543	\$185	\$85	\$593	\$0	\$0	\$186,342
Total SANDAG & Caltrans	\$177,642	\$13,668	\$8,203	\$808	\$758	\$548	\$187	\$86	\$599	\$0	\$0	\$202,499
TransNet Pass-Through	\$51,562	\$5,407	\$5,230	\$788	\$698	\$453	\$160	\$70	\$16	\$0	(19,938)	\$44,446
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Misc/Private Dev Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,938	\$19,938

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
FHWA Discretionary - Truck Parking Facilities	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
RSTP	81,533	7,140	1,763	0	0	0	0	0	0	0	0	90,436
State												
CMIA	27,085	0	0	0	0	0	0	0	302	0	0	27,387
Local												
91000100 TransNet-EMP	8,133	0	0	0	0	0	0	0	0	0	0	8,133
91000100 TransNet-H	15,111	0	0	0	0	0	0	0	0	0	0	15,111
91000100 TransNet-MC	27,890	1,234	2,796	808	758	548	187	86	28	0	0	34,335
91000100 TransNet-MC AC	13,146	3,148	3,644	0	0	0	0	0	0	0	(19,938)	0
92060001/91130001 Misc/Private Dev	2,964	60	0	0	0	0	0	0	0	0	19,938	22,962
Rainbow Water District	1,480	2,086	0	0	0	0	0	0	269	0	0	3,835
TOTAL	\$177,642	\$13,668	\$8,203	\$808	\$758	\$548	\$187	\$86	\$599	\$0	\$0	\$202,499

Project Number: 1210030 RTIP Number: SAN172 (Part of SAN66) Project Name: Blue Line Station Rehab			Corridor Director: Bruce Smith Project Manager: Chip Finch PM Phone Number: (619) 699-5617		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Reconstruct station platforms for low-floor trolley vehicles and replace existing shelters. Install new rail, ties, grade crossings. Repair substations and wayside slopes.				Project opened to the public in summer 2015. Close-out is in process.	
PROJECT LIMITS				MAJOR MILESTONES	
Blue Line: from 12th & Imperial to San Ysidro.				Draft Environmental Document N/A Final Environmental Document Sep-10 Ready to Advertise Aug-12 Begin Construction May-13 Open to Public Jun-15 Construction Complete Jul-19	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$5,477	\$10	\$8	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,497
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	9,279	0	0	0	0	0	0	0	0	0	0	9,279
Right-of-Way Support	33	0	0	0	0	0	0	0	0	0	0	33
Right-of-Way Capital	441	0	0	0	0	0	0	0	0	0	0	441
Construction Support	17,784	75	60	2	0	0	0	0	0	0	0	17,921
Construction Capital	98,742	280	372	10	0	0	0	0	0	0	0	99,404
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	322	30	8	0	0	0	0	0	0	0	0	360
Project Contingency	0	0	50	0	0	0	0	0	0	0	0	50
Total SANDAG	\$132,078	\$395	\$498	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,985

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$132,078	\$395	\$498	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,985
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72290001 FTA 5307 CA-96-X027 ARRA	\$5,340	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,340
75430001 FTA 5309	335	0	0	0	0	0	0	0	0	0	0	335
7545001 Homeland Security	600	0	0	0	0	0	0	0	0	0	0	600
State												
85130001 Prop1B - SLPP	30,993	0	0	0	0	0	0	0	0	0	0	30,993
85130005 Prop1A	57,855	0	0	0	0	0	0	0	0	0	0	57,855
Local												
91000100 TransNet -MC	1,085	395	498	14	0	0	0	0	0	0	0	1,992
91000100 TransNet -MC	30,993	0	0	0	0	0	0	0	0	0	0	30,993
91030111 City of Chula Vista (TransNet-LSI)	240	0	0	0	0	0	0	0	0	0	0	240
92060001 MTS	4,637	0	0	0	0	0	0	0	0	0	0	4,637
TOTAL	\$132,078	\$395	\$498	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$132,985

Project Number: 1210040		Corridor Director: Bruce Smith												
RTIP Number: SAN173 (Part of SAN66)		Project Manager: Chip Finch												
Project Name: Orange and Blue Line Traction Power Substations		PM Phone Number: (619) 699-5617												
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE												
Install 17 new traction power substations; site improvements at stations and substations and network improvements.		Integration of remote monitoring and control features for the substations is underway. Landscape work at substations sites has been completed. Spare parts have been delivered. Transfer trip testing is in progress. Additional gates at traction power substation sites are being implemented.												
PROJECT LIMITS		MAJOR MILESTONES												
Blue Line: from America Plaza to San Ysidro, Orange Line: from Santa Fe Depot to Grossmont, Green Line: from Old Town to 12th & Imperial.		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>Sep-10</td></tr><tr><td>Ready to Advertise</td><td>May-12</td></tr><tr><td>Begin Construction</td><td>Sep-12</td></tr><tr><td>Open to Public</td><td>Nov-14</td></tr><tr><td>Construction Complete</td><td>Dec-19</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	Sep-10	Ready to Advertise	May-12	Begin Construction	Sep-12	Open to Public	Nov-14	Construction Complete	Dec-19
Draft Environmental Document	N/A													
Final Environmental Document	Sep-10													
Ready to Advertise	May-12													
Begin Construction	Sep-12													
Open to Public	Nov-14													
Construction Complete	Dec-19													

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$850	\$50	\$30	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$936
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	3,873	50	0	0	0	0	0	0	0	0	0	3,923
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	400	0	0	0	0	0	0	0	0	0	0	400
Construction Support	1,029	0	155	45	0	0	0	0	0	0	0	1,229
Construction Capital	22,948	500	225	0	0	0	0	0	0	0	0	23,673
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	10	14	0	0	0	0	0	0	0	0	0	24
Project Contingency	0	0	90	0	0	0	0	0	0	0	0	90
Total SANDAG	\$29,110	\$614	\$500	\$51	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,275

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$29,110	\$614	\$500	\$51	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,275
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72290001 FTA 5307 CA-96-X027 ARRA	\$2,432	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,432
State												
85130001 Prop 1B - SLPP	4,658	0	0	0	0	0	0	0	0	0	0	4,658
Local												
91000100 TransNet -MC	14,694	614	500	51	0	0	0	0	0	0	0	15,859
92060001 MTS	7,326	0	0	0	0	0	0	0	0	0	0	7,326
TOTAL	\$29,110	\$614	\$500	\$51	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$30,275

Project Number: 1239801		Corridor Director: Bruce Smith	
RTIP Number: SAN29		Project Manager: Pete d'Ablaing	
Project Name: Sorrento to Miramar Phase 1		PM Phone Number: (619) 699-1906	
PROJECT SCOPE		SITE LOCATION	
Convert 1.1 miles of single-track to double-track, construct a new bridge, and install new signals.			
PROJECT LIMITS		MAJOR MILESTONES	
On coastal rail corridor from Control Point (CP) Pines near Roselle Street to CP Carroll near I-805.		Project is open to the public. Close-out is in process.	
		Draft Environmental Document Sep-09	
		Final Environmental Document Nov-09	
		Ready to Advertise Jun-11	
		Begin Construction Sep-11	
		Open to Public Apr-14	
		Construction Complete Jul-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,729	\$10	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,749
Environmental Document	1,418	0	0	0	0	0	0	0	0	0	0	1,418
Design	3,171	0	0	0	0	0	0	0	0	0	0	3,171
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	1,488	0	0	0	0	0	0	0	0	0	0	1,488
Construction Support	4,817	0	0	0	0	0	0	0	0	0	0	4,817
Construction Capital	30,217	50	0	0	0	0	0	0	0	0	0	30,267
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	1	0	0	0	0	0	0	0	0	0	0	1
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	530	0	0	0	0	0	0	0	0	0	530
Total SANDAG	\$43,841	\$590	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,441

NCTD EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$200
Design	330	0	0	0	0	0	0	0	0	0	0	330
Right-of-Way Support	770	0	0	0	0	0	0	0	0	0	0	770
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total NCTD	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300
Total SANDAG & NCTD	\$45,141	\$590	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,741
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
83010001 STIP-IIP	\$1,900	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,900
85130001 TCIF	10,800	0	0	0	0	0	0	0	0	0	0	10,800
STIP-IIP	1,300	0	0	0	0	0	0	0	0	0	0	1,300
Local												
91000100 TransNet -MC	31,141	590	10	0	0	0	0	0	0	0	0	31,741
TOTAL	\$45,141	\$590	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,741

Project Number: 1239803		Corridor Director: Bruce Smith	
RTIP Number: SAN116 (Part of SAN114)		Project Manager: Tim Dewitt	
Project Name: Oceanside Station Pass-Through Track		PM Phone Number: (619) 699-1935	
PROJECT SCOPE		SITE LOCATION	
Install third track at station to facilitate train passing and improve operations.			
PROJECT LIMITS			
On coastal rail corridor at Oceanside Transit Center.		PROJECT TO DATE	
		Project is open to the public. Close-out is in process.	
		MAJOR MILESTONES	
		Draft Environmental Document Apr-11	
		Final Environmental Document Aug-11	
		Ready to Advertise Sep-15	
		Begin Construction Mar-16	
		Open to Public Nov-17	
		Construction Complete Dec-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,630	\$225	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,876
Environmental Document	54	0	0	0	0	0	0	0	0	0	0	54
Design	3,191	0	0	0	0	0	0	0	0	0	0	3,191
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	4,250	1,102	0	0	0	0	0	0	0	0	0	5,352
Construction Capital	15,601	1,984	0	0	0	0	0	0	0	0	0	17,585
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	5	10	0	0	0	0	0	0	0	0	0	15
Communications	79	2	0	0	0	0	0	0	0	0	0	81
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$24,810	\$3,323	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,154

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$24,810	\$3,323	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,154
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72430001 FTA 5307 CA-90-Z282	\$945	(\$0)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$945
72800002 FTA 5339 CA-34-0034	2,721	0	0	0	0	0	0	0	0	0	0	2,721
75460001 FRA-ARRA	3,360	0	0	0	0	0	0	0	0	0	0	3,360
Local												
91000100 TransNet -MC	17,465	3,293	21	0	0	0	0	0	0	0	0	20,779
92060001 City of Oceanside (TransNet -LSI)	48	0	0	0	0	0	0	0	0	0	0	48
92060001 NCTD	271	30	0	0	0	0	0	0	0	0	0	301
TOTAL	\$24,810	\$3,323	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$28,154

Project Number: 1239805 RTIP Number: SAN117 (Part of SAN114) Project Name: Poinsettia Station Improvements		Corridor Director: Bruce Smith Project Manager: Angela Anderson PM Phone Number: (619) 699-6934	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Construct a new grade-separated pedestrian crossing, install new platform, fence, reconfigure tracks, and install two crossovers, signals and track improvements.		Construction is underway.	
PROJECT LIMITS		MAJOR MILESTONES	
On coastal rail corridor at Poinsettia Station.		Draft Environmental Document	Nov-11
		Final Environmental Document	Mar-12
		Ready to Advertise	Sep-17
		Begin Construction	Apr-18
		Open to Public	Dec-19
		Construction Complete	Dec-20

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,022	\$160	\$1,060	\$755	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$3,253
Environmental Document	326	16	0	0	0	0	0	0	0	0	0	342
Design	2,257	136	0	0	0	0	0	0	0	0	0	2,393
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	353	551	3,100	1,700	481	0	0	0	0	0	0	6,185
Construction Capital	1	1,100	12,800	7,420	0	0	0	0	0	0	0	21,321
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	5	5	0	0	0	0	0	0	0	15
Communications	7	35	20	16	0	0	0	0	0	0	0	78
Project Contingency	0	100	61	0	0	0	0	0	0	0	0	161
Total SANDAG	\$3,966	\$2,103	\$17,046	\$9,896	\$737	\$0	\$0	\$0	\$0	\$0	\$0	\$33,748

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$3,966	\$2,103	\$17,046	\$9,896	\$737	\$0	\$0	\$0	\$0	\$0	\$0	\$33,748
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72340001 FTA 5307 CA-95-X129	\$3,511	\$1,862	\$4,763	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,136
73010001 FTA 5339 CA-34-0034	0	0	2,600	0	0	0	0	0	0	0	0	2,600
72240001 FTA 5307 CA-2017-090	0	0	820	0	0	0	0	0	0	0	0	820
State												
85170001 TIRCP	0	0	3,527	490	0	0	0	0	0	0	0	4,017
Local												
91000100 TransNet-MC	455	241	5,336	9,406	737	0	0	0	0	0	0	16,175
TOTAL	\$3,966	\$2,103	\$17,046	\$9,896	\$737	\$0	\$0	\$0	\$0	\$0	\$0	\$33,748

Project Number: 1239806 RTIP Number: SAN73 Project Name: San Elijo Lagoon Double Track			Corridor Director: Bruce Smith Project Manager: Bruce Smith PM Phone Number: (619) 699-1907		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point (CP) Cardiff with double crossovers, install new signals and drainage structures.				Construction is 50 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
On coastal rail corridor in Cardiff and across San Elijo Lagoon from MP 239.2 near Montgomery Avenue to MP 241.3 in Solana Beach.				Draft Environmental Document Mar-12 Final Environmental Document Mar-12 Ready to Advertise Apr-16 Begin Construction Dec-16 Open to Public Oct-19 Construction Complete Oct-20	

SANDAG EXPENDITURE PLAN (\$000)

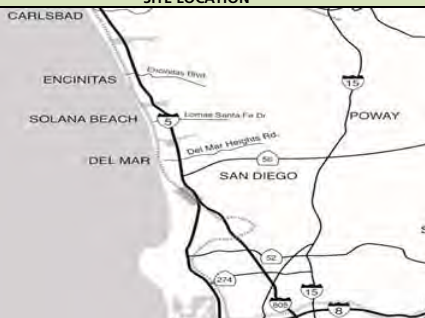
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,318	\$200	\$200	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,745
Environmental Document	1,171	0	0	0	0	0	0	0	0	0	0	1,171
Design	8,614	1	0	0	0	0	0	0	0	0	0	8,615
Right-of-Way Support	15	10	0	0	0	0	0	0	0	0	0	25
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,666	3,039	2,529	333	0	0	0	0	0	0	0	8,567
Construction Capital	1	0	0	0	0	0	0	0	0	0	0	1
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	5	5	0	0	0	0	0	0	0	15
Communications	69	60	43	11	0	0	0	0	0	0	0	183
Project Contingency	0	2,000	1,852	0	0	0	0	0	0	0	0	3,852
Total SANDAG	\$14,854	\$5,315	\$4,629	\$376	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$25,174

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	900	0	0	0	0	0	0	0	0	0	0	900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	1,000	1,000	250	0	0	0	0	0	0	0	2,250
Construction Capital	0	23,150	22,175	3,200	0	0	0	0	0	0	0	48,525
Total Caltrans	\$900	\$24,150	\$23,175	\$3,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,675
Total SANDAG & Caltrans	\$15,754	\$29,465	\$27,804	\$3,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,849
TransNet Pass-Through	\$900	\$3,793	\$2,311	\$328	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,332
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74100001 FTA 5307 CA-95-X129	\$9,413	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,413
State												
Prop 1B-TCIF	0	2,066	1,982	295	0	0	0	0	0	0	0	4,343
PTA-STIP	0	19,025	18,257	2,718	0	0	0	0	0	0	0	40,000
Local												
91000100 TransNet-MC	6,341	8,374	7,565	813	0	0	0	0	0	0	0	23,093
TOTAL	\$15,754	\$29,465	\$27,804	\$3,826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$76,849

Project Number: 1239807 RTIP Number: SAN119 Project Name: Sorrento Valley Double Track			Corridor Director: Bruce Smith Project Manager: Alexandra DeVaux PM Phone Number: (619) 235-2635		
PROJECT SCOPE Convert 1.1 miles of single-track to double-track, raise tracks, construct one new bridge and replace one bridge with a culvert, expand parking lot at Sorrento Valley Station, and install new signals.		SITE LOCATION 		PROGRESS TO DATE Project opened to the public in 2015. Close-out is in process.	
PROJECT LIMITS On coastal rail corridor from Mile Post (MP) 247.8 to MP 248.9 just north of Sorrento Valley Station.				MAJOR MILESTONES	
				Draft Environmental Document Jan-11 Final Environmental Document Mar-12 Ready to Advertise Aug-13 Begin Construction Feb-14 Open to Public May-15 Construction Complete Jul-19	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,262	\$20	\$10	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,298
Environmental Document	1,211	0	0	0	0	0	0	0	0	0	0	1,211
Design	2,934	78	0	0	0	0	0	0	0	0	0	3,012
Right-of-Way Support	218	0	0	0	0	0	0	0	0	0	0	218
Right-of-Way Capital	104	0	0	0	0	0	0	0	0	0	0	104
Construction Support	5,495	20	0	0	0	0	0	0	0	0	0	5,515
Construction Capital	20,201	61	0	0	0	0	0	0	0	0	0	20,262
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	94	0	0	0	0	0	0	0	0	0	0	94
Communications	109	0	0	0	0	0	0	0	0	0	0	109
Project Contingency	0	100	66	0	0	0	0	0	0	0	0	166
Total SANDAG	\$32,628	\$279	\$76	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,989

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$32,628	\$279	\$76	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,989
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72340001 FTA 5307 CA-95-X129	\$16,728	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,728
State												
85130001 TCIF	12,994	0	0	0	0	0	0	0	0	0	0	12,994
Local												
91000100 TransNet -MC	2,600	279	76	6	0	0	0	0	0	0	0	2,961
92060001 Miscellaneous Project Revenue	306	0	0	0	0	0	0	0	0	0	0	306
TOTAL	\$32,628	\$279	\$76	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$32,989

Project Number: 1239809 RTIP Number: SAN64 Project Name: Eastbrook to Shell Double Track		Corridor Director: Bruce Smith Project Manager: Tim Dewitt PM Phone Number: (619) 699-1935			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Design 0.6 miles of double-track, a new bridge, and new signals.				Environmental permitting applications have been submitted.	
PROJECT LIMITS				MAJOR MILESTONES	
On coastal rail corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way.				Draft Environmental Document Jul-14 Final Environmental Document Sep-14 Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

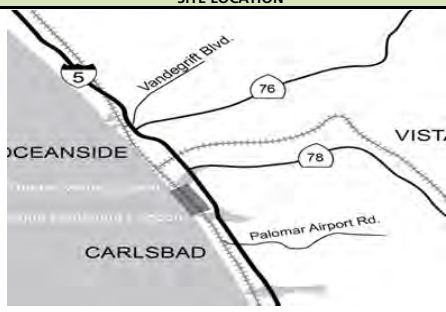
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,104	\$84	\$31	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,219
Environmental Document	4,470	495	0	0	0	0	0	0	0	0	0	4,965
Design	254	32	400	0	0	0	0	0	0	0	0	686
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	20	0	0	0	0	0	0	0	0	20
Communications	17	13	0	0	0	0	0	0	0	0	0	30
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$5,845	\$624	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$5,845	\$624	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75470001 FRA-PRIIA	\$3,339	\$357	\$224	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,920
Local												
91000100 TransNet-MC	2,505	267	227	0	0	0	0	0	0	0	0	3,000
TOTAL	\$5,845	\$624	\$451	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920

Project Number: 1239810 RTIP Number: SAN130 (Part of SAN114) Project Name: Carlsbad Village Double Track			Corridor Director: Bruce Smith Project Manager: Tim Dewitt PM Phone Number: (619) 699-1935		
PROJECT SCOPE Conduct feasibility study of two rail trench alternatives; prepare final environmental document and 30 percent design for 1.0 miles of double track, a new bridge across Buena Vista Lagoon, and new signals.		SITE LOCATION 		PROGRESS TO DATE The draft environmental document is complete. Feasibility study of trench alternatives is complete.	
PROJECT LIMITS On coastal rail corridor from Mile Post (MP) 228.4 near Kelly Street to MP 229.5 near Carlsbad Boulevard across Buena Vista Lagoon and near Carlsbad Village Station.				MAJOR MILESTONES	
				Draft Environmental Document	May-18
				Final Environmental Document	Nov-18
				Ready to Advertise	TBD
				Begin Construction	TBD
				Open to Public	TBD
				Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$996	\$76	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,122
Environmental Document	1,558	102	30	0	0	0	0	0	0	0	0	1,690
Design	74	0	0	0	0	0	0	0	0	0	0	74
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	10	0	0	0	0	0	0	0	0	0	10
Communications	20	11	0	0	0	0	0	0	0	0	0	31
Project Contingency	0	827	0	0	0	0	0	0	0	0	0	827
Total SANDAG	\$2,648	\$1,026	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,754

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$2,648	\$1,026	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,754
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75470001 FRA-PRIIA	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380
Local												
91000100 TransNet-MC	2,268	1,026	80	0	0	0	0	0	0	0	0	3,374
TOTAL	\$2,648	\$1,026	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,754

Project Number: 1239811 RTIP Number: SAN132 Project Name: Elvira to Morena Double Track			Corridor Director: Bruce Smith Project Manager: Pete d'Ablaing PM Phone Number: (619) 699-1906		
PROJECT SCOPE Convert 2.6 miles of single-track to double-track and install new signals. Construct new/replacement bridges at MP 260.4, 259.6, 259.1 and 258.6. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52. Construct universal crossover at CP Rose and signaling.		SITE LOCATION 		PROGRESS TO DATE Construction is 60 percent complete.	
PROJECT LIMITS On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road.				MAJOR MILESTONES	
				Draft Environmental Document Oct-14 Final Environmental Document Mar-15 Ready to Advertise Apr-15 Begin Construction Feb-17 Open to Public Jul-20 Construction Complete Jul-21	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$3,309	\$382	\$225	\$115	\$75	\$40	\$0	\$0	\$0	\$0	\$0	\$4,146
Environmental Document	4,489	100	100	94	0	0	0	0	0	0	0	4,783
Design	14,720	114	230	0	0	0	0	0	0	0	0	15,064
Right-of-Way Support	433	267	0	0	0	0	0	0	0	0	0	700
Right-of-Way Capital	399	916	119	0	0	0	0	0	0	0	0	1,434
Construction Support	10,445	4,200	4,000	3,631	191	20	0	0	0	0	0	22,487
Construction Capital	45,349	50,000	25,000	8,000	2,897	100	0	0	0	0	0	131,346
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	11	64	64	7	0	0	0	0	0	0	0	146
Communications	0	100	105	0	0	0	0	0	0	0	0	205
Project Contingency	0	0	0	7,910	0	0	0	0	0	0	0	7,910
Total SANDAG	\$79,155	\$56,143	\$29,843	\$19,757	\$3,163	\$160	\$0	\$0	\$0	\$0	\$0	\$188,221

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$79,155	\$56,143	\$29,843	\$19,757	\$3,163	\$160	\$0	\$0	\$0	\$0	\$0	\$188,221
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72340001 FTA 5307 CA-95-X129	\$43,570	\$5,486	\$3,107	\$2,057	\$329	\$17	\$0	\$0	\$0	\$0	\$0	\$54,566
75470001 FRA-PRIIA	9,920	0	0	0	0	0	0	0	0	0	0	9,920
State												
85090001 TCRP	4,052	0	0	0	0	0	0	0	0	0	0	4,052
85170001 TIRCP	0	30,924	17,514	11,595	1,856	94	0	0	0	0	0	61,983
Local												
91000100 TransNet-MC	11,975	16,282	9,222	6,105	977	49	0	0	0	0	0	44,611
91030001 City of San Diego	9,638	3,451	0	0	0	0	0	0	0	0	0	13,089
TOTAL	\$79,155	\$56,143	\$29,843	\$19,757	\$3,163	\$160	\$0	\$0	\$0	\$0	\$0	\$188,221

Project Number: 1239812		Corridor Director: Bruce Smith	
RTIP Number: SAN29		Project Manager: Tim DeWitt	
Project Name: Sorrento to Miramar Phase 2		PM Phone Number: (619) 699-1935	
PROJECT SCOPE		SITE LOCATION	
Prepare final environmental document, design, and initial right-of-way activities for 1.9 miles of double-track, curve straightening, and new signals.			
PROJECT LIMITS		PROGRESS TO DATE	
On Coastal Rail Corridor from Mile Post (MP) 251 near I-805 to MP 253 near Miramar Road.		Draft environmental document is complete. Design is 30 percent complete.	
		MAJOR MILESTONES	
		Draft Environmental Document Nov-16	
		Final Environmental Document Dec-17	
		Ready to Advertise N/A	
		Begin Construction N/A	
		Open to Public N/A	
		Construction Complete N/A	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,785	\$60	\$100	\$100	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$2,050
Environmental Document	2,834	66	0	0	0	0	0	0	0	0	0	2,900
Design	2,597	180	1,140	1,220	200	0	0	0	0	0	0	5,337
Right-of-Way Support	206	20	80	170	0	0	0	0	0	0	0	476
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	1	0	0	0	0	0	0	0	0	0	0	1
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	30	11	0	0	0	0	0	0	0	0	0	41
Project Contingency	0	0	195	0	0	0	0	0	0	0	0	195
Total SANDAG	\$7,453	\$337	\$1,515	\$1,490	\$205	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$7,453	\$337	\$1,515	\$1,490	\$205	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75470001 FRA-PRIIA	\$3,102	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,102
State												
83010001 STIP-IIP	2,000	0	0	0	0	0	0	0	0	0	0	2,000
Local												
91000100 TransNet -MC	2,351	337	1,515	1,490	205	0	0	0	0	0	0	5,898
TOTAL	\$7,453	\$337	\$1,515	\$1,490	\$205	\$0	\$0	\$0	\$0	\$0	\$0	\$11,000

Project Number: 1239813 RTIP Number: SAN30 (Part of SAN114) Project Name: San Dieguito Lagoon Double Track and Platform			Corridor Director: Bruce Smith Project Manager: Linda Culp PM Phone Number: (619) 699-6957		
PROJECT SCOPE Prepare final environmental document and 60 percent design for 2.1 miles of second track and San Dieguito Bridge replacement. Project includes construction for a special event platform at the Del Mar Fairgrounds.		SITE LOCATION 		PROGRESS TO DATE Final environmental document is complete. Design is 60 percent complete.	
PROJECT LIMITS On coastal rail corridor from north of Control Point (CP) Valley (Mile Post [MP] 242.2) in the City of Solana Beach to south of CP Del Mar (MP 243.9) in the City of Del Mar.				MAJOR MILESTONES	
				Draft Environmental Document	Oct-14
				Final Environmental Document	Jan-16
				Ready to Advertise	TBD
				Begin Construction	TBD
				Open to Public	TBD
				Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,774	\$50	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,849
Environmental Document	4,008	2	0	0	0	0	0	0	0	0	0	4,010
Design	2,900	631	0	0	0	0	0	0	0	0	0	3,531
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	77	3	0	0	0	0	0	0	0	0	0	80
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$8,759	\$686	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,470

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$8,759	\$686	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,470
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75470001 FRA-PRIIA	\$6,308	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,920
Local												
91000100 TransNet-MC	2,450	75	25	0	0	0	0	0	0	0	0	2,550
TOTAL	\$8,759	\$686	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,470

Project Number: 1239814 RTIP Number: SAN149 (Part of SAN114) Project Name: COASTER Preliminary Engineering		Corridor Director: Bruce Smith Project Manager: Tim DeWitt PM Phone Number: (619) 699-1935															
PROJECT SCOPE Conduct preliminary engineering for prioritization of COASTER improvement projects. Preparation of Project Study Reports (PSRs), design criteria, standard plans and funding applications to better define future projects.		SITE LOCATION 		PROGRESS TO DATE Ongoing preliminary engineering and project prioritization of COASTER improvement projects.													
PROJECT LIMITS On coastal rail corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility.				MAJOR MILESTONES <table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>N/A</td></tr><tr><td>Ready to Advertise</td><td>N/A</td></tr><tr><td>Begin Construction</td><td>N/A</td></tr><tr><td>Open to Public</td><td>N/A</td></tr><tr><td>Construction Complete</td><td>N/A</td></tr></table>		Draft Environmental Document	N/A	Final Environmental Document	N/A	Ready to Advertise	N/A	Begin Construction	N/A	Open to Public	N/A	Construction Complete	N/A
Draft Environmental Document	N/A																
Final Environmental Document	N/A																
Ready to Advertise	N/A																
Begin Construction	N/A																
Open to Public	N/A																
Construction Complete	N/A																

SANDAG EXPENDITURE PLAN (\$000)

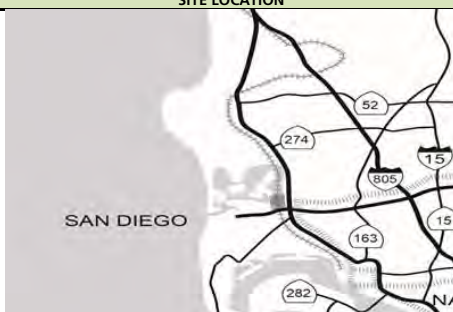
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$149	\$26	\$30	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$215
Environmental Document	801	29	27	0	0	0	0	0	0	0	0	857
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	100	50	0	0	0	0	0	0	0	150
Total SANDAG	\$950	\$55	\$157	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,222

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$950	\$55	\$157	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,222
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-MC	\$950	\$55	\$157	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,222
TOTAL	\$950	\$55	\$157	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,222

Project Number: 1239815		Corridor Director: Bruce Smith			
RTIP Number: SAN182 (part of SAN114)		Project Manager: Pete d'Ablaing			
Project Name: San Diego River Bridge		PM Phone Number: (619) 699-1906			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct 0.9 miles of double-track and a new bridge.				Construction is 45 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
On coastal rail corridor over San Diego River from Mile Post (MP) 263.2 to MP 264.1.				Draft Environmental Document	Apr-14
				Final Environmental Document	Jul-14
				Ready to Advertise	Jul-15
				Begin Construction	Sep-16
				Open to Public	Sep-19
				Construction Complete	Sep-21

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,683	\$274	\$250	\$250	\$200	\$158	\$0	\$0	\$0	\$0	\$0	\$2,815
Environmental Document	3,165	15	37	0	0	0	0	0	0	0	0	3,217
Design	5,810	148	100	0	0	0	0	0	0	0	0	6,058
Right-of-Way Support	56	20	23	0	0	0	0	0	0	0	0	99
Right-of-Way Capital	439	63	483	0	0	0	0	0	0	0	0	985
Construction Support	3,512	2,712	2,800	1,546	0	0	0	0	0	0	0	10,570
Construction Capital	28,533	20,969	14,702	4,382	0	0	0	0	0	0	0	68,586
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	80	50	21	0	0	0	0	0	0	0	0	151
Communications	0	34	33	33	0	0	0	0	0	0	0	100
Project Contingency	0	0	1,285	0	0	0	0	0	0	0	0	1,285
Total SANDAG	\$43,278	\$24,285	\$19,734	\$6,211	\$200	\$158	\$0	\$0	\$0	\$0	\$0	\$93,866

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$43,278	\$24,285	\$19,734	\$6,211	\$200	\$158	\$0	\$0	\$0	\$0	\$0	\$93,866
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72310001 Future Federal RSTP Transfer	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,000
72340001 FTA 5307 CA-95-X129	38,226	20,928	0	0	0	0	0	0	0	0	0	59,154
Local												
91000100 TransNet -MC	5,052	3,357	4,734	6,211	200	158	0	0	0	0	0	19,712
TOTAL	\$43,278	\$24,285	\$19,734	\$6,211	\$200	\$158	\$0	\$0	\$0	\$0	\$0	\$93,866

Project Number: 1239816 RTIP Number: SAN183 (part of SAN114) Project Name: Batiquitos Lagoon Double Track		Corridor Director: Bruce Smith Project Manager: Tim Dewitt PM Phone Number: (619) 699-1935	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon.		Value engineering efforts are ongoing.	
PROJECT LIMITS		MAJOR MILESTONES	
On coastal rail corridor over Batiquitos Lagoon from Mile Post (MP) 234.5 to MP 235.5.		Draft Environmental Document Apr-14 Final Environmental Document Jul-14 Ready to Advertise Jan-17 Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,231	\$300	\$700	\$300	\$178	\$80	\$20	\$0	\$0	\$0	\$0	\$2,809
Environmental Document	3,163	43	0	0	0	0	0	0	0	0	0	3,206
Design	3,516	1,095	214	0	0	0	0	0	0	0	0	4,825
Right-of-Way Support	0	20	23	0	0	0	0	0	0	0	0	43
Right-of-Way Capital	0	0	48	0	0	0	0	0	0	0	0	48
Construction Support	59	0	3,554	4,680	600	94	0	0	0	0	0	8,987
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	10	0	0	0	0	0	0	0	0	0	10
Communications	16	90	90	0	0	0	0	0	0	0	0	196
Project Contingency	0	0	501	0	0	0	0	0	0	0	0	501
Total SANDAG	\$7,985	\$1,558	\$5,130	\$4,980	\$778	\$174	\$20	\$0	\$0	\$0	\$0	\$20,625

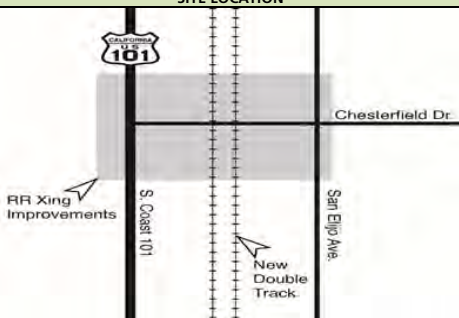
CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	656	0	0	0	0	0	0	0	0	0	0	656
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	7,000	16,000	3,619	0	0	0	0	0	0	26,619
Total Caltrans	\$656	\$0	\$7,000	\$16,000	\$3,619	\$0	\$0	\$0	\$0	\$0	\$0	\$27,275
Total SANDAG & Caltrans	\$8,641	\$1,558	\$12,130	\$20,980	\$4,397	\$174	\$20	\$0	\$0	\$0	\$0	\$47,900
TransNet Pass-Through	\$656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$656
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
72340001 FTA 5307 CA-95-X129	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000
Local												
91000100 TransNet-MC	3,641	1,558	1,576	300	178	80	20	0	0	0	0	7,353
TOTAL	\$8,641	\$1,558	\$1,576	\$300	\$178	\$80	\$20	\$0	\$0	\$0	\$0	\$12,353

Note: The entire cost of this project is estimated to be \$47.9 million. Construction phase expenditures are subject to a funding allocation.

Project Number: 1239817 RTIP Number: SAN73A Project Name: Chesterfield Drive Crossing Improvements			Corridor Director: Bruce Smith Project Manager: Danny Veeh PM Phone Number: (619) 699-7317		
PROJECT SCOPE Complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.		SITE LOCATION 		PROGRESS TO DATE Construction is 50 percent complete.	
PROJECT LIMITS On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor.				MAJOR MILESTONES	
				Draft Environmental Document Mar-12 Final Environmental Document Mar-12 Ready to Advertise Apr-16 Begin Construction Dec-16 Open to Public Oct-19 Construction Complete Oct-20	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$51	\$50	\$30	\$15	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$153
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	184	0	0	0	0	0	0	0	0	0	0	184
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	107	583	241	64	0	0	0	0	0	0	0	995
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	35	55	35	0	0	0	0	0	0	0	125
Total SANDAG	\$342	\$668	\$326	\$114	\$7	\$0	\$0	\$0	\$0	\$0	\$0	\$1,457

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	25	55	55	55	25	0	0	0	0	0	0	215
Construction Capital	590	1,500	1,500	917	0	0	0	0	0	0	0	4,507
Total Caltrans	\$615	\$1,555	\$1,555	\$972	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$4,722
Total SANDAG & Caltrans	\$957	\$2,223	\$1,881	\$1,086	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$6,179
TransNet Pass-Through	\$0	\$1,000	\$1,000	\$568	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,568
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75470001 FRA-PRIIA	\$83	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$83
FRA-PRIIA	615	485	750	304	0	0	0	0	0	0	0	2,154
Local												
91000100 TransNet -BPNS	83	403	0	0	0	0	0	0	0	0	0	486
91000100 TransNet -MC	176	1,335	1,131	782	32	0	0	0	0	0	0	3,456
TOTAL	\$957	\$2,223	\$1,881	\$1,086	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$6,179

Project Number: 1240001 RTIP Number: SAN78 Project Name: Mid-City Rapid Bus			Corridor Director: Bruce Smith Project Manager: Andre Tayou PM Phone Number: (619) 699-7340		
PROJECT SCOPE Provide new <i>Rapid</i> Bus service including: consolidated transit stops, SR 15 transit plaza and Mid-City Centerline, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improve waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak. Additional improvements include adding Traffic Signal Priority along Park Boulevard.		SITE LOCATION 		PROGRESS TO DATE Mid-City <i>Rapid</i> opened for service in October 2014. SR 15 Bus <i>Rapid</i> Transit: Mid-City Centerline Stations construction is 95 percent complete. Design for additional improvements to implement TSP along Park Boulevard South is 95 percent complete.	
PROJECT LIMITS From San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway, including Rapid stations located along SR 15 at the El Cajon Boulevard and University Avenue ramps.				MAJOR MILESTONES	
				Draft Environmental Document Nov-08 Final Environmental Document Mar-09 Ready to Advertise Dec-12 Begin Construction May-13 Open to Public Oct-14 Construction Complete Dec-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,421	\$75	\$55	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,551
Environmental Document	987	0	0	0	0	0	0	0	0	0	0	987
Design	3,090	175	18	0	0	0	0	0	0	0	0	3,283
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	230	5	0	0	0	0	0	0	0	0	0	235
Construction Support	2,705	280	33	0	0	0	0	0	0	0	0	3,018
Construction Capital	16,407	1,250	171	0	0	0	0	0	0	0	0	17,828
Vehicles	16,463	0	0	0	0	0	0	0	0	0	0	16,463
Legal Services	24	0	0	0	0	0	0	0	0	0	0	24
Communications	89	0	0	0	0	0	0	0	0	0	0	89
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$42,416	\$1,785	\$277	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,478

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total SANDAG & Caltrans	\$42,416	\$1,785	\$277	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,478

TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
70240001 FTA 5309 CA-03-0723	\$729	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$729
70310001 FTA 5309 CA-03-0808	20,416	1,034	200	0	0	0	0	0	0	0	0	21,650
72210001 FTA 5307 CA-90-Y230	320	0	0	0	0	0	0	0	0	0	0	320
Local												
91000100 TransNet-MC	20,779	750	77	0	0	0	0	0	0	0	0	21,606
91000100 TransNet-T	173	0	0	0	0	0	0	0	0	0	0	173
TOTAL	\$42,417	\$1,784	\$277	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,478

Project Number: 1280504 RTIP Number: SAN47 Project Name: South Bay BRT			Corridor Director: Richard Breyer Project Manager: Omar Atayee PM Phone Number: (619) 699-6923		
PROJECT SCOPE Develop new <i>Rapid</i> transit service from the I-805/Palomar Direct Access Ramp to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the Millenia development. Construction of seven new <i>Rapid</i> transit stations.		SITE LOCATION 		PROGRESS TO DATE Construction of Segment 1B is complete. Construction for Segment 2 is 90 percent complete. Construction for Segment 3 is 90 percent complete. Construction of Segment 1A is 40 percent complete.	
PROJECT LIMITS From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94.				MAJOR MILESTONES	
				Draft Environmental Document Jan-13 Final Environmental Document Jul-13 Ready to Advertise May-15 Begin Construction Jan-16 Open to Public Mar-19 Construction Complete Mar-20	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$4,604	\$530	\$279	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,418
Environmental Document	8,649	0	0	0	0	0	0	0	0	0	0	8,649
Design	10,159	0	0	0	0	0	0	0	0	0	0	10,159
Right-of-Way Support	133	0	0	0	0	0	0	0	0	0	0	133
Right-of-Way Capital	2,834	11	0	0	0	0	0	0	0	0	0	2,845
Construction Support	4,960	5,100	1,271	5	0	0	0	0	0	0	0	11,336
Construction Capital	22,863	44,000	9,559	0	0	0	0	0	0	0	0	76,422
Vehicles	5	0	0	0	0	0	0	0	0	0	0	5
Legal Services	147	18	0	0	0	0	0	0	0	0	0	165
Communications	350	366	271	0	0	0	0	0	0	0	0	987
Project Contingency	0	181	181	0	0	0	0	0	0	0	0	362
Total SANDAG	\$54,704	\$50,206	\$11,561	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$116,481

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$834	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$834
Design	1,265	0	0	0	0	0	0	0	0	0	0	1,265
Right-of-Way Support	572	50	58	0	0	0	0	0	0	0	0	680
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	81	160	150	97	0	0	0	0	0	0	0	488
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$2,752	\$210	\$208	\$97	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,267
Total SANDAG & Caltrans	\$57,456	\$50,416	\$11,769	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,748
TransNet Pass-Through	\$2,791	\$171	\$208	\$97	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,267
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
70240001 FTA 5309 CA-03-0723	\$1,827	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,827
FTA 5307	545	0	0	0	0	0	0	0	0	0	0	545
State												
85170001 TIRCP	2,623	1,377	0	0	0	0	0	0	0	0	0	4,000
85170002 AHSCP	0	6,300	700	0	0	0	0	0	0	0	0	7,000
85170003 LCTOP	376	0	0	0	0	0	0	0	0	0	0	376
Local												
91000100 TransNet-MC	51,740	35,118	11,069	107	0	0	0	0	0	0	0	98,033
91000100 TransNet-T	148	0	0	0	0	0	0	0	0	0	0	148
91030111 City of Chula Vista	0	25	0	0	0	0	0	0	0	0	0	25
92060001 Misc Revenue	198	112	0	0	0	0	0	0	0	0	0	310
92060001 Otay Water District	0	984	0	0	0	0	0	0	0	0	0	984
93140001 SBX Toll Revenues	0	6,500	0	0	0	0	0	0	0	0	0	6,500
TOTAL	\$57,456	\$50,416	\$11,769	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119,748

Project Number: 1280505 RTIP Number: CAL09C Project Name: I-805 HOV/Carroll Canyon Direct Access Ramp			Corridor Director: Allan Kosup Project Manager: Arturo Jacobo PM Phone Number: (619) 688-6816		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct two High-Occupancy Vehicle (HOV) lanes and north facing Direct Access Ramp (DAR) at Carroll Canyon Road, and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.				HOV Lanes and DAR are open to the public. Landscaping is 90 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
On I-805 from Carroll Canyon Road to I-5 in Sorrento Valley.				Draft Environmental Document Jan-09 Final Environmental Document Apr-09 Ready to Advertise Nov-10 Begin Construction Jan-11 Open to Public Apr-14 Construction Complete Dec-19	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$672	\$28	\$5	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$706
Environmental Document	22	0	0	0	0	0	0	0	0	0	0	22
Design	3,299	0	0	0	0	0	0	0	0	0	0	3,299
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	385	9	0	0	0	0	0	0	0	0	0	394
Construction Capital	340	195	0	0	0	0	0	0	0	0	0	535
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$4,718	\$232	\$5	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,956

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$2,346	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,346
Design	10,242	0	0	0	0	0	0	0	0	0	0	10,242
Right-of-Way Support	1,384	0	0	0	0	0	0	0	0	0	0	1,384
Right-of-Way Capital	1,319	0	0	0	0	0	0	0	0	0	0	1,319
Construction Support	15,600	226	149	10	0	0	0	0	0	0	0	15,985
Construction Capital	58,697	355	446	0	0	0	0	0	0	0	0	59,498
Total Caltrans	\$89,588	\$581	\$595	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90,774
Total SANDAG & Caltrans	\$94,306	\$813	\$600	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,730
TransNet Pass-Through	\$26,431	\$576	\$459	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,466
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
RSTP - ARRA	\$51,817	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$51,817
Local												
91000100 TransNet-MC	30,995	814	600	11	0	0	0	0	0	0	0	32,420
92060001 Misc. Project Revenue	2	0	0	0	0	0	0	0	0	0	0	2
City of San Diego	11,492	(1)	0	0	0	0	0	0	0	0	0	11,491
TOTAL	\$94,306	\$813	\$600	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95,730

Project Number: 1280508 RTIP Number: CAL67 Project Name: SR 94 Express Lanes: I-805 to Downtown			Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284		
PROJECT SCOPE Final environmental document for High Occupancy Vehicle (HOV) lanes in the median of SR-94, including direct connectors between I-805 and SR-94 for northbound-to-westbound and eastbound-to-southbound and between SR-94 and SR-15 for eastbound-to-northbound and southbound-to-westbound HOV/Bus Rapid Transit traffic.		SITE LOCATION 		PROGRESS TO DATE Working with the local community to determine next steps.	
PROJECT LIMITS On SR 94 from I-5 to I-805.				MAJOR MILESTONES	
				Draft Environmental Document TBD Final Environmental Document TBD Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

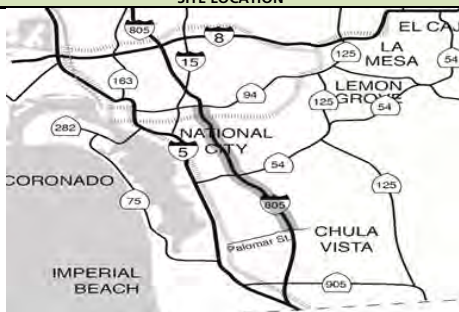
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$277	\$3	\$3	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$289
Environmental Document	2,797	0	0	0	0	0	0	0	0	0	0	2,797
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	1,294	0	0	0	0	0	0	0	1,294
Total SANDAG	\$3,074	\$3	\$3	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,380

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$18,220	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,220
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$18,220	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,220
Total SANDAG & Caltrans	\$21,294	\$3	\$3	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600
TransNet Pass-Through	\$8,222	-\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,220
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
TCRP	\$10,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
Local												
91000100 TransNet-MC	11,294	3	3	1,300	0	0	0	0	0	0	0	12,600
TOTAL	\$21,294	\$3	\$3	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,600

Project Number: 1280510 RTIP Number: CAL78C Project Name: I-805 South: 2HOV and Direct Access Ramp			Corridor Director: Richard Breyer Project Manager: Ramon Martinez PM Phone Number: (619) 688-2516		
PROJECT SCOPE Construct two High-Occupancy Vehicle (HOV) lanes between Palomar Street and SR 94, north-facing Direct Access Ramps (DAR) and transit station at Palomar Street, and general purpose lanes between Plaza Boulevard and SR 54.		SITE LOCATION 		PROGRESS TO DATE Highway landscaping for the Palomar DAR is complete. The project is currently in five year plant establishment.	
PROJECT LIMITS On I-805 from Palomar Street to SR 94.				MAJOR MILESTONES	
				Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Nov-11 Begin Construction Mar-12 Open to Public Jan-17 Construction Complete Dec-22	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,496	\$87	\$23	\$16	\$7	\$1	\$1	\$0	\$0	\$0	\$0	\$1,631
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,842	0	0	0	0	0	0	0	0	0	0	5,842
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,125	113	0	0	0	0	0	0	0	0	0	1,238
Construction Capital	20	0	0	0	0	0	0	0	0	0	0	20
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	468	154	32	0	0	0	0	0	0	0	0	654
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$8,951	\$354	\$55	\$16	\$7	\$1	\$1	\$0	\$0	\$0	\$0	\$9,385

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	15,913	0	0	0	0	0	0	0	0	0	0	15,913
Right-of-Way Support	4,041	88	0	0	0	0	0	0	0	0	0	4,129
Right-of-Way Capital	2,651	1,070	0	0	0	0	0	0	0	0	0	3,721
Construction Support	32,661	1,636	125	24	14	1	1	0	0	0	0	34,462
Construction Capital	100,959	7,045	2,088	1,545	446	0	0	0	0	0	0	112,083
Total Caltrans	\$156,225	\$9,839	\$2,213	\$1,569	\$460	\$1	\$1	\$0	\$0	\$0	\$0	\$170,308
Total SANDAG & Caltrans	\$165,176	\$10,193	\$2,268	\$1,585	\$467	\$2	\$2	\$0	\$0	\$0	\$0	\$179,693
TransNet Pass-Through	\$98,368	\$8,010	\$2,213	\$1,569	\$460	\$1	\$1	\$0	\$0	\$0	\$0	\$110,622
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
County of San Diego Pass-Through	\$168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
Interstate Maintenance (IM)	\$975	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$975
RSTP	1,548	0	0	0	0	0	0	0	0	0	0	1,548
State												
CMIA	55,863	900	0	0	0	0	0	0	0	0	0	56,763
Local												
91000100 TransNet-MC	106,621	9,062	2,268	1,585	467	2	2	0	0	0	0	120,007
91080001 County of San Diego	168	0	0	0	0	0	0	0	0	0	0	168
Otay Water District	1	231	0	0	0	0	0	0	0	0	0	232
TOTAL	\$165,176	\$10,193	\$2,268	\$1,585	\$467	\$2	\$2	\$0	\$0	\$0	\$0	\$179,693

Project Number: 1280511 RTIP Number: CAL78B Project Name: I-805 North: 2 HOV Lanes			Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284		
PROJECT SCOPE Construct two High-Occupancy Vehicle (HOV) lanes and a south-facing direct access ramp at Carroll Canyon Road.		SITE LOCATION 		PROGRESS TO DATE Project opened to traffic in September 2016. Project currently in plant establishment.	
PROJECT LIMITS On I-805 from SR 52 to Carroll Canyon Road.				MAJOR MILESTONES	
				Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Oct-11 Begin Construction Mar-12 Open to Public Sep-16 Construction Complete Dec-22	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$756	\$100	\$100	\$30	\$10	\$10	\$65	\$0	\$0	\$0	\$0	\$1,071
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	226	0	0	0	0	0	1	0	0	0	0	227
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,400	0	0	0	0	0	239	0	0	0	0	1,639
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	172	3	0	0	0	0	0	0	0	0	0	175
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$2,554	\$103	\$100	\$30	\$10	\$10	\$305	\$0	\$0	\$0	\$0	\$3,112

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	1,127	500	0	0	0	0	0	0	0	0	0	1,627
Right-of-Way Support	236	4	0	0	0	0	0	0	0	0	0	240
Right-of-Way Capital	275	0	0	0	0	0	0	0	0	0	0	275
Construction Support	17,876	2,260	450	250	250	150	100	0	0	0	0	21,336
Construction Capital	80,836	1,664	7,700	50	50	50	25	0	0	0	0	90,375
Total Caltrans	\$100,350	\$4,428	\$8,150	\$300	\$300	\$200	\$125	\$0	\$0	\$0	\$0	\$113,853
Total SANDAG & Caltrans	\$102,904	\$4,531	\$8,250	\$330	\$310	\$210	\$430	\$0	\$0	\$0	\$0	\$116,965
TransNet Pass-Through	\$2,496	\$3,829	\$2,812	\$300	\$275	\$181	\$94	\$0	\$0	\$0	\$0	\$9,987
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CMAQ	\$61,594	\$276	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$61,870
State												
CMIA	34,904	1,234	4,500	0	0	0	0	0	0	0	0	40,638
Prop 1B-SLPP	1,356	2	0	0	0	0	0	0	0	0	0	1,358
Local												
91000100 TransNet-MC	5,050	3,019	3,750	330	310	210	430	0	0	0	0	13,099
TOTAL	\$102,904	\$4,531	\$8,250	\$330	\$310	\$210	\$430	\$0	\$0	\$0	\$0	\$116,965

Project Number: 1280513 RTIP Number: SAN224 Project Name: I-805 / SR-94 Bus on Shoulder Demonstration Project		Corridor Director: Richard Breyer Project Manager: Jennifer Williamson PM Phone Number: (619) 699-1959											
PROJECT SCOPE Design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94. Implement technology improvements within the corridor to support <i>Rapid</i> operation. Procurement of 16 new compressed natural gas buses.	SITE LOCATION 		PROGRESS TO DATE Vehicles have been purchased and delivery of the new buses began in spring 2018. Construction is 50 percent complete.										
PROJECT LIMITS In Chula Vista, on East Palomar Street between Heritage Road and I-805. On I-805 between East Palomar Street and SR 94. On SR 94 between I-805 and Downtown San Diego.			MAJOR MILESTONES <table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>Dec-16</td></tr><tr><td>Ready to Advertise</td><td>Mar-17</td></tr><tr><td>Begin Construction</td><td>Dec-17</td></tr><tr><td>Open to Public</td><td>Sep-18</td></tr><tr><td>Construction Complete</td><td>Mar-22</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	Dec-16	Ready to Advertise	Mar-17	Begin Construction	Dec-17	Open to Public	Sep-18
Draft Environmental Document	N/A												
Final Environmental Document	Dec-16												
Ready to Advertise	Mar-17												
Begin Construction	Dec-17												
Open to Public	Sep-18												
Construction Complete	Mar-22												

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$157	\$112	\$23	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$307
Environmental Document	70	32	0	0	0	0	0	0	0	0	0	102
Design	825	568	0	0	0	0	0	0	0	0	0	1,393
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	326	100	0	0	0	0	0	0	0	0	426
Construction Capital	0	10,202	1,000	0	0	0	0	0	0	0	0	11,202
Vehicles	0	17,000	0	0	0	0	0	0	0	0	0	17,000
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	2	98	100	0	0	0	0	0	0	0	0	200
Project Contingency	0	70	100	0	0	0	0	0	0	0	0	170
Total SANDAG	\$1,054	\$28,408	\$1,323	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$30,800

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	90	0	0	0	0	0	0	0	0	0	90
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	10	0	0	0	0	0	0	0	0	0	10
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Total SANDAG & Caltrans	\$1,054	\$28,508	\$1,323	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$30,900
TransNet Pass-Through	\$0	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
70280001 FTA 5309 CA-04-0099 VAA	\$843	\$13,241	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,084
Local												
91000100 TransNet-MC	211	15,267	1,323	5	5	5	0	0	0	0	0	16,816
TOTAL	\$1,054	\$28,508	\$1,323	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$30,900

Project Number: 1280515 RTIP Number: CAL78C Project Name: I-805 South Soundwalls		Corridor Director: Richard Breyer Project Manager: Ramon Martinez PM Phone Number: (619) 688-2516				
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE		
Construct soundwalls and bridge improvements.				Design of the soundwalls is complete and construction began in spring 2018. The Sweetwater River Bridge improvements construction will begin in fall 2018.		
PROJECT LIMITS				MAJOR MILESTONES		
Along I-805 from Naples Street to SR 54.				Draft Environmental Document Final Environmental Document Ready to Advertise Begin Construction Open to Public Construction Complete		N/A N/A Jan-18 Mar-18 Jun-20 Jun-23

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$75	\$77	\$121	\$33	\$10	\$4	\$3	\$0	\$0	\$0	\$0	\$323
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	107	0	0	0	0	0	0	0	0	0	0	107
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	252	554	270	60	45	10	0	0	0	0	1,191
Construction Capital	0	50	120	120	0	0	0	0	0	0	0	290
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	1	134	115	0	0	0	0	0	0	0	0	250
Project Contingency	0	204	663	282	51	0	0	0	0	0	0	1,200
Total SANDAG	\$183	\$717	\$1,573	\$705	\$121	\$49	\$13	\$0	\$0	\$0	\$0	\$3,361

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Design	12,631	2,370	60	0	0	0	0	0	0	0	0	15,061
Right-of-Way Support	993	217	7	0	0	0	0	0	0	0	0	1,217
Right-of-Way Capital	766	658	10	0	0	0	0	0	0	0	0	1,434
Construction Support	0	675	1,188	630	175	70	40	0	0	0	0	2,778
Construction Capital	0	2,805	8,822	1,969	305	172	65	0	0	0	0	14,138
Total Caltrans	\$14,390	\$7,025	\$10,087	\$2,599	\$480	\$242	\$105	\$0	\$0	\$0	\$0	\$34,928
Total SANDAG & Caltrans	\$14,573	\$7,742	\$11,660	\$3,304	\$601	\$291	\$118	\$0	\$0	\$0	\$0	\$38,289
TransNet Pass-Through	\$909	\$2,133	\$197	\$117	\$150	\$80	\$40	\$0	\$0	\$0	\$0	\$3,626
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

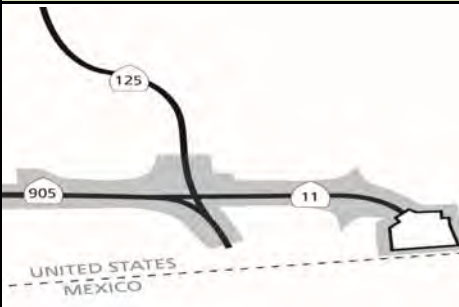
FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
RSTP	\$13,489	\$4,884	\$9,890	\$2,482	\$330	\$162	\$65	\$0	\$0	\$0	\$0	\$31,302
Local												
91000100 TransNet-MC	1,084	2,858	1,770	822	271	129	53	0	0	0	0	6,987
TOTAL	\$14,573	\$7,742	\$11,660	\$3,304	\$601	\$291	\$118	\$0	\$0	\$0	\$0	\$38,289

CHAPTER 9.2

TCIF/GOODS MOVEMENT PROGRAM

Projects shown in this section describe efforts relating to the movement of goods in the San Diego region for which SANDAG and Caltrans share in the lead role for the environmental planning, design engineering, and construction.

Project Number: 1201101 RTIP Number: V11 Project Name: SR 11 and Otay Mesa East Port of Entry			Corridor Director: Mario Orso Project Manager: Jacqueline Appleton-Deane PM Phone Number: (619) 491-3080		
PROJECT SCOPE Design and right-of-way for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of Siempre Viva Interchange, CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and tolling system.		SITE LOCATION 		PROGRESS TO DATE Design and right-of-way were complete on four-lane highway from SR 125 to Enrico Fermi Drive. Design for four-lane toll highway from Enrico Fermi Drive to the POE is 95 percent complete. Design of the POE is 10 percent complete. The studies for the POE and tolling systems are 60 percent complete.	
PROJECT LIMITS On new alignment from SR 125 to the U.S.-Mexico Border.				MAJOR MILESTONES	
				Draft Environmental Document Apr-11 Final Environmental Document Mar-12 Ready to Advertise Jul-13 Begin Construction N/A Open to Public N/A Construction Complete N/A	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,615	\$322	\$600	\$427	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,964
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,868	1,599	1,400	3,000	0	0	0	0	0	0	0	7,867
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	234	234	650	0	0	0	0	0	0	0	0	1,118
Communications	192	108	230	0	0	0	0	0	0	0	0	530
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$3,909	\$2,263	\$2,880	\$3,427	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,479

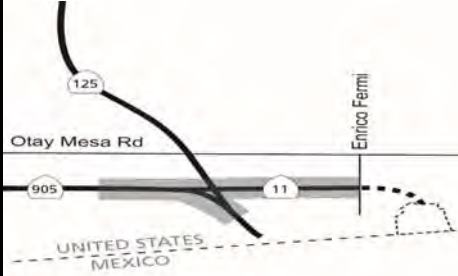
CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	16,440	6,490	7,298	4,500	1,411	0	0	0	0	0	0	36,139
Right-of-Way Support	3,003	835	1,400	189	0	0	0	0	0	0	0	5,427
Right-of-Way Capital	20,869	68,395	6,577	0	0	0	0	0	0	0	0	95,841
Construction Support	0	0	1,200	14,300	20,850	16,250	0	0	0	0	0	52,600
Construction Capital	0	0	6,000	85,000	144,700	105,087	0	0	0	0	0	340,787
Total Caltrans	\$40,312	\$75,720	\$22,475	\$103,989	\$166,961	\$121,337	\$0	\$0	\$0	\$0	\$0	\$530,794
Total SANDAG & Caltrans	\$44,221	\$77,983	\$25,355	\$107,416	\$166,961	\$121,337	\$0	\$0	\$0	\$0	\$0	\$543,273
TransNet Pass-Through	\$0	\$0	\$6,027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,027
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Pass-Through	\$1,580	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,580

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74030001 ITS - SANDAG	\$439	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$439
74040001 CBI - SANDAG	1,470	0	0	0	0	0	0	0	0	0	0	1,470
CBI - Caltrans	40,313	75,720	1,198	189	0	0	0	0	0	0	0	117,420
State												
83010001 STIP - SANDAG	109	0	0	0	0	0	0	0	0	0	0	109
Local												
91000100 TransNet-Border	351	109	6,027	0	0	0	0	0	0	0	0	6,487
91000100 TransNet-MC	1,539	2,154	650	0	0	0	0	0	0	0	0	4,343
TOTAL	\$44,221	\$77,983	\$7,875	\$189	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$130,268

Note: The entire cost of this project is estimated to be \$543.3 million. Continued progress is subject to a funding allocation.

Project Number: 1201102		Corridor Director: Mario Orso	
RTIP Number: V11		Project Manager: Jacqueline Appleton-Deane	
Project Name: SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction		PM Phone Number: (619) 491-3080	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Construct SR 11 four-lane highway from SR 125 to Enrico Fermi Drive.		Project opened to the public in March 2016. Close-out is in process.	
PROJECT LIMITS		MAJOR MILESTONES	
On new alignment from SR 125 to Enrico Fermi Drive.		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	N/A
		Begin Construction	Nov-13
		Open to Public	Mar-16
		Construction Complete	Jan-19

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	11,732	400	27	0	0	0	0	0	0	0	0	12,159
Construction Capital	52,963	1,000	208	0	0	0	0	0	0	0	0	54,171
Total Caltrans	\$64,695	\$1,400	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,330
Total SANDAG & Caltrans	\$64,695	\$1,400	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,330
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
TCIF	\$64,695	\$1,400	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,330
TOTAL	\$64,695	\$1,400	\$235	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$66,330

Project Number: 1201103		Corridor Director: Mario Orso			
RTIP Number: V11		Project Manager: Jacqueline Appleton-Deane			
Project Name: SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction		PM Phone Number: (619) 491-3080			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct SR 11 four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry.				Design is 100 percent complete. The project is ready to advertise for construction.	
PROJECT LIMITS				MAJOR MILESTONES	
On new alignment from Enrico Fermi Drive to Otay Mesa East Port of Entry.				Draft Environmental Document	N/A
				Final Environmental Document	N/A
				Ready to Advertise	N/A
				Begin Construction	Feb-19
				Open to Public	Feb-21
				Construction Complete	Feb-23

SANDAG EXPENDITURE PLAN (\$000)

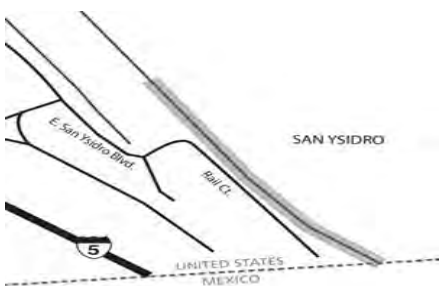
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	2,235	5,587	2,235	560	558	0	0	0	0	11,175
Construction Capital	0	0	12,500	24,278	12,500	0	0	0	0	0	0	49,278
Total Caltrans	\$0	\$0	\$14,735	\$29,865	\$14,735	\$560	\$558	\$0	\$0	\$0	\$0	\$60,453
Total SANDAG & Caltrans	\$0	\$0	\$14,735	\$29,865	\$14,735	\$560	\$558	\$0	\$0	\$0	\$0	\$60,453
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CBI	\$0	\$0	\$670	\$1,675	\$670	\$168	\$167	\$0	\$0	\$0	\$0	\$3,350
FASTLANE	0	0	12,500	24,278	12,500	0	0	0	0	0	0	49,278
State												
TCIF	0	0	1,565	3,912	1,565	392	391	0	0	0	0	7,825
TOTAL	\$0	\$0	\$14,735	\$29,865	\$14,735	\$560	\$558	\$0	\$0	\$0	\$0	\$60,453

Project Number: 1300601		Corridor Director: Bruce Smith			
RTIP Number: SAN27		Project Manager: Pete d'Ablaing			
Project Name: San Ysidro Intermodal Freight Facility		PM Phone Number: (619) 699-1906			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Purchase right-of-way, add storage tracks, and construct truck-loading staging area.				Construction is 95 percent complete. Slope remediation and close-out are in process.	
PROJECT LIMITS				MAJOR MILESTONES	
At San Ysidro freight yard near East San Ysidro Boulevard and U.S. Port of Entry.				Draft Environmental Document	Jul-10
				Final Environmental Document	Apr-11
				Ready to Advertise	Sep-12
				Begin Construction	Dec-12
				Open to Public	Mar-16
				Construction Complete	Dec-18

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,276	\$90	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,392
Environmental Document	470	8	9	0	0	0	0	0	0	0	0	487
Design	2,643	0	2	0	0	0	0	0	0	0	0	2,645
Right-of-Way Support	0	50	589	0	0	0	0	0	0	0	0	639
Right-of-Way Capital	3,314	0	6	0	0	0	0	0	0	0	0	3,320
Construction Support	3,307	104	99	0	0	0	0	0	0	0	0	3,510
Construction Capital	28,294	600	591	0	0	0	0	0	0	0	0	29,485
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	382	0	0	0	0	0	0	0	0	0	0	382
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$39,686	\$852	\$1,322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,860

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$39,686	\$852	\$1,322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,860
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74040001 CBI	\$575	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$575
75430001 DEMO	8,996	0	0	0	0	0	0	0	0	0	0	8,996
State												
85130001 TCIF	25,900	0	0	0	0	0	0	0	0	0	0	25,900
Local												
91000100 TransNet -Border	4,138	852	1,322	0	0	0	0	0	0	0	0	6,312
92020001 Miscellaneous Revenue	2	0	0	0	0	0	0	0	0	0	0	2
92060001 Miscellaneous Project Revenue	74	0	0	0	0	0	0	0	0	0	0	74
TOTAL	\$39,686	\$852	\$1,322	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$41,860

Project Number: 1300602 RTIP Number: SAN27 Project Name: South Line Rail Freight Capacity		Corridor Director: Bruce Smith Project Manager: Pete d'Ablaing PM Phone Number: (619) 699-1906	
PROJECT SCOPE Install communication enhancements, crossovers, and signals.		SITE LOCATION 	
PROJECT LIMITS On Trolley system from Palomar Street station to San Ysidro station.		PROGRESS TO DATE All construction phases complete. Close-out is in process.	
		MAJOR MILESTONES	
		Draft Environmental Document Jan-10 Final Environmental Document Dec-09 Ready to Advertise Jan-10 Begin Construction Jun-10 Open to Public Jul-16 Construction Complete Jul-18	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,078	\$65	\$107	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
Environmental Document	1,066	0	0	0	0	0	0	0	0	0	0	1,066
Design	2,741	17	1	0	0	0	0	0	0	0	0	2,759
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	3,688	100	94	0	0	0	0	0	0	0	0	3,882
Construction Capital	38,406	152	976	0	0	0	0	0	0	0	0	39,534
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	2	0	0	0	0	0	0	0	0	0	0	2
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$46,981	\$334	\$1,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,493

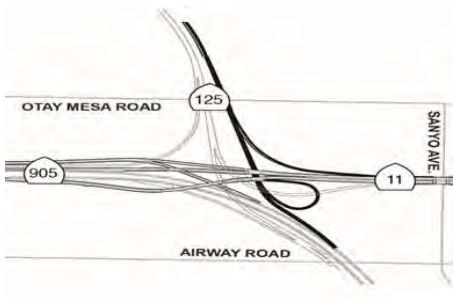
CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$46,981	\$334	\$1,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,493
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$610	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$610
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
85130001 TCIF	\$39,533	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$39,533
Local												
91000100 TransNet- MC	0	0	1,000	0	0	0	0	0	0	0	0	1,000
91000100 TransNet -Border	7,058	334	178	0	0	0	0	0	0	0	0	7,570
91000100 TransNet -LSI*	390	0	0	0	0	0	0	0	0	0	0	390
TOTAL	\$46,981	\$334	\$1,178	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$48,493

* Contribution from City of Chula Vista

Project Number: 1390504		Corridor Director: Mario Orso													
RTIP Number: CAL325		Project Manager: Nicola Bernard													
Project Name: SR 905/125/11 Northbound Connectors		PM Phone Number: (619) 688-6708													
PROJECT SCOPE		SITE LOCATION													
Construct northbound connectors to SR 125 from eastbound SR 905, westbound SR 905, and westbound SR 11.															
PROJECT LIMITS		MAJOR MILESTONES													
At SR 905/125/11 Interchange.		<table><tr><td>Draft Environmental Document</td><td>Jul-01</td></tr><tr><td>Final Environmental Document</td><td>Oct-13</td></tr><tr><td>Ready to Advertise</td><td>Apr-15</td></tr><tr><td>Begin Construction</td><td>Oct-15</td></tr><tr><td>Open to Public</td><td>Dec-16</td></tr><tr><td>Construction Complete</td><td>Jul-18</td></tr></table>		Draft Environmental Document	Jul-01	Final Environmental Document	Oct-13	Ready to Advertise	Apr-15	Begin Construction	Oct-15	Open to Public	Dec-16	Construction Complete	Jul-18
Draft Environmental Document	Jul-01														
Final Environmental Document	Oct-13														
Ready to Advertise	Apr-15														
Begin Construction	Oct-15														
Open to Public	Dec-16														
Construction Complete	Jul-18														

SANDAG EXPENDITURE PLAN (\$000)

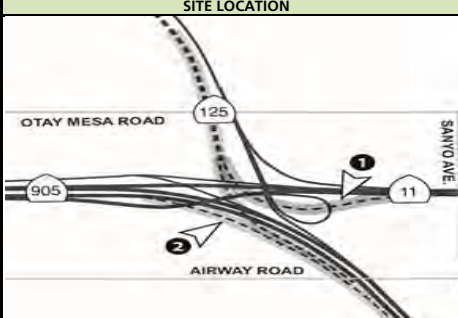
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	73	0	0	0	0	0	0	0	0	0	0	73
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$79	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$79

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	2,621	0	0	0	0	0	0	0	0	0	0	2,621
Right-of-Way Support	214	0	0	0	0	0	0	0	0	0	0	214
Right-of-Way Capital	308	0	0	0	0	0	0	0	0	0	0	308
Construction Support	3,082	331	1	0	0	0	0	0	0	0	0	3,414
Construction Capital	12,025	96	0	0	0	0	0	0	0	0	0	12,121
Total Caltrans	\$18,250	\$427	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,678
Total SANDAG & Caltrans	\$18,329	\$427	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,757
TransNet Pass-Through	\$2,621	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,621
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
CBI	\$2,288	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,338
State												
TCIF	13,341	377	1	0	0	0	0	0	0	0	0	13,719
Local												
91000100 TransNet -Border	2,700	0	0	0	0	0	0	0	0	0	0	2,700
TOTAL	\$18,329	\$427	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,757

Project Number: 1390505		Corridor Director: Mario Orso			
RTIP Number: CAL325		Project Manager: Nicola Bernard			
Project Name: SR 905/125/11 Southbound Connectors		PM Phone Number: (619) 688-6708			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Design and construction of SR 125 connectors southbound to eastbound SR 905 and eastbound SR 11.				Construction is 5 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
At SR 905/125/11 Interchange.				Draft Environmental Document	N/A
				Final Environmental Document	N/A
				Ready to Advertise	Jan-18
				Begin Construction	Apr-18
				Open to Public	May-20
				Construction Complete	Dec-21

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2	\$26	\$20	\$20	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$72
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	843	200	277	0	0	0	0	0	0	0	0	1,320
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$845	\$226	\$297	\$20	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$1,392

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	5,142	851	0	0	0	0	0	0	0	0	0	5,993
Right-of-Way Support	59	6	0	0	0	0	0	0	0	0	0	65
Right-of-Way Capital	50	0	0	0	0	0	0	0	0	0	0	50
Construction Support	0	1,100	7,200	3,000	399	1	0	0	0	0	0	11,700
Construction Capital	0	2,450	29,400	17,150	747	0	0	0	0	0	0	49,747
Total Caltrans	\$5,251	\$4,407	\$36,600	\$20,150	\$1,146	\$1	\$0	\$0	\$0	\$0	\$0	\$67,555
Total SANDAG & Caltrans	\$6,096	\$4,633	\$36,897	\$20,170	\$1,150	\$1	\$0	\$0	\$0	\$0	\$0	\$68,947
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Toll Pass-Through	\$5,251	\$1,957	\$7,200	\$3,000	\$399	\$1	\$0	\$0	\$0	\$0	\$0	\$17,808

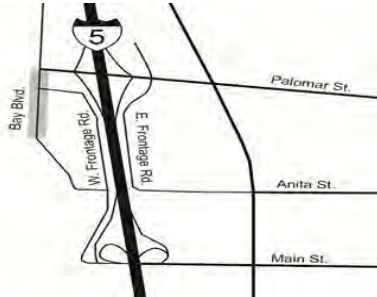
FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
SHOPP	\$0	\$2,450	\$29,400	\$17,150	\$747	\$0	\$0	\$0	\$0	\$0	\$0	\$49,747
Local												
93140001 Local SBX Revenue	6,096	2,183	7,497	3,020	403	1	0	0	0	0	0	19,200
TOTAL	\$6,096	\$4,633	\$36,897	\$20,170	\$1,150	\$1	\$0	\$0	\$0	\$0	\$0	\$68,947

CHAPTER 9.3

REGIONAL BIKEWAY PROGRAM

Regional Bikeway Projects shown in this section describe efforts relating to regional bikeway projects for which SANDAG is in the lead role for the environmental planning, design engineering, and construction.

Project Number: 1129900 RTIP Number: SAN154 Project Name: Bayshore Bikeway: 8B Main Street to Palomar			Corridor Director: Linda Culp Project Manager: Omar Atayee PM Phone Number: (619) 699-6923		
PROJECT SCOPE Design and construct 0.4 miles of new bikeway. A private developer will construct the remaining portion of the bikeway south of where the SANDAG project ends at Ada Avenue.		SITE LOCATION 		PROGRESS TO DATE Design is 95 percent complete.	
PROJECT LIMITS Along Bay Boulevard south of Palomar Street in Chula Vista.				MAJOR MILESTONES	
				Draft Environmental Document Jul-16 Final Environmental Document Nov-16 Ready to Advertise May-19 Begin Construction Sep-19 Open to Public May-20 Construction Complete May-21	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$194	\$40	\$19	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$263
Environmental Document	455	18	0	0	0	0	0	0	0	0	0	473
Design	352	240	125	0	0	0	0	0	0	0	0	717
Right-of-Way Support	2	48	0	0	0	0	0	0	0	0	0	50
Right-of-Way Capital	0	33	0	0	0	0	0	0	0	0	0	33
Construction Support	0	0	10	280	10	0	0	0	0	0	0	300
Construction Capital	0	0	0	1,200	0	0	0	0	0	0	0	1,200
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	12	9	9	0	0	0	0	0	0	0	0	30
Communications	0	0	0	7	0	0	0	0	0	0	0	7
Project Contingency	0	0	0	120	0	0	0	0	0	0	0	120
Total SANDAG	\$1,015	\$388	\$163	\$1,612	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$3,193

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$1,015	\$388	\$163	\$1,612	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$3,193
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75370001 TE	\$287	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$287
State												
83010001 STIP-TE	37	0	0	0	0	0	0	0	0	0	0	37
Local												
91000100 TransNet -BPNS	621	388	163	1,612	15	0	0	0	0	0	0	2,799
91080001 County of San Diego	70	0	0	0	0	0	0	0	0	0	0	70
TOTAL	\$1,015	\$388	\$163	\$1,612	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$3,193

Project Number: 1143700 RTIP Number: SAN144 (Part of SAN147) Project Name: Bayshore Bikeway: Segments 4 & 5			Corridor Director: Linda Culp Project Manager: Omar Atayee PM Phone Number: (619) 699-6923		
PROJECT SCOPE Construct 2.8 miles of new bike path with project design and construction separated into two phases consisting of Segment 4 from 32nd Street in San Diego to Vesta Street and Segment 5 from Vesta Street to National City Marina.		SITE LOCATION 		PROGRESS TO DATE Project is open to the public. Final construction activities are underway.	
PROJECT LIMITS Along Harbor Drive and Tidelands Avenue from 32nd Street in San Diego to National City Marina.				MAJOR MILESTONES	
				Draft Environmental Document Mar-12 Final Environmental Document Apr-12 Ready to Advertise Jun-14 Begin Construction Nov-14 Open to Public Jan-18 Construction Complete Jan-19	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$574	\$100	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$694
Environmental Document	65	0	0	0	0	0	0	0	0	0	0	65
Design	1,009	80	0	0	0	0	0	0	0	0	0	1,089
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	792	304	10	0	0	0	0	0	0	0	0	1,106
Construction Capital	2,103	1,174	0	0	0	0	0	0	0	0	0	3,277
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	4	28	0	0	0	0	0	0	0	0	0	32
Communications	1	24	0	0	0	0	0	0	0	0	0	25
Project Contingency	0	131	1,000	0	0	0	0	0	0	0	0	1,131
Total SANDAG	\$4,548	\$1,841	\$1,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,419

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$4,548	\$1,841	\$1,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,419
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75370001 TE	\$1,053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,053
State												
83010001 STIP-TE	7	0	0	0	0	0	0	0	0	0	0	7
85130004 Coastal Conservancy	2,500	0	0	0	0	0	0	0	0	0	0	2,500
Local												
91000100 TransNet-BPNS	988	1,841	1,030	0	0	0	0	0	0	0	0	3,859
TOTAL	\$4,548	\$1,841	\$1,030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,419

Project Number: 1223014 RTIP Number: CAL330 Project Name: SR 15 Commuter Bike Facility		Corridor Director: Richard Breyer Project Manager: Andrew Rice PM Phone Number: (619) 688-3284			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct one mile of new bike path.				Project opened to the public in 2017. Landscaping is underway.	
PROJECT LIMITS				MAJOR MILESTONES	
Along east side of SR 15 from Camino Del Rio South to Adams Avenue.				Draft Environmental Document N/A Final Environmental Document Mar-12 Ready to Advertise Jun-15 Begin Construction Dec-15 Open to Public Aug-17 Construction Complete Mar-21	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$102	\$23	\$2	\$2	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$131
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	22	12	0	0	0	0	0	0	0	0	0	34
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$124	\$35	\$2	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$165

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$206	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$206
Design	1,232	0	0	0	7	0	0	0	0	0	0	1,239
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,556	406	60	60	48	0	0	0	0	0	0	3,130
Construction Capital	8,822	2,023	10	10	10	0	0	0	0	0	0	10,875
Total Caltrans	\$12,816	\$2,429	\$70	\$70	\$65	\$0	\$0	\$0	\$0	\$0	\$0	\$15,450
Total SANDAG & Caltrans	\$12,940	\$2,464	\$72	\$72	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$15,615
TransNet Pass-Through	\$2,098	\$737	\$100	\$70	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$3,065
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
ATP-R	\$10,418	\$1,967	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,385
Local												
91000100 TransNet-BPNS	2,522	497	72	72	67	0	0	0	0	0	0	3,230
TOTAL	\$12,940	\$2,464	\$72	\$72	\$67	\$0	\$0	\$0	\$0	\$0	\$0	\$15,615

Project Number: 1223016		Corridor Director: Linda Culp			
RTIP Number: SAN155 (part of SAN148)		Project Manager: Chris Carterette			
Project Name: Coastal Rail Trail San Diego: Rose Creek		PM Phone Number: (619) 699-7319			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct 2.1 miles Class 1 shared use path.				Construction is 40 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
On Santa Fe Street from the north end cul de sac, southward for 1.3 miles, and then along eastern bank of Rose Creek for 0.8 miles to just west of Mission Bay Drive where the project joins with the existing Rose Creek Bike Path.				Draft Environmental Document	Dec-15
				Final Environmental Document	May-16
				Ready to Advertise	Mar-17
				Begin Construction	Jun-17
				Open to Public	May-19
				Construction Complete	Feb-22

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$519	\$255	\$45	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$834
Environmental Document	368	5	0	0	0	0	0	0	0	0	0	373
Design	1,290	1	0	0	0	0	0	0	0	0	0	1,291
Right-of-Way Support	5	35	0	0	0	0	0	0	0	0	0	40
Right-of-Way Capital	0	492	200	0	0	0	0	0	0	0	0	692
Construction Support	62	1,000	1,050	338	0	0	0	0	0	0	0	2,450
Construction Capital	0	8,600	8,599	0	0	0	0	0	0	0	0	17,199
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	14	0	0	0	0	0	0	0	0	0	14
Communications	1	10	9	0	0	0	0	0	0	0	0	20
Project Contingency	0	860	19	0	0	0	0	0	0	0	0	879
Total SANDAG	\$2,245	\$11,272	\$9,922	\$343	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$23,792

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$2,245	\$11,272	\$9,922	\$343	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$23,792
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
73570001 TE	\$354	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$354
State												
85070001 STIP-TE	46	1	0	0	0	0	0	0	0	0	0	47
Local												
91000100 TransNet -BPNS	1,845	11,271	7,783	343	5	5	0	0	0	0	0	21,252
91040000 TDA-Bike	0	0	2,139	0	0	0	0	0	0	0	0	2,139
TOTAL	\$2,245	\$11,272	\$9,922	\$343	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$23,792

Project Number: 1223017 RTIP Number: SAN156 (Part of SAN148) Project Name: Coastal Rail Trail Encinitas: E Street to Chesterfield Drive		Corridor Director: Linda Culp Project Manager: Tim DeWitt PM Phone Number: (619) 699-7319												
PROJECT SCOPE Environmental clearance, design and construction of 1.3 miles of bicycle facility.		PROGRESS TO DATE Construction is 40 percent complete.												
PROJECT LIMITS North-south project limits are from Chesterfield Drive to Santa Fe Drive located east of the railroad tracks and along San Elijo Avenue. A future 0.4 mile segment will extend from Santa Fe Drive to E Street.		MAJOR MILESTONES <table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>Aug-17</td></tr><tr><td>Ready to Advertise</td><td>Dec-17</td></tr><tr><td>Begin Construction</td><td>Feb-18</td></tr><tr><td>Open to Public</td><td>Jan-19</td></tr><tr><td>Construction Complete</td><td>Jan-20</td></tr></table>		Draft Environmental Document	N/A	Final Environmental Document	Aug-17	Ready to Advertise	Dec-17	Begin Construction	Feb-18	Open to Public	Jan-19	Construction Complete
Draft Environmental Document	N/A													
Final Environmental Document	Aug-17													
Ready to Advertise	Dec-17													
Begin Construction	Feb-18													
Open to Public	Jan-19													
Construction Complete	Jan-20													

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$390	\$296	\$70	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$781
Environmental Document	707	67	0	0	0	0	0	0	0	0	0	774
Design	170	886	20	0	0	0	0	0	0	0	0	1,076
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	333	467	0	0	0	0	0	0	0	0	800
Construction Capital	0	1,166	4,634	0	0	0	0	0	0	0	0	5,800
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	10	10	10	5	0	0	0	0	0	0	0	35
Communications	37	13	20	5	0	0	0	0	0	0	0	75
Project Contingency	0	396	371	0	0	0	0	0	0	0	0	767
Total SANDAG	\$1,314	\$3,167	\$5,592	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,108

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$1,314	\$3,167	\$5,592	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,108
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
75370001 TE	\$234	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234
State												
83100001 ATP-R	0	0	1,025	0	0	0	0	0	0	0	0	1,025
Local												
91000100 TransNet -BPNS	861	3,136	4,567	35	0	0	0	0	0	0	0	8,599
91030151 City of Encinitas	219	31	0	0	0	0	0	0	0	0	0	250
TOTAL	\$1,314	\$3,167	\$5,592	\$35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,108

Project Number: 1223020		Corridor Director: Linda Culp	
RTIP Number: SAN158 (Part of SAN227)		Project Manager: Alison Moss	
Project Name: North Park/Mid-City Bikeways: Robinson Bikeway		PM Phone Number: (619) 595-5354	
PROJECT SCOPE		SITE LOCATION	
Complete final design and construct a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.			
PROJECT LIMITS		PROGRESS TO DATE	
In the City of San Diego community of North Park on Robinson Avenue between Park Boulevard and Alabama Street, including a missing segment of Robinson Avenue between Florida Street and Alabama Street.		Design is 85 percent complete.	
		MAJOR MILESTONES	
		Draft Environmental Document	Jan-16
		Final Environmental Document	May-16
		Ready to Advertise	Apr-20
		Begin Construction	Jul-20
		Open to Public	Jul-21
		Construction Complete	May-22

SANDAG EXPENDITURE PLAN (\$000)

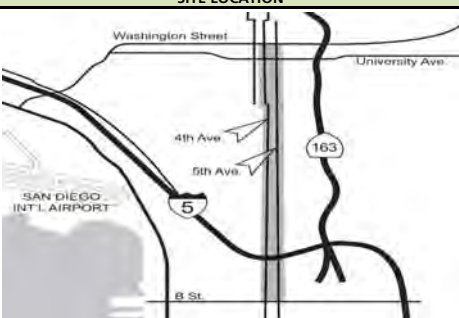
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$662	\$35	\$35	\$6	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$748
Environmental Document	2,188	0	0	0	0	0	0	0	0	0	0	2,188
Design	68	150	50	50	2	0	0	0	0	0	0	320
Right-of-Way Support	9	9	9	0	0	0	0	0	0	0	0	27
Right-of-Way Capital	0	0	316	0	0	0	0	0	0	0	0	316
Construction Support	0	0	0	0	260	9	0	0	0	0	0	269
Construction Capital	0	0	0	0	1,800	59	0	0	0	0	0	1,859
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	38	0	0	0	0	0	0	0	0	0	0	38
Communications	48	10	15	5	5	5	0	0	0	0	0	88
Project Contingency	0	12	15	54	12	0	0	0	0	0	0	93
Total SANDAG	\$3,013	\$216	\$440	\$115	\$2,084	\$78	\$0	\$0	\$0	\$0	\$0	\$5,946

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$3,013	\$216	\$440	\$115	\$2,084	\$78	\$0	\$0	\$0	\$0	\$0	\$5,946
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$1,406	\$0	\$0	\$0	\$1,855	\$78	\$0	\$0	\$0	\$0	\$0	\$3,339
91040000 TDA-Bike	1,607	216	440	115	229	0	0	0	0	0	0	2,607
TOTAL	\$3,013	\$216	\$440	\$115	\$2,084	\$78	\$0	\$0	\$0	\$0	\$0	\$5,946

Project Number: 1223022		Corridor Director: Linda Culp	
RTIP Number: SAN160 (Part of SAN228)		Project Manager: Chris Romano	
Project Name: Uptown Bikeways: Fourth and Fifth Avenue Bikeways		PM Phone Number: (619) 699-6980	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Construct 4.5 miles of new on-street bikeways.		Design is 95 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
Fourth and Fifth Avenues between B Street and Washington Street in the City of San Diego.		Draft Environmental Document	N/A
		Final Environmental Document	Jul-16
		Ready to Advertise	Oct-18
		Begin Construction	Jan-19
		Open to Public	May-20
		Construction Complete	May-21

SANDAG EXPENDITURE PLAN (\$000)

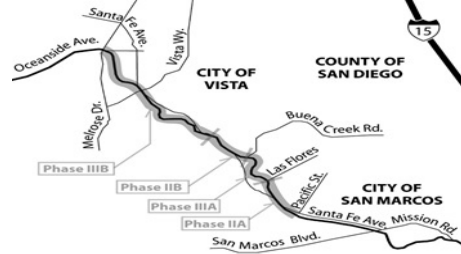
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$756	\$100	\$85	\$75	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$1,050
Environmental Document	2,178	0	0	0	0	0	0	0	0	0	0	2,178
Design	2,279	700	37	0	0	0	0	0	0	0	0	3,016
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	500	800	22	0	0	0	0	0	0	1,322
Construction Capital	0	0	5,000	8,000	215	0	0	0	0	0	0	13,215
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	6	5	5	5	5	0	0	0	0	0	0	26
Communications	92	10	20	20	0	0	0	0	0	0	0	142
Project Contingency	0	100	271	194	45	0	0	0	0	0	0	610
Total SANDAG	\$5,311	\$915	\$5,918	\$9,094	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$21,559

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$5,311	\$915	\$5,918	\$9,094	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$21,559
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$4,061	\$267	\$5,918	\$9,094	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$19,661
91000101 TransNet - SGIP 5001355	0	141	0	0	0	0	0	0	0	0	0	141
91000101 TransNet - SGIP 5001358	0	507	0	0	0	0	0	0	0	0	0	507
91040000 TDA-Bike	1,250	0	0	0	0	0	0	0	0	0	0	1,250
TOTAL	\$5,311	\$915	\$5,918	\$9,094	\$321	\$0	\$0	\$0	\$0	\$0	\$0	\$21,559

Project Number: 1223023 RTIP Number: SAN153 Project Name: Inland Rail Trail		Corridor Director: Linda Culp Project Manager: Emilio Rodriguez PM Phone Number: (619) 699-6984			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construct seven miles of new bike path.				Phase 1 (San Marcos) construction is complete. Phase 2 (County), Phase 4 (Oceanside), and portion of Phase 3 (Vista) is under construction.	
PROJECT LIMITS				MAJOR MILESTONES	
On and along the NCTD rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos.				Draft Environmental Document	Sep-12
				Final Environmental Document	Aug-13
				Ready to Advertise	Jun-15
				Begin Construction	Dec-15
				Open to Public	Jul-21
				Construction Complete	May-22

SANDAG EXPENDITURE PLAN (\$000)

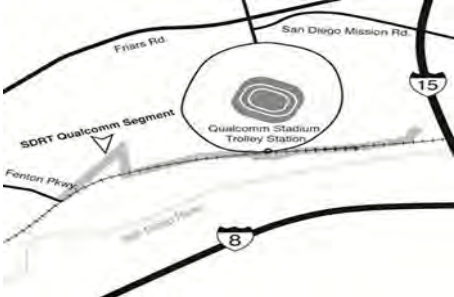
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$2,190	\$647	\$557	\$297	\$440	\$469	\$0	\$0	\$0	\$0	\$0	\$4,600
Environmental Document	1,291	0	0	0	0	0	0	0	0	0	0	1,291
Design	4,854	51	784	171	0	0	0	0	0	0	0	5,860
Right-of-Way Support	831	20	25	24	25	0	0	0	0	0	0	925
Right-of-Way Capital	1,112	93	5	5	5	0	0	0	0	0	0	1,220
Construction Support	2,331	1,744	845	1,000	790	1,150	0	0	0	0	0	7,860
Construction Capital	4,786	9,247	4,717	4,593	3,157	5,300	0	0	0	0	0	31,800
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	755	5	5	0	0	0	0	0	0	0	0	765
Communications	19	6	12	8	5	5	0	0	0	0	0	55
Project Contingency	0	330	440	445	545	364	0	0	0	0	0	2,124
Total SANDAG	\$18,169	\$12,143	\$7,390	\$6,543	\$4,967	\$7,288	\$0	\$0	\$0	\$0	\$0	\$56,500

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$18,169	\$12,143	\$7,390	\$6,543	\$4,967	\$7,288	\$0	\$0	\$0	\$0	\$0	\$56,500
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74500001 STIP-RIP	\$0	\$10,843	\$5,479	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,322
75370001 TE	1,414	0	0	0	0	0	0	0	0	0	0	1,414
State												
74030003 ATP-R	0	0	500	5,103	0	0	0	0	0	0	0	5,603
83010001 STIP-RIP	0	1,000	1,115	0	0	0	0	0	0	0	0	2,115
85070001 STIP-TE	183	0	0	0	0	0	0	0	0	0	0	183
Local												
91000100 TransNet-BPNS	7,312	300	296	1,440	0	0	0	0	0	0	0	9,348
91040000 TDA-Bike	6,719	0	0	0	0	0	0	0	0	0	0	6,719
92060001 BTA (San Marcos/County)	2,541	0	0	0	0	0	0	0	0	0	0	2,541
TOTAL	\$18,169	\$12,143	\$7,390	\$6,543	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,245

Project Number: 1223052 RTIP Number: SAN197 (Part of SAN196) Project Name: San Diego River Trail: Stadium Segment		Corridor Director: Linda Culp Project Manager: Stephan Vance PM Phone Number: (619) 699-1924
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Design and construct one mile of new bike path.		Construction will begin in summer 2018.
PROJECT LIMITS		MAJOR MILESTONES
Along the San Diego River from Fenton Parkway to Rancho Mission Road.		Draft Environmental Document Nov-15 Final Environmental Document Feb-16 Ready to Advertise Mar-18 Begin Construction Jul-18 Open to Public Jan-19 Construction Complete Oct-19

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$147	\$30	\$20	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199
Environmental Document	146	0	0	0	0	0	0	0	0	0	0	146
Design	192	42	0	0	0	0	0	0	0	0	0	234
Right-of-Way Support	4	5	0	0	0	0	0	0	0	0	0	9
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	5	3	304	5	0	0	0	0	0	0	0	317
Construction Capital	5	0	1,201	20	0	0	0	0	0	0	0	1,226
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	49	0	15	0	0	0	0	0	0	0	0	64
Communications	1	2	10	0	0	0	0	0	0	0	0	13
Project Contingency	0	0	75	3	0	0	0	0	0	0	0	78
Total SANDAG	\$549	\$82	\$1,625	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,286

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$549	\$82	\$1,625	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,286
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
85160000 Coastal Conservancy	\$168	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$168
Local												
91000100 TransNet-BPNS	381	82	1,625	30	0	0	0	0	0	0	0	2,118
TOTAL	\$549	\$82	\$1,625	\$30	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,286

Project Number: 1223053 RTIP Number: SAN198 (Part of SAN196) Project Name: San Diego River Trail: Carlton Oaks Segment			Corridor Director: Linda Culp Project Manager: Stephan Vance PM Phone Number: (619) 699-1924		
PROJECT SCOPE Design 2 miles of new bike path, including connection to Mast Park.		SITE LOCATION 		PROGRESS TO DATE Final environmental document complete and final design under way.	
PROJECT LIMITS Along San Diego River from West Hills Parkway to Carlton Hills Boulevard.				MAJOR MILESTONES	
				Draft Environmental Document Mar-17 Final Environmental Document May-17 Ready to Advertise Jul-19 Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$191	\$40	\$60	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$311
Environmental Document	480	34	0	0	0	0	0	0	0	0	0	514
Design	0	120	461	100	0	0	0	0	0	0	0	681
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	6	4	0	0	0	0	0	0	0	10
Communications	12	0	15	11	0	0	0	0	0	0	0	38
Project Contingency	0	0	22	6	0	0	0	0	0	0	0	28
Total SANDAG	\$683	\$194	\$564	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,582

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$683	\$194	\$564	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,582
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
State												
85160000 Coastal Conservancy	\$332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332
Local												
91000100 TransNet-BPNS	351	194	564	141	0	0	0	0	0	0	0	1,250
TOTAL	\$683	\$194	\$564	\$141	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,582

Project Number: 1223054		Corridor Director: Linda Culp	
RTIP Number: SAN204 (Part of V12)		Project Manager: Chris Carterette	
Project Name: Central Avenue Bikeway		PM Phone Number: (619) 699-7319	

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Final Design of one mile of new bike path.		Design is 60 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
On and along Terrace Drive and Central Avenue from Adams Avenue to Landis Street.		Draft Environmental Document	N/A
		Final Environmental Document	Apr-18
		Ready to Advertise	Aug-19
		Begin Construction	TBD
		Open to Public	TBD
		Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$49	\$54	\$58	\$6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$167
Environmental Document	155	137	0	0	0	0	0	0	0	0	0	292
Design	56	100	261	18	0	0	0	0	0	0	0	435
Right-of-Way Support	1	33	0	0	0	0	0	0	0	0	0	34
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	4	16	15	0	0	0	0	0	0	0	0	35
Project Contingency	0	18	13	0	0	0	0	0	0	0	0	31
Total SANDAG	\$265	\$358	\$347	\$24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$994

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$265	\$358	\$347	\$24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$994
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$265	\$358	\$347	\$24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$994
TOTAL	\$265	\$358	\$347	\$24	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$994

Project Number: 1223055		Corridor Director: Linda Culp	
RTIP Number: SAN195 (Part of SAN147)		Project Manager: Stephan Vance	
Project Name: Bayshore Bikeway: Barrio Logan		PM Phone Number: (619) 699-1924	
PROJECT SCOPE		SITE LOCATION	
Final design and construction of a new 2.1 mile bike path.			
PROJECT LIMITS		PROGRESS TO DATE	
On Harbor Drive from Park Boulevard to 32nd Street in San Diego.		Design is 90 percent complete.	
		MAJOR MILESTONES	
		Draft Environmental Document N/A	
		Final Environmental Document Dec-17	
		Ready to Advertise Jan-19	
		Begin Construction May-19	
		Open to Public May-20	
		Construction Complete May-21	

SANDAG EXPENDITURE PLAN (\$000)

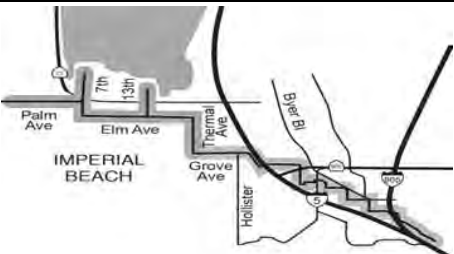
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$261	\$70	\$147	\$140	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$627
Environmental Document	839	152	0	0	0	0	0	0	0	0	0	991
Design	0	398	1,322	0	0	0	0	0	0	0	0	1,720
Right-of-Way Support	0	10	10	0	0	0	0	0	0	0	0	20
Right-of-Way Capital	0	30	103	0	0	0	0	0	0	0	0	133
Construction Support	0	0	739	1,048	62	0	0	0	0	0	0	1,849
Construction Capital	0	0	2,465	6,985	411	0	0	0	0	0	0	9,861
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	77	10	10	50	22	0	0	0	0	0	0	169
Communications	4	10	40	40	15	0	0	0	0	0	0	109
Project Contingency	0	10	661	1,726	88	0	0	0	0	0	0	2,485
Total SANDAG	\$1,181	\$690	\$5,497	\$9,989	\$607	\$0	\$0	\$0	\$0	\$0	\$0	\$17,964

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$1,181	\$690	\$5,497	\$9,989	\$607	\$0	\$0	\$0	\$0	\$0	\$0	\$17,964
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74030003 ATP-R	\$0	\$300	\$2,500	\$2,144	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,944
Local												
91000100 TransNet-BPNS	1,181	390	2,997	7,845	607	0	0	0	0	0	0	13,020
TOTAL	\$1,181	\$690	\$5,497	\$9,989	\$607	\$0	\$0	\$0	\$0	\$0	\$0	\$17,964

Project Number: 1223056 RTIP Number: SAN203 (Part of SAN147) Project Name: Border to Bayshore Bikeway			Corridor Director: Linda Culp Project Manager: Alison Moss PM Phone Number: (619) 595-5354		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Construction of 8.5 miles of new bikeways.				Preliminary engineering is ongoing.	
PROJECT LIMITS				MAJOR MILESTONES	
In San Diego, just north of San Ysidro Land Port of Entry to Ingrid Avenue and Saturn Boulevard in Imperial Beach. Along Palm Avenue, 7th Street, Elm Avenue, Thermal Avenue, and Grove Avenue from Seacoast Drive to Saturn Boulevard in Imperial Beach.				Draft Environmental Document Jul-18 Final Environmental Document Apr-19 Ready to Advertise Jan-20 Begin Construction May-20 Open to Public Nov-21 Construction Complete Nov-22	

SANDAG EXPENDITURE PLAN (\$000)

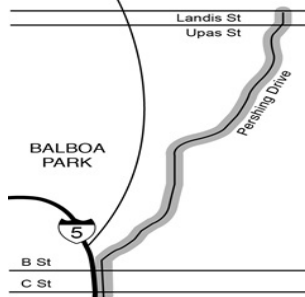
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$60	\$45	\$50	\$50	\$5	\$5	\$2	\$0	\$0	\$0	\$0	\$217
Environmental Document	57	747	150	0	0	0	0	0	0	0	0	954
Design	0	0	753	200	0	0	0	0	0	0	0	953
Right-of-Way Support	0	0	40	10	0	0	0	0	0	0	0	50
Right-of-Way Capital	0	0	0	172	0	0	0	0	0	0	0	172
Construction Support	0	0	0	239	957	239	0	0	0	0	0	1,435
Construction Capital	0	0	0	1,368	5,468	1,368	0	0	0	0	0	8,204
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	3	0	0	0	0	0	0	3
Communications	32	30	25	30	10	10	0	0	0	0	0	137
Project Contingency	0	10	81	0	0	0	0	0	0	0	0	91
Total SANDAG	\$149	\$832	\$1,099	\$2,069	\$6,443	\$1,622	\$2	\$0	\$0	\$0	\$0	\$12,216

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$149	\$832	\$1,099	\$2,069	\$6,443	\$1,622	\$2	\$0	\$0	\$0	\$0	\$12,216
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74030003 ATP-R	\$0	\$0	\$700	\$2,000	\$6,000	\$1,521	\$0	\$0	\$0	\$0	\$0	\$10,221
Local												
91000100 TransNet-BPNS	149	832	399	69	443	101	2	0	0	0	0	1,995
TOTAL	\$149	\$832	\$1,099	\$2,069	\$6,443	\$1,622	\$2	\$0	\$0	\$0	\$0	\$12,216

Project Number: 1223057 RTIP Number: SAN205 (Part of V12) Project Name: Pershing Drive Bikeway		Corridor Director: Linda Culp Project Manager: Chris Carterette PM Phone Number: (619) 699-7319				
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE		
Construction of 3 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.				Design is 75 percent complete and will be submitted to City of San Diego Development Service Department for review and approval in summer 2018. Design will be finalized during the review process.		
PROJECT LIMITS				MAJOR MILESTONES		
Along the Pershing Drive corridor from Landis Street to C Street in the City of San Diego.				Draft Environmental Document Final Environmental Document Ready to Advertise Begin Construction Open to Public Construction Complete		N/A Jan-17 Jul-19 Oct-19 Feb-21 Feb-22

SANDAG EXPENDITURE PLAN (\$000)

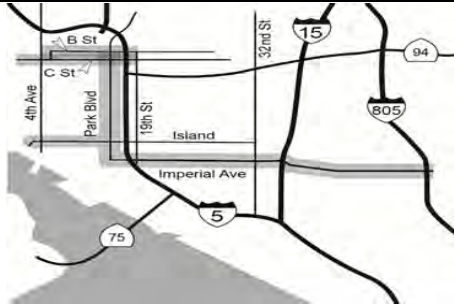
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$142	\$54	\$64	\$35	\$20	\$5	\$0	\$0	\$0	\$0	\$0	\$320
Environmental Document	596	0	0	0	0	0	0	0	0	0	0	596
Design	0	500	242	20	0	0	0	0	0	0	0	762
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	600	458	0	0	0	0	0	0	1,058
Construction Capital	0	0	0	6,532	1,916	0	0	0	0	0	0	8,448
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	5	0	0	0	0	0	0	0	0	10
Communications	44	5	5	20	21	0	0	0	0	0	0	95
Project Contingency	0	30	35	675	285	0	0	0	0	0	0	1,025
Total SANDAG	\$782	\$594	\$351	\$7,882	\$2,700	\$5	\$0	\$0	\$0	\$0	\$0	\$12,314

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$782	\$594	\$351	\$7,882	\$2,700	\$5	\$0	\$0	\$0	\$0	\$0	\$12,314
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$782	\$594	\$351	\$7,882	\$2,700	\$5	\$0	\$0	\$0	\$0	\$0	\$12,314
TOTAL	\$782	\$594	\$351	\$7,882	\$2,700	\$5	\$0	\$0	\$0	\$0	\$0	\$12,314

Project Number: 1223058		Corridor Director: Linda Culp			
RTIP Number: SAN206 (V12)		Project Manager: Chris Romano			
Project Name: Downtown to Imperial Avenue Bikeway		PM Phone Number: (619) 699-6980			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Design and construct 8 miles of urban on-street bikeways.				Preliminary engineering is near completion. Final environmental document is underway.	
PROJECT LIMITS				MAJOR MILESTONES	
In San Diego, on Imperial Avenue from 21st Street to 47th Street with connections to Downtown San Diego at various locations.				Draft Environmental Document N/A	
				Final Environmental Document Sep-18	
				Ready to Advertise Nov-19	
				Begin Construction Jan-20	
				Open to Public Jul-21	
				Construction Complete May-22	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$128	\$57	\$100	\$100	\$25	\$5	\$0	\$0	\$0	\$0	\$0	\$415
Environmental Document	622	687	30	0	0	0	0	0	0	0	0	1,339
Design	0	255	895	150	0	0	0	0	0	0	0	1,300
Right-of-Way Support	0	0	295	0	0	0	0	0	0	0	0	295
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	309	599	20	0	0	0	0	0	928
Construction Capital	0	0	0	2,683	5,267	100	0	0	0	0	0	8,050
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	5	6	5	5	0	0	0	0	0	26
Communications	49	31	11	20	20	0	0	0	0	0	0	131
Project Contingency	0	139	200	435	180	50	0	0	0	0	0	1,004
Total SANDAG	\$799	\$1,174	\$1,536	\$3,703	\$6,096	\$180	\$0	\$0	\$0	\$0	\$0	\$13,488

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$799	\$1,174	\$1,536	\$3,703	\$6,096	\$180	\$0	\$0	\$0	\$0	\$0	\$13,488
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Federal												
74030003 ATP-R	\$0	\$0	\$0	\$2,225	\$2,225	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450
Local												
91000100 TransNet-BPNS	799	1,174	1,536	1,478	3,871	180	0	0	0	0	0	9,038
TOTAL	\$799	\$1,174	\$1,536	\$3,703	\$6,096	\$180	\$0	\$0	\$0	\$0	\$0	\$13,488

Project Number: 1223078 RTIP Number: SAN229 (Part of SAN227) Project Name: North Park/Mid-City Bikeways: Landis Bikeway			Corridor Director: Linda Culp Project Manager: Alison Moss PM Phone Number: (619) 595-5354		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Complete final design and construct a 3-mile bikeway consisting of on-street bike facilities and traffic calming improvements.				Design is 95 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
In the City of San Diego communities of North Park and City Heights on Landis Street, Swift Avenue, Wightman Street, and 35th Street between Alabama Street and Chamoune Avenue.				Draft Environmental Document N/A Final Environmental Document Mar-16 Ready to Advertise Oct-18 Begin Construction Feb-19 Open to Public Feb-20 Construction Complete Feb-21	

SANDAG EXPENDITURE PLAN (\$000)

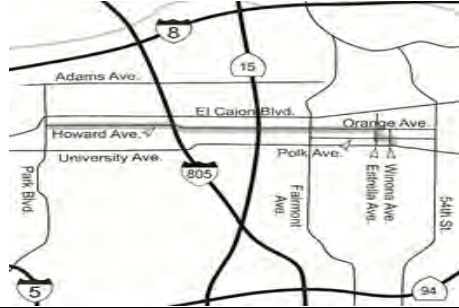
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$24	\$40	\$25	\$11	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$105
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	325	525	460	0	0	0	0	0	0	0	0	1,310
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	300	448	0	0	0	0	0	0	0	748
Construction Capital	0	0	2,000	2,974	0	0	0	0	0	0	0	4,974
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	2	5	30	30	0	0	0	0	0	0	0	67
Project Contingency	0	20	20	6	0	0	0	0	0	0	0	46
Total SANDAG	\$351	\$590	\$2,835	\$3,469	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,250

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$351	\$590	\$2,835	\$3,469	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,250
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$351	\$590	\$2,835	\$3,469	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,250
TOTAL	\$351	\$590	\$2,835	\$3,469	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$7,250

Project Number: 1223079 RTIP Number: SAN230 (Part of SAN227) Project Name: North Park/Mid-City Bikeways: Howard-Orange Bikeway			Corridor Director: Linda Culp Project Manager: Alison Moss PM Phone Number: (619) 595-5354		
PROJECT SCOPE Complete final design for a 3.7-mile bikeway consisting of on-street bike facilities and traffic calming improvements.		SITE LOCATION 		PROGRESS TO DATE Environmental clearance is expected in early 2019.	
PROJECT LIMITS In the City of San Diego communities of North Park and City Heights on Howard Avenue and Orange Avenue, between Park Boulevard and Estrella Avenue.				MAJOR MILESTONES	
				Draft Environmental Document N/A Final Environmental Document Feb-19 Ready to Advertise Nov-20 Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$32	\$80	\$25	\$3	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$143
Environmental Document	38	33	62	0	0	0	0	0	0	0	0	133
Design	0	0	325	1,000	100	0	0	0	0	0	0	1,425
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	8	7	20	0	0	0	0	0	0	0	0	35
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$78	\$120	\$432	\$1,003	\$103	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$78	\$120	\$432	\$1,003	\$103	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$78	\$120	\$432	\$1,003	\$103	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736
TOTAL	\$78	\$120	\$432	\$1,003	\$103	\$0	\$0	\$0	\$0	\$0	\$0	\$1,736

Project Number: 1223080		Corridor Director: Linda Culp	
RTIP Number: SAN238 (Part of SAN227)		Project Manager: Danny Veeh	
Project Name: North Park/Mid-City Bikeways: Monroe Bikeway		PM Phone Number: (619) 699-7317	
PROJECT SCOPE		SITE LOCATION	
Complete final design for 1.3 miles of urban bikeways, including traffic calming improvements.			
PROJECT LIMITS		PROGRESS TO DATE	
Within the City of San Diego community of Talmadge along 44th Street between Meade Avenue and Monroe Avenue and Monroe Avenue from 44th Street to Collwood Boulevard.		Environmental clearance is 80 percent complete.	
		MAJOR MILESTONES	
		Draft Environmental Document	N/A
		Final Environmental Document	Jul-18
		Ready to Advertise	TBD
		Begin Construction	TBD
		Open to Public	TBD
		Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

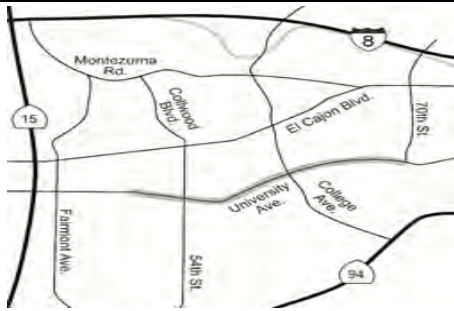
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$30	\$45	\$15	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$95
Environmental Document	20	80	1	0	0	0	0	0	0	0	0	101
Design	0	0	250	55	0	0	0	0	0	0	0	305
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	1	20	4	0	0	0	0	0	0	0	0	25
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$51	\$145	\$270	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$526

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$51	\$145	\$270	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$526
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$51	\$145	\$270	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$526
TOTAL	\$51	\$145	\$270	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$526

Project Number: 1223081		Corridor Director: Linda Culp	
RTIP Number: SAN232 (Part of SAN227)		Project Manager: Alison Moss	
Project Name: North Park/Mid-City Bikeways: University Bikeway		PM Phone Number: (619) 595-5354	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Complete final design for a 2.5-mile on-street protected bikeway.		Design is 30 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
In the City of San Diego communities of City Heights and Eastern Area on University Avenue between Winona Avenue and 70th Street.		Draft Environmental Document	N/A
		Final Environmental Document	Apr-18
		Ready to Advertise	Jan-20
		Begin Construction	TBD
		Open to Public	TBD
		Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

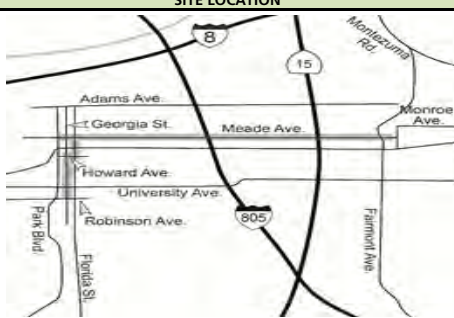
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$17	\$25	\$20	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$67
Environmental Document	28	80	0	0	0	0	0	0	0	0	0	108
Design	0	100	400	213	0	0	0	0	0	0	0	713
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	20	10	0	0	0	0	0	0	0	0	30
Project Contingency	0	60	60	38	0	0	0	0	0	0	0	158
Total SANDAG	\$45	\$285	\$490	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$45	\$285	\$490	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$45	\$285	\$490	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076
TOTAL	\$45	\$285	\$490	\$256	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,076

Project Number: 1223082 RTIP Number: SAN233 (Part of SAN227) Project Name: North Park/Mid-City Bikeways: Georgia-Meade Bikeway		Corridor Director: Linda Culp Project Manager: Danny Veeh PM Phone Number: (619) 699-7317			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Design and construct 3.5 miles of urban bikeways including traffic calming improvements.				Design is 100 percent complete. Construction is scheduled to begin in early 2019.	
PROJECT LIMITS				MAJOR MILESTONES	
Within the City of San Diego communities of North Park, Normal Heights, and Kensington along Meade Avenue from Park Boulevard to 44th Street, Georgia Street between Robinson Avenue and Howard Avenue, Howard Avenue between Georgia Street and Florida Street, and Florida Street between Howard Avenue and Meade Avenue.				Draft Environmental Document	N/A
				Final Environmental Document	May-16
				Ready to Advertise	Oct-18
				Begin Construction	Feb-19
				Open to Public	Feb-20
				Construction Complete	Feb-21

SANDAG EXPENDITURE PLAN (\$000)

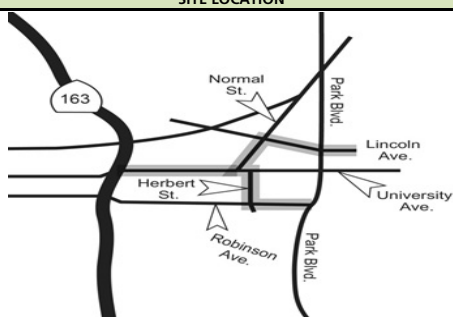
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$60	\$50	\$50	\$50	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$225
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	794	1,076	152	0	0	0	0	0	0	0	0	2,022
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	462	578	116	0	0	0	0	0	0	1,156
Construction Capital	0	0	3,082	3,852	770	0	0	0	0	0	0	7,704
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	7	10	20	20	13	0	0	0	0	0	0	70
Project Contingency	0	20	35	30	20	0	0	0	0	0	0	105
Total SANDAG	\$861	\$1,156	\$3,801	\$4,530	\$934	\$0	\$0	\$0	\$0	\$0	\$0	\$11,282

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$861	\$1,156	\$3,801	\$4,530	\$934	\$0	\$0	\$0	\$0	\$0	\$0	\$11,282
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$861	\$1,156	\$3,801	\$4,530	\$934	\$0	\$0	\$0	\$0	\$0	\$0	\$11,282
TOTAL	\$861	\$1,156	\$3,801	\$4,530	\$934	\$0	\$0	\$0	\$0	\$0	\$0	\$11,282

Project Number: 1223083 RTIP Number: SAN234 (Part of SAN228) Project Name: Uptown Bikeways: Eastern Hillcrest Bikeways		Corridor Director: Linda Culp Project Manager: Chris Romano PM Phone Number: (619) 699-6980	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Design 1.1 miles of on-street bikeway.		Design is 65 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
University Avenue at SR 163 and connecting to the North Park - Mid-City Bikeways.		Draft Environmental Document N/A Final Environmental Document Jul-16 Ready to Advertise Oct-19 Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$17	\$50	\$80	\$60	\$34	\$10	\$0	\$0	\$0	\$0	\$0	\$251
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	364	250	750	10	0	0	0	0	0	0	0	1,374
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	129	400	0	0	0	0	0	0	529
Construction Capital	0	0	0	300	872	0	0	0	0	0	0	1,172
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	10	20	20	0	0	0	0	0	0	0	50
Project Contingency	0	50	150	150	50	0	0	0	0	0	0	400
Total SANDAG	\$381	\$360	\$1,000	\$669	\$1,356	\$10	\$0	\$0	\$0	\$0	\$0	\$3,776

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$381	\$360	\$1,000	\$669	\$1,356	\$10	\$0	\$0	\$0	\$0	\$0	\$3,776
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$381	\$360	\$1,000	\$669	\$1,356	\$10	\$0	\$0	\$0	\$0	\$0	\$3,776
TOTAL	\$381	\$360	\$1,000	\$669	\$1,356	\$10	\$0	\$0	\$0	\$0	\$0	\$3,776

Project Number: 1223084 RTIP Number: SAN235 (Part of SAN228) Project Name: Uptown Bikeways: Washington Street and Mission Valley Bikeways		Corridor Director: Linda Culp Project Manager: Danny Veeh PM Phone Number: (619) 699-7317			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Final Design for 3.3 miles of on-street bikeways.				Design is 30 percent complete.	
PROJECT LIMITS				MAJOR MILESTONES	
Washington Street from the Washington Street Trolley Station to Ibis Street and Bachman Place, and from the San Diego River Trail in Mission Valley to Third Avenue and Walnut Street in Hillcrest.				Draft Environmental Document NA Final Environmental Document Jul-16 Ready to Advertise May-20 Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$8	\$50	\$45	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$123
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	508	844	339	0	0	0	0	0	0	0	1,691
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	20	15	15	0	0	0	0	0	0	0	50
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$8	\$578	\$904	\$374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$8	\$578	\$904	\$374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$8	\$578	\$904	\$374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864
TOTAL	\$8	\$578	\$904	\$374	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,864

Project Number: 1223085		Corridor Director: Linda Culp			
RTIP Number: SAN236 (Part of SAN228)		Project Manager: Linda Culp			
Project Name: Uptown Bikeways: Mission Hills and Old Town Bikeways		PM Phone Number: (619) 699-6957			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Final design of 1.8 miles of on-street bikeways.				Preliminary engineering and environmental document complete. Final Design will progress after Uptown Phase 1, 2, and 3.	
PROJECT LIMITS				MAJOR MILESTONES	
University Avenue, between Ibis Street and First Street in Mission Hills, and on San Diego Avenue and Congress Street, between Five Points and Old Town in the City of San Diego.				Draft Environmental Document	NA
				Final Environmental Document	Jul-16
				Ready to Advertise	May-20
				Begin Construction	TBD
				Open to Public	TBD
				Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

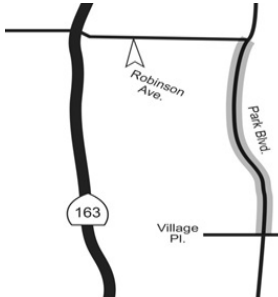
	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1	\$6	\$44	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$71
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	92	20	0	0	0	0	0	0	0	112
Right-of-Way Support	0	0	0	10	0	0	0	0	0	0	0	10
Right-of-Way Capital	0	0	0	75	0	0	0	0	0	0	0	75
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	1	4	25	20	0	0	0	0	0	0	0	50
Project Contingency	0	5	20	15	0	0	0	0	0	0	0	40
Total SANDAG	\$2	\$15	\$181	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$2	\$15	\$181	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$2	\$15	\$181	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358
TOTAL	\$2	\$15	\$181	\$160	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$358

Project Number: 1223086		Corridor Director: Linda Culp	
RTIP Number: SAN237 (Part of SAN228)		Project Manager: Chris Romano	
Project Name: Uptown Bikeways: Park Boulevard Bikeway		PM Phone Number: (619) 699-6980	
PROJECT SCOPE		SITE LOCATION	
Preliminary engineering and environmental clearance for 1 mile of on-street bikeway.			
PROJECT LIMITS			
Park Boulevard between Robinson Avenue and Village Place in the City of San Diego.		PROGRESS TO DATE	
		Environmental clearance expected in fall 2018.	
		MAJOR MILESTONES	
		Draft Environmental Document	N/A
		Final Environmental Document	Oct-18
		Ready to Advertise	TBD
		Begin Construction	TBD
		Open to Public	TBD
		Construction Complete	TBD

SANDAG EXPENDITURE PLAN (\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1	\$10	\$35	\$20	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$71
Environmental Document	0	162	100	0	0	0	0	0	0	0	0	262
Design	0	0	200	70	0	0	0	0	0	0	0	270
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	15	15	5	0	0	0	0	0	0	0	35
Project Contingency	0	5	25	15	5	0	0	0	0	0	0	50
Total SANDAG	\$1	\$192	\$375	\$110	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$688

CALTRANS EXPENDITURE PLAN(\$000)

	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$1	\$192	\$375	\$110	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$688
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN(\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Local												
91000100 TransNet-BPNS	\$1	\$192	\$375	\$110	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$688
TOTAL	\$1	\$192	\$375	\$110	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$688

CHAPTER 9.4

MAJOR CAPITAL PROJECTS

Projects described in this section are other regionally significant capital investments (more than \$1 million) necessary for the renewal and improvement of the region's transportation network as well as projects to improve quality of life.

Project Number: 1049600		Corridor Director: Bruce Smith											
RTIP Number: SAN52		Project Manager: Omar Atayee											
Project Name: East County Bus Maintenance Facility		PM Phone Number: (619) 699-6923											
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE											
Construct operations and maintenance facility for up to 120 vehicles used by Metropolitan Transit System bus contractors.		Construction is complete and project is in close-out phase.											
PROJECT LIMITS		MAJOR MILESTONES											
544 Vernon Way, El Cajon, California		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>Nov-12</td></tr><tr><td>Ready to Advertise</td><td>Feb-14</td></tr><tr><td>Begin Construction</td><td>Sep-14</td></tr><tr><td>Open to Public</td><td>Oct-16</td></tr><tr><td>Construction Complete</td><td>Feb-18</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	Nov-12	Ready to Advertise	Feb-14	Begin Construction	Sep-14	Open to Public	Oct-16	Construction Complete
Draft Environmental Document	N/A												
Final Environmental Document	Nov-12												
Ready to Advertise	Feb-14												
Begin Construction	Sep-14												
Open to Public	Oct-16												
Construction Complete	Feb-18												

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,262	\$112	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,379
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	4,672	128	0	0	0	0	0	0	0	0	0	4,800
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	7,709	0	0	0	0	0	0	0	0	0	0	7,709
Construction Support	4,762	240	0	0	0	0	0	0	0	0	0	5,002
Construction Capital	24,246	2,134	0	0	0	0	0	0	0	0	0	26,380
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	31	0	0	0	0	0	0	0	0	0	0	31
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$42,682	\$2,614	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,301

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$42,682	\$2,614	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,301
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$11,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,203
FTA Section 5309 - Earmarks	3,262	0	0	0	0	0	0	0	0	0	0	3,262
73010001 FTA CA-34-0011	7,285	0	0	0	0	0	0	0	0	0	0	7,285
STATE:												
85020001 STA	1,353	0	0	0	0	0	0	0	0	0	0	1,353
LOCAL:												
91040000 TDA	3,498	0	0	0	0	0	0	0	0	0	0	3,498
91200001 MTS	16,081	2,614	5	0	0	0	0	0	0	0	0	18,700
TOTAL:	\$42,682	\$2,614	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,301

Project Number: 1128100		Corridor Director: Bruce Smith	
RTIP Number: SAN57		Project Manager: Omar Atayee	
Project Name: Mainline Drainage		PM Phone Number: (619) 699-6923	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Develop, design, and construct drainage improvements and slope improvements throughout the complete San Diego Trolley system to prevent track washouts and fouled ballast.		Started construction in spring 2018.	
PROJECT LIMITS		MAJOR MILESTONES	
Metropolitan Transit System Trolley Orange Line		Draft Environmental Document	N/A
		Final Environmental Document	Mar-14
		Ready to Advertise	Mar-17
		Begin Construction	May-18
		Open to Public	Feb-19
		Construction Complete	Aug-19

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$302	\$75	\$73	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$455
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	541	0	0	0	0	0	0	0	0	0	0	541
Right-of-Way Support	0	8	0	0	0	0	0	0	0	0	0	8
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	72	205	516	0	0	0	0	0	0	0	0	793
Construction Capital	310	923	2,767	0	0	0	0	0	0	0	0	4,000
Professional Services	1	0	0	0	0	0	0	0	0	0	0	1
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Preliminary Engineering	170	0	0	0	0	0	0	0	0	0	0	170
Project Contingency	0	107	319	0	0	0	0	0	0	0	0	426
Total SANDAG	\$1,396	\$1,318	\$3,675	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,394

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$1,396	\$1,318	\$3,675	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,394
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$909	\$1,054	\$2,940	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,907
STATE:												
85020001 - STA	260	0	0	0	0	0	0	0	0	0	0	260
LOCAL:												
91000100 - TransNet	0	0	99	1	0	0	0	0	0	0	0	100
91040000 - TDA	227	264	136	0	0	0	0	0	0	0	0	627
92060001 - MTS	0	0	500	0	0	0	0	0	0	0	0	500
TOTAL:	\$1,396	\$1,318	\$3,675	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,394

Project Number: 1129200		Corridor Director: Chip Finch	
RTIP Number: SAN36		Project Manager: Dale Neuzil	
Project Name: OCS Insulator & Catch Cable Replacement		PM Phone Number: (619) 595-5373	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Installation of catch cables at all balance weight locations to comply with General Order 95 and replacement of aging stick insulators on the Orange and Green Trolley lines to provide better reliability.		Awarded construction contract in February 2017. Construction is underway.	
PROJECT LIMITS		MAJOR MILESTONES	
Orange Line from 12th & Imperial to Main Street in El Cajon. Green Line from County Center/Little Italy to Mission San Diego and Main Street in El Cajon to Santee.		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	Jun-16
		Begin Construction	Apr-17
		Open to Public	Nov-18
		Construction Complete	Jan-20

SANDAG EXPENDITURE PLAN (\$000)

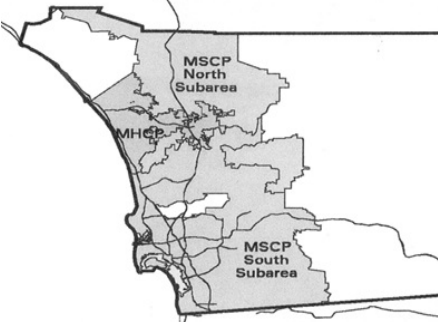
BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$447	\$125	\$25	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$600
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	330	26	5	0	0	0	0	0	0	0	0	361
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	79	820	201	0	0	0	0	0	0	0	0	1,100
Construction Capital	291	3,450	851	0	0	0	0	0	0	0	0	4,592
Professional Services	1	0	2	0	0	0	0	0	0	0	0	3
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	40	10	0	0	0	0	0	0	0	0	50
Project Contingency	0	0	475	0	0	0	0	0	0	0	0	475
Total SANDAG	\$1,148	\$4,461	\$1,569	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,181

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$1,148	\$4,461	\$1,569	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,181
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$669	\$2,403	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,072
70270001 FTA Section 5309	312	0	0	0	0	0	0	0	0	0	0	312
LOCAL:												
91000100 TransNet-TSI	0	496	0	0	0	0	0	0	0	0	0	496
91040000 TDA	167	182	0	0	0	0	0	0	0	0	0	349
91200001 MTS	0	1,380	1,569	3	0	0	0	0	0	0	0	2,952
TOTAL:	\$1,148	\$4,461	\$1,569	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,181

Project Number: 1130102		Corridor Director: Laura Coté													
RTIP Number: N/A		Project Manager: Susan Paez													
Project Name: Financial System Upgrade Contract Management System		PM Phone Number: (619) 699-1938													
PROJECT SCOPE		SITE LOCATION													
This project will provide for a Contract and Invoicing Management System that will replace multiple databases with a single database system to administer SANDAG contracts, procurements, and provide an invoicing component.															
PROJECT LIMITS		MAJOR MILESTONES													
Regionwide		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>N/A</td></tr><tr><td>Ready to Advertise</td><td>Feb-17</td></tr><tr><td>Begin Construction</td><td>N/A</td></tr><tr><td>Open to Public</td><td>N/A</td></tr><tr><td>Construction Complete</td><td>Mar-19</td></tr></table>		Draft Environmental Document	N/A	Final Environmental Document	N/A	Ready to Advertise	Feb-17	Begin Construction	N/A	Open to Public	N/A	Construction Complete	Mar-19
Draft Environmental Document	N/A														
Final Environmental Document	N/A														
Ready to Advertise	Feb-17														
Begin Construction	N/A														
Open to Public	N/A														
Construction Complete	Mar-19														

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$54	\$45	\$268	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$400
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	64	535	56	130	0	0	0	0	0	0	0	785
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	60	5	0	0	0	0	0	0	0	0	65
Total SANDAG	\$118	\$640	\$329	\$163	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$118	\$640	\$329	\$163	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,250
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
91040000 - TDA	\$118	\$191	\$128	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$437
91000100 - TransNet 1% Carryover	0	150	0	0	0	0	0	0	0	0	0	150
91000100 - TransNet MC	0	270	180	0	0	0	0	0	0	0	0	450
93140001 - SBX Toll Revenues	0	29	21	0	0	0	0	0	0	0	0	50
TOTAL:	\$118	\$640	\$329	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087

Note: The total cost of this project is estimated to be \$1,250,000. Continued funding is subject to the annual capital programming process.

Project Number: 1142300	Corridor Director: Bruce Schmith
RTIP Number:	Project Manager: Angela Anderson
Project Name: East Division Maintenance Facility	PM Phone Number: (619) 699-6934

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE												
This project will build a new bus maintenance facility, renovate the existing maintenance garage building, and demolition of a building next to the maintenance facility.		Construction of the maintenance facility is complete. Demolition of the adjacent building will occur in FY 2019.												
PROJECT LIMITS		MAJOR MILESTONES**												
Norlak Avenue and North Quince Street in Escondido.		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>N/A</td></tr><tr><td>Ready to Advertise</td><td>Jan-18</td></tr><tr><td>Begin Construction</td><td>Jul-18</td></tr><tr><td>Open to Public</td><td>Apr-19</td></tr><tr><td>Construction Complete</td><td>Apr-19</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	N/A	Ready to Advertise	Jan-18	Begin Construction	Jul-18	Open to Public	Apr-19	Construction Complete	Apr-19
Draft Environmental Document	N/A													
Final Environmental Document	N/A													
Ready to Advertise	Jan-18													
Begin Construction	Jul-18													
Open to Public	Apr-19													
Construction Complete	Apr-19													

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$532	\$10	\$42	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$584
Miscellaneous Equipment	8	0	7	0	0	0	0	0	0	0	0	15
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,156	10	20	0	0	0	0	0	0	0	0	1,186
Construction Capital	5,417	0	191	0	0	0	0	0	0	0	0	5,608
Professional Services	101	0	12	0	0	0	0	0	0	0	0	113
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	10	0	0	0	0	0	0	0	0	10
Total SANDAG	\$7,214	\$20	\$282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,516

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$7,214	\$20	\$282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,516
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$3,183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,183
FTA Section 5309	864	0	38	0	0	0	0	0	0	0	0	902
STATE:												
85020001 STA	11	0	14	0	0	0	0	0	0	0	0	25
LOCAL:												
91040000 TDA	953	0	0	0	0	0	0	0	0	0	0	953
91000100 TransNet *	1,983	20	230	0	0	0	0	0	0	0	0	2,233
91060001 NCTD	220	0	0	0	0	0	0	0	0	0	0	220
TOTAL:	\$7,214	\$20	\$282	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,516

*At its meeting on March 23, 2007, the SANDAG Board of Directors approved the swap between State Transportation Improvement Program and TransNet funding for this project.

** Milestone dates apply to demolition of the adjacent building only.

Project Number: 1142500	Corridor Director: Chip Finch
RTIP Number: SAN79	Project Manager: Dale Neuzil
Project Name: Centralized Train Control (CTC)	PM Phone Number: (619) 595-5373

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Install state of the art Operations Control Center and robust centralized train control back office system for Metropolitan Transit System (MTS).		The Centralized Train Control system is operational and monitoring all lines of the MTS - Trolley system. SANDAG is continuing the implementation of Phase IV of the Capital Improvements, which will provide interfaces to new and existing traction power substations along all Trolley lines.
PROJECT LIMITS		MAJOR MILESTONES
MTS - Trolley System		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Mar-07 Begin Construction Jan-08 Open to Public Feb-12 Construction Complete Dec-19

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,732	\$15	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,757
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	299	20	45	0	0	0	0	0	0	0	0	364
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	522	0	0	0	0	0	0	0	0	0	0	522
Construction Capital	2,833	110	20	0	0	0	0	0	0	0	0	2,963
Professional Services	2,743	0	0	0	0	0	0	0	0	0	0	2,743
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Misc. Equipment	6,117	1	0	0	0	0	0	0	0	0	0	6,118
Total SANDAG	\$14,246	\$146	\$70	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,467

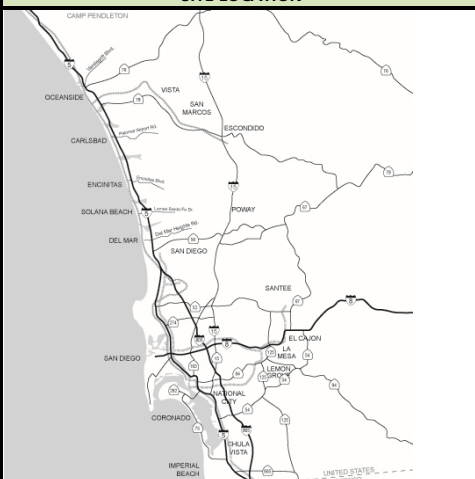
OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$14,246	\$146	\$70	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,467
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$5,145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,145
LOCAL:												
91040000 TDA	1,071	0	0	0	0	0	0	0	0	0	0	1,071
91200001 MTS	100	59	70	5	0	0	0	0	0	0	0	234
91000100 TransNet-T	486	0	0	0	0	0	0	0	0	0	0	486
91000100 TransNet-MC*	7,444	87	0	0	0	0	0	0	0	0	0	7,531
TOTAL:	\$14,246	\$146	\$70	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,467

* At its meeting on March 23, 2007, the SANDAG Board of Directors approved the swap of State Transportation Improvement Program and TransNet funding for this project.

Project Number: 1142600		Corridor Director: James Dreisbach-Towle	
RTIP Number: SAN13		Project Manager: James Dreisbach-Towle	
Project Name: Joint Transportation Operations Center (JTOC)		PM Phone Number: (619) 699-1914	
PROJECT SCOPE		SITE LOCATION	
The Joint Transportation Operation Center, will combine management functions and operations in a single facility including elements from transit, highways, and arterials, as well as create interfaces with public safety agencies within the region.			
PROJECT LIMITS		PROGRESS TO DATE	
Regionwide		The project has completed a preliminary concept of operations. In FY 2018 an architectural consultant will use the completed concept of operations (ConOps) to develop building improvement conceptual drawings, engineering plans and specifications.	
		MAJOR MILESTONES	
		Draft Environmental Document N/A	
		Final Environmental Document N/A	
		Ready to Advertise Jun-19	
		Begin Construction Dec-19	
		Open to Public Jun-21	
		Construction Complete Jun-21	

SANDAG EXPENDITURE PLAN (\$000)

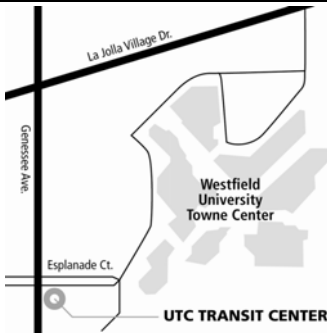
BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$5	\$5	\$175	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$200
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	13	172	0	0	0	0	0	0	0	0	185
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	200	0	0	0	0	0	0	0	0	200
Construction Capital	0	0	1,500	0	0	0	0	0	0	0	0	1,500
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$5	\$18	\$2,047	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$2,085

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$5	\$18	\$2,047	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$2,085
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
70260001 FTA Section 5309	\$4	\$14	\$1,638	\$4	\$4	\$4	\$0	\$0	\$0	\$0	\$0	\$1,668
LOCAL:												
93140001 SBX Toll Revenues	1	4	409	1	1	1	0	0	0	0	0	417
TOTAL:	\$5	\$18	\$2,047	\$5	\$5	\$5	\$0	\$0	\$0	\$0	\$0	\$2,085

Project Number: 1143200		Corridor Director: Greg Gastelum
RTIP Number: SAN123		Project Manager: Greg Gastelum
Project Name: University Towne Center (UTC) Transit Center		PM Phone Number: (619) 699-7378
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Provide engineering oversight and a financial contribution towards construction for the relocation and expansion of the transit facility at the Westfield UTC shopping mall.		Construction was completed in October 2017. Project is in close-out phase.
PROJECT LIMITS		MAJOR MILESTONES
Esplanade Court and Genesee Avenue on private property (Westfield) in the City of San Diego.		Draft Environmental Document N/A Final Environmental Document N/A Ready to Advertise Jul-15 Begin Construction Sep-15 Open to Public Oct-17 Construction Complete Oct-17

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$134	\$7	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$153
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	166	0	0	0	0	0	0	0	0	0	0	166
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	139	5	0	0	0	0	0	0	0	0	0	144
Construction Capital	672	4,232	321	0	0	0	0	0	0	0	0	5,225
Professional Services	1	0	0	0	0	0	0	0	0	0	0	1
Legal Services	5	0	6	0	0	0	0	0	0	0	0	11
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$1,117	\$4,244	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$1,117	\$4,244	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
91000100 TransNet-MC	\$1,117	\$4,244	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700
TOTAL:	\$1,117	\$4,244	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,700

Project Number: 1144000		Corridor Director: Chip Finch	
RTIP Number: SAN36		Project Manager: Andre Tayou	
Project Name: Substation Supervisory Control and Data Acquisition (SCADA)		PM Phone Number: (619) 699-7340	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Retrofit existing substations to provide for remote monitoring and operation of traction power substations.		Construction is 85 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
Metropolitan Transit System - Trolley System		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	Jan-14
		Begin Construction	Jan-15
		Open to Public	Dec-18
		Construction Complete	Dec-18

SANDAG EXPENDITURE PLAN (\$000)

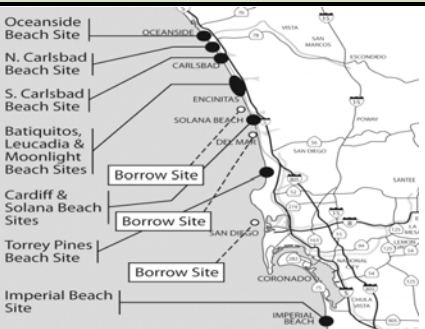
BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$263	\$145	\$100	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$513
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	307	34	40	0	0	0	0	0	0	0	0	381
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	260	342	100	0	0	0	0	0	0	0	0	702
Construction Capital	1,067	1,116	1,114	0	0	0	0	0	0	0	0	3,297
Professional Services	2	0	0	0	0	0	0	0	0	0	0	2
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	100	0	0	0	0	0	0	0	0	100
Total SANDAG	\$1,899	\$1,637	\$1,454	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,995

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$1,899	\$1,637	\$1,454	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,995
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$1,476	\$736	\$163	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,375
STATE:												
85020001 STA	0	717	344	0	0	0	0	0	0	0	0	1,061
LOCAL:												
91040000 TDA	369	184	352	0	0	0	0	0	0	0	0	905
91000100 TransNet	0	0	595	5	0	0	0	0	0	0	0	600
92060001 Miscellaneous Revenue	54	0	0	0	0	0	0	0	0	0	0	54
TOTAL:	\$1,899	\$1,637	\$1,454	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,995

Project Number: 1144700 RTIP Number: N/A Project Name: Beach Sand Replenishment			Corridor Director: Rob Rundle Project Manager: Shelby Tucker PM Phone Number: (619) 699-1916		
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
Replenish 1.5 million cubic yards of clean beach-quality sand on up to eight receiver sites in the San Diego region.				Active dredging and placement of sand was completed in September 2012. Monitoring will continue through 2019.	
PROJECT LIMITS				MAJOR MILESTONES	
From Oceanside in the north to Imperial Beach in the south.				Draft Environmental Document Oct-10 Final Environmental Document May-11 Ready to Advertise Dec-11 Begin Construction Apr-12 Open to Public Sep-12 Construction Complete Dec-12	

SANDAG EXPENDITURE PLAN (\$000)

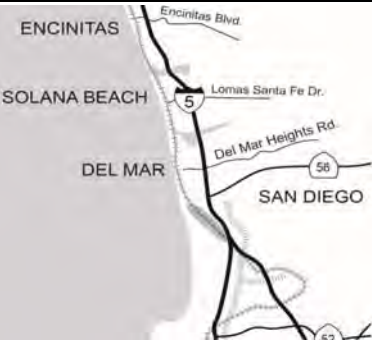
BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$168	\$3	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$176
Miscellaneous Equipment	221	0	0	0	0	0	0	0	0	0	0	221
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	285	0	0	0	0	0	0	0	0	0	0	285
Construction Capital	22,602	0	0	0	0	0	0	0	0	0	0	22,602
Professional Services	1,464	6	20	0	0	0	0	0	0	0	0	1,490
Legal Services	238	0	0	0	0	0	0	0	0	0	0	238
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	593	0	479	0	0	0	0	0	0	0	0	1,072
Total SANDAG	\$25,571	\$9	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,084

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$25,571	\$9	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,084
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
STATE:												
85140000 CA Department of Boating and Waterways	17,803	0	0	0	0	0	0	0	0	0	0	17,803
LOCAL:												
92060001 Miscellaneous Revenue	269	0	0	0	0	0	0	0	0	0	0	269
92060001 Coastal Cities	7,499	9	504	0	0	0	0	0	0	0	0	8,012
TOTAL:	\$25,571	\$9	\$504	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$26,084

Project Number: 1145000		Corridor Director: Bruce Smith	
RTIP Number: SAN163		Project Manager: Angela Anderson	
Project Name: Los Peñasquitos Lagoon Bridge Replacement		PM Phone Number: (619) 699-6934	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
This project will replace four aging timber trestle railway bridges.		Construction is completed. Post construction mitigation ongoing.	
PROJECT LIMITS		MAJOR MILESTONES	
Bridges 246.1, 246.9, 247.1, and 247.7 in the Los Peñasquitos Lagoon.		Draft Environmental Document	Jun-10
		Final Environmental Document	Jan-11
		Ready to Advertise	Apr-14
		Begin Construction	Dec-14
		Open to Public	Apr-18
		Construction Complete	Apr-18

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$1,771	\$212	\$214	\$656	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,853
Environmental Document	0	0	0	872	0	0	0	0	0	0	0	872
Design	1,256	0	0	25	0	0	0	0	0	0	0	1,281
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	7,215	2,043	200	0	0	0	0	0	0	0	0	9,458
Construction Capital	27,430	3,942	447	0	0	0	0	0	0	0	0	31,819
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	101	164	50	0	0	0	0	0	0	0	0	315
Communications	71	9	58	0	0	0	0	0	0	0	0	138
Project Contingency	0	0	0	750	0	0	0	0	0	0	0	750
Total SANDAG	\$37,844	\$6,370	\$969	\$2,303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,486

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$37,844	\$6,370	\$969	\$2,303	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$47,486
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
74060001 FTA TIGER Grant CA-79-0003	\$14,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,000
FTA Section 5307	11,699	5,096	775	0	0	0	0	0	0	0	0	17,570
LOCAL:												
91040000 TDA	1,129	1,274	0	0	0	0	0	0	0	0	0	2,403
91060000 NCTD	11,016	0	194	0	0	0	0	0	0	0	0	11,210
TOTAL:	\$37,844	\$6,370	\$969	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,183

Note: The entire cost of this project is estimated to be \$47.486 million. Continued funding is subject to the annual capital programming process.

Project Number: 1145300	Corridor Director: Bruce Schmith
RTIP Number: SAN199	Project Manager: Angela Anderson
Project Name: Rose Canyon Bridge Replacements	PM Phone Number: (619) 699-6934

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE											
This project will replace three aging timber trestle railway bridges.		The project study report was put on hold due to lack of funding.											
PROJECT LIMITS		MAJOR MILESTONES											
Mileposts 254.7, 255.1, and 255.3.		<table><tr><td>Draft Environmental Document</td><td>Sep-19</td></tr><tr><td>Final Environmental Document</td><td>Mar-20</td></tr><tr><td>Ready to Advertise</td><td>TBD</td></tr><tr><td>Begin Construction</td><td>TBD</td></tr><tr><td>Open to Public</td><td>TBD</td></tr><tr><td>Construction Complete</td><td>TBD</td></tr></table>	Draft Environmental Document	Sep-19	Final Environmental Document	Mar-20	Ready to Advertise	TBD	Begin Construction	TBD	Open to Public	TBD	Construction Complete
Draft Environmental Document	Sep-19												
Final Environmental Document	Mar-20												
Ready to Advertise	TBD												
Begin Construction	TBD												
Open to Public	TBD												
Construction Complete	TBD												

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$32	\$0	\$1	\$1	\$25	\$80	\$180	\$470	\$330	\$0	\$0	\$1,119
Environmental Document	18	0	26	0	237	200	0	0	0	0	0	481
Design	0	0	0	0	500	400	0	0	0	0	0	900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	250	470	350	0	0	1,070
Construction Capital	0	0	0	0	0	0	1,800	4,700	3,315	0	0	9,815
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	5	5	5	0	0	15
Communications	0	0	0	0	0	0	10	10	10	0	0	30
Project Contingency	0	0	0	50	50	100	170	450	295	0	0	1,115
Total SANDAG	\$50	\$0	\$27	\$51	\$812	\$780	\$2,415	\$6,105	\$4,305	\$0	\$0	\$14,545

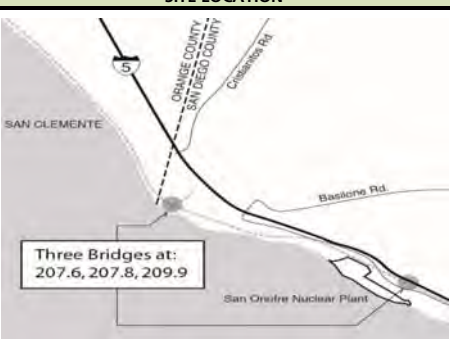
OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$50	\$0	\$27	\$51	\$812	\$780	\$2,415	\$6,105	\$4,305	\$0	\$0	\$14,545
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
72320001 FTA Section 5307	\$40	\$0	\$22	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62
LOCAL:												
91060001 NCTD	10	0	5	0	0	0	0	0	0	0	0	15
TOTAL:	\$50	\$0	\$27	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$77

Note: The entire cost of this project is estimated to be \$14.5 million. Continued funding is subject to the annual capital programming process.

Project Number: 1145400 RTIP Number: SAN200 Project Name: San Onofre Bridge Replacements		Corridor Director: Bruce Schmith Project Manager: Angela Anderson PM Phone Number: (619) 699-6934	
PROJECT SCOPE This project will replace three aging timber trestle railway bridges at that were built in the early 1900s.		SITE LOCATION 	
PROJECT LIMITS Mileposts 207.6, 207.8, and 209.9.		PROGRESS TO DATE The project study report was put on hold due to lack of funding.	
		MAJOR MILESTONES	
		Draft Environmental Document Sep-19 Final Environmental Document Mar-20 Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD	

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$32	\$0	\$2	\$5	\$550	\$200	\$100	\$0	\$0	\$0	\$0	\$889
Environmental Document	28	0	0	0	175	0	0	0	0	0	0	203
Design	0	0	0	0	1,100	50	0	0	0	0	0	1,150
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	990	335	15	0	0	0	0	1,340
Construction Capital	0	0	0	0	4,800	4,500	0	0	0	0	0	9,300
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	5	5	0	0	0	0	0	10
Communications	0	0	0	0	10	10	10	0	0	0	0	30
Project Contingency	0	0	0	0	363	356	0	0	0	0	0	719
Total SANDAG	\$60	\$0	\$2	\$5	\$7,993	\$5,456	\$125	\$0	\$0	\$0	\$0	\$13,641

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$60	\$0	\$2	\$5	\$7,993	\$5,456	\$125	\$0	\$0	\$0	\$0	\$13,641
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$48	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50
LOCAL:												
91040000 TDA	12	0	0	0	0	0	0	0	0	0	0	12
TOTAL:	\$60	\$0	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62

Note: The entire cost of this project is estimated at \$13,641,000. Continued funding is subject to the annual capital programming process.

Project Number: 1145500		Corridor Director: Bruce Smith	
RTIP Number: SAN201		Project Manager: Omar Atayee	
Project Name: Airport Connection		PM Phone Number: (619) 699-6923	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Provide pedestrian improvements in the area connecting the Middletown light-rail station and the planned airport shuttle stop west of Pacific Highway. Planned improvements include street and sidewalk, landscaping, lighting, signal modifications, and curb return improvements.		Began construction in July 2017.	
PROJECT LIMITS		MAJOR MILESTONES	
West Palm Street between Pacific Highway and Middletown Trolley Station.		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	Jan-17
		Begin Construction	Jul-17
		Open to Public	Dec-18
		Construction Complete	Dec-18

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$99	\$70	\$30	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$224
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	304	0	0	0	0	0	0	0	0	0	0	304
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	77	123	67	25	0	0	0	0	0	0	0	292
Construction Capital	26	200	303	250	0	0	0	0	0	0	0	779
Professional Services	1	0	0	0	0	0	0	0	0	0	0	1
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$507	\$393	\$400	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$507	\$393	\$400	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
72100001 CMAQ	\$507	\$393	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
75430001 HPP DEMO	\$0	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
TOTAL:	\$507	\$393	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,300

Note: The entire cost of this project is estimated at \$1,600,000. Continued funding is subject to the annual capital programming process.

Project Number: 1146100	Corridor Director: Bruce Smith
RTIP Number: SAN226	Project Manager: Alexandra DeVaux
Project Name: Del Mar Bluffs IV	PM Phone Number: (619) 595-5613

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE
Complete environmental document and implement drainage improvements and erosion control measures.		Design 100 percent complete. Project is ready to advertise.
PROJECT LIMITS		MAJOR MILESTONES
The Del Mar Bluffs consists of 1.6 miles of coastal bluff in the southern portion of the City of Del Mar from MP 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road.		Draft Environmental Document Jul-17 Final Environmental Document Feb-18 Ready to Advertise Jun-18 Begin Construction Sep-18 Open to Public May-19 Construction Complete May-19

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$38	\$60	\$100	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$257
Environmental Document	69	288	0	0	0	0	0	0	0	0	0	357
Design	0	300	168	0	0	0	0	0	0	0	0	\$468
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	500	0	0	0	0	0	0	0	0	500
Construction Capital	0	0	1,400	0	0	0	0	0	0	0	0	1,400
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	50	0	0	0	0	0	0	0	0	50
Communications	0	25	50	0	0	0	0	0	0	0	0	75
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$107	\$673	\$2,268	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,107

NCTD

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support incl Flagging	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$107	\$673	\$2,268	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,107
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
FEDERAL:												
FTA Section 5307	\$0	\$538	\$262	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
STATE:												
83000001 STIP	0	0	1,941	59	0	0	0	0	0	0	0	2,000
LOCAL:												
91060001 NCTD	107	0	0	0	0	0	0	0	0	0	0	107
91040000 TDA	0	135	65	0	0	0	0	0	0	0	0	200
TOTAL:	\$107	\$673	\$2,268	\$59	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,107

Project Number: 1146500		Corridor Director: Bruce Smith	
RTIP Number: SAN132		Project Manager: Sharon Humphreys	
Project Name: Bridge 257.2 Replacement Project		PM Phone Number: (619) 699-1906	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
Replace bridge at MP 257.2 and construct drainage and necessary track improvements.		Draft Environmental Document is complete. Bridge 257.2 design is 90 percent complete.	
PROJECT LIMITS		MAJOR MILESTONES	
On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Rose near Regents Road.		Draft Environmental Document	Jun-16
		Final Environmental Document	Nov-17
		Ready to Advertise	TBD
		Begin Construction	TBD
		Open to Public	TBD
		Close-Out	TBD

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Administration	\$29	\$1	\$84	\$75	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$194
Environmental Document	0	0	10	0	0	0	0	0	0	0	0	10
Design	724	32	26	0	0	0	0	0	0	0	0	\$782
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	680	269	0	0	0	0	0	0	949
Construction Capital	0	0	0	2,400	700	0	0	0	0	0	0	3,100
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	113	139	180	0	0	0	0	0	0	432
Total SANDAG	\$753	\$33	\$233	\$3,294	\$1,154	\$0	\$0	\$0	\$0	\$0	\$0	\$5,467

NCTD

BUDGET PHASE	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support incl Flagging	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total NCTD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & NCTD	\$753	\$33	\$233	\$3,294	\$1,154	\$0	\$0	\$0	\$0	\$0	\$0	\$5,467
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
FEDERAL:												
72320001 FTA Section 5307 CA-90-Z207	\$602	\$26	\$186	\$1,265	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,080
LOCAL:												
91060001 NCTD match for FTA	151	7	47	316	0	0	0	0	0	0	0	520
91060001 NCTD	0	0	0	1,713	1,154	0	0	0	0	0	0	\$2,867
TOTAL:	\$753	\$33	\$233	\$3,294	\$1,154	\$0	\$0	\$0	\$0	\$0	\$0	\$5,467

Project Number: 1400000		Corridor Director: Ray Traynor													
RTIP Number: N/A		Project Manager: Joe Castro													
Project Name: Regional Tolling Back Office System		PM Phone Number: (619) 710-4012													
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE											
This project will deliver a Regional Tolling Back Office System and combine the existing tolling system from I-15 and SR 125, as well as create a system that will support future roadways that will have a tolling option.				Regional tolling concept of operations and back office functional system requirement are complete. FY 2018 work included further development of the performance-based technical specification and system design.											
PROJECT LIMITS				MAJOR MILESTONES											
Regionwide				<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>N/A</td></tr><tr><td>Ready to Advertise</td><td>Apr-16</td></tr><tr><td>Begin Construction</td><td>Mar-17</td></tr><tr><td>Open to Public</td><td>Jan-19</td></tr><tr><td>Construction Complete</td><td>Jan-19</td></tr></table>		Draft Environmental Document	N/A	Final Environmental Document	N/A	Ready to Advertise	Apr-16	Begin Construction	Mar-17	Open to Public	Jan-19
Draft Environmental Document	N/A														
Final Environmental Document	N/A														
Ready to Advertise	Apr-16														
Begin Construction	Mar-17														
Open to Public	Jan-19														
Construction Complete	Jan-19														

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$230	\$308	\$538	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,086
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	939	118	0	0	0	0	0	0	0	0	0	1,057
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	117	564	478	0	0	0	0	0	0	0	0	1,159
Construction Capital	659	2,134	5,981	0	0	0	0	0	0	0	0	8,774
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	4,029	0	0	0	0	0	0	0	0	4,029
Total SANDAG	\$1,945	\$3,124	\$11,026	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,105

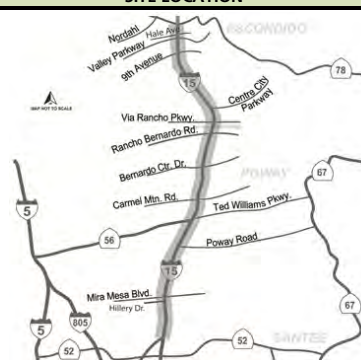
OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$1,945	\$3,124	\$11,026	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,105
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
92140001 I-15 FasTrak® Revenue	\$700	\$1,125	\$3,969	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,798
93140001 SBX Toll Revenues	1,245	1,999	7,057	6	0	0	0	0	0	0	0	10,307
TOTAL:	\$1,945	\$3,124	\$11,026	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,105

Project Number: 1400302	Corridor Director: Ryan Ross
RTIP Number: TBD	Project Manager: Alex Estrella
Project Name: I-15 Managed Lanes Dynamic Signage	PM Phone Number: (619) 699-1928

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE												
Project focuses on performing a baseline review of existing Interstate 15 (I-15) Managed Lanes (ML) signage and provide an assessment and evaluation of possible signage design improvements to improve the effectiveness of I-15 ML operations.		Baseline review, assessment, and design plan improvements are complete. Work in FY 2018 included the construction and replacement of existing I-15 FasTrak® Signs. Project will close-out in FY 2019.												
PROJECT LIMITS		MAJOR MILESTONES												
I-15 corridor between State Route 52 and State Route 78.		<table><tr><td>Draft Environmental Document</td><td>N/A</td></tr><tr><td>Final Environmental Document</td><td>N/A</td></tr><tr><td>Ready to Advertise</td><td>Jun-17</td></tr><tr><td>Begin Construction</td><td>Jul-17</td></tr><tr><td>Open to Public</td><td>Apr-18</td></tr><tr><td>Construction Complete</td><td>Jun-18</td></tr></table>	Draft Environmental Document	N/A	Final Environmental Document	N/A	Ready to Advertise	Jun-17	Begin Construction	Jul-17	Open to Public	Apr-18	Construction Complete	Jun-18
Draft Environmental Document	N/A													
Final Environmental Document	N/A													
Ready to Advertise	Jun-17													
Begin Construction	Jul-17													
Open to Public	Apr-18													
Construction Complete	Jun-18													

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	385	145	0	0	0	0	0	0	0	0	0	530
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	817	5	0	0	0	0	0	0	0	0	822
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$385	\$962	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,352

*OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$385	\$962	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,352
Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
92140001 I-15 FasTrak® Revenues	\$385	\$962	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,352
TOTAL:	\$385	\$962	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,352

Project Number: 1400401 RTIP Number: N/A Project Name: SBX Pavement Overlay		Corridor Director: Gustavo Dallarda Project Manager: Ramon Martinez PM Phone Number: (619) 688-2516			
PROJECT SCOPE		SITE LOCATION		PROGRESS TO DATE	
This project will complete the pavement preservation of State Route 125 (SR 125).				Construction is complete.	
PROJECT LIMITS				MAJOR MILESTONES	
SR 125 between Otay Mesa Road and San Miguel Overcrossing.				Draft Environmental Document	N/A
				Final Environmental Document	N/A
				Ready to Advertise	Jun-17
				Begin Construction	Aug-17
				Open to Public	Jun-18
				Construction Complete	Jul-18

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	561	43	0	0	0	0	0	0	0	0	0	604
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	821	10	5	0	0	0	0	0	0	0	836
Construction Capital	0	6,454	50	0	0	0	0	0	0	0	0	6,504
Total Outside Agency	\$561	\$7,318	\$60	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944
Total SANDAG & Outside Agency	\$561	\$7,318	\$60	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944
SBX Pass-Through	\$561	\$7,318	\$60	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
93140001 SBX Toll Revenues	\$561	\$7,318	\$60	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944
TOTAL:	\$561	\$7,318	\$60	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,944

Project Number: 1400402		Corridor Director: Ray Traynor	
RTIP Number: N/A		Project Manager: Francine Jimenez	
Project Name: Roadway Toll Collection System		PM Phone Number: (619) 699-4871	
PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE	
This project will deliver updated tolling roadway equipment and systems for the State Route (SR 125) and Interstate 15 (I-15) freeways, and includes an option for State Route 11 (SR 11). The following equipment and systems are included: toll tag readers, antennae, and all necessary systems to process toll transactions.		The Roadway System Project awarded a contract to a contractor valued at \$63M for the replacement of SANDAG's two existing roadway tolling facilities along the I-15 Express Lanes and SR 125 (SBX).	
PROJECT LIMITS		MAJOR MILESTONES	
SR 125 between Otay Mesa Road and State Route 54, I-15 between State Route 78 and State Route 52, SR 11 freeway.		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	May-17
		Begin Construction	Dec-17
		Open to Public	May-20
		Construction Complete	May-20

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$100	\$225	\$375	\$705	\$165	\$5	\$5	\$0	\$0	\$0	\$0	\$1,580
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	308	400	500	200	150	0	0	0	0	0	0	1,558
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	22	255	200	446	35	0	0	0	0	0	0	958
Construction Capital	0	5,185	21,505	14,723	725	0	0	0	0	0	0	42,138
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$430	\$6,065	\$22,580	\$16,074	\$1,075	\$5	\$5	\$0	\$0	\$0	\$0	\$46,234

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Outside Agency	\$430	\$6,065	\$22,580	\$16,074	\$1,075	\$5	\$5	\$0	\$0	\$0	\$0	\$46,234
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
92140001 I-15 FasTrak® Revenues	\$194	\$2,729	\$10,161	\$3,813	\$484	\$2	\$2	\$0	\$0	\$0	\$0	\$17,385
93140001 SBX Toll Revenues	\$237	\$3,336	\$12,419	\$4,661	\$591	\$3	\$3	\$0	\$0	\$0	\$0	21,249
TOTAL:	\$430	\$6,065	\$22,580	\$8,474	\$1,075	\$5	\$5	\$0	\$0	\$0	\$0	\$38,634

Note: The entire cost of this project is estimated to be \$46.2 million. Funding for the SR 11 portion of this work is subject to the annual capital programming process.

Project Number: 1400405		Corridor Director: Gustavo Dallarda	
RTIP Number: N/A		Project Manager: Ramon Martinez	
Project Name: SBX Ramps Overlay		PM Phone Number: (619) 688-2516	
PROJECT SCOPE		SITE LOCATION	
The project will complete pavement preservation on the State Route (SR 125) ramps and update American with Disabilities Act curb ramps.			
PROJECT LIMITS		PROGRESS TO DATE	
SR 125 between Birch Road and San Miguel Creek Bridge.		New project. Design is in progress.	
		MAJOR MILESTONES	
		Draft Environmental Document	N/A
		Final Environmental Document	N/A
		Ready to Advertise	Apr-20
		Begin Construction	Jun-20
		Open to Public	Sep-21
		Construction Complete	Jan-22

SANDAG EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Administration	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

OUTSIDE AGENCY EXPENDITURE PLAN (\$000)

BUDGET PHASE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	1,900	900	100	0	0	0	0	0	0	2,900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	2,000	700	80	20	0	0	0	2,800
Construction Capital	0	0	0	0	7,500	1,300	50	0	0	0	0	8,850
Total Outside Agency	\$0	\$0	\$1,900	\$900	\$9,600	\$2,000	\$130	\$20	\$0	\$0	\$0	\$14,550
Total SANDAG & Outside Agency	\$0	\$0	\$1,900	\$900	\$9,600	\$2,000	\$130	\$20	\$0	\$0	\$0	\$14,550
SBX Pass-Through	\$0	\$0	\$1,900	\$900	\$9,600	\$2,000	\$130	\$20	\$0	\$0	\$0	\$14,550
Caltrans RE Services	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	TOTAL
LOCAL:												
93140001 SBX Toll Revenues	\$0	\$0	\$1,900	\$900	\$9,600	\$2,000	\$130	\$20	\$0	\$0	\$0	\$14,550
TOTAL:	\$0	\$0	\$1,900	\$900	\$9,600	\$2,000	\$130	\$20	\$0	\$0	\$0	\$14,550

CHAPTER 9.5

MINOR CAPITAL PROJECTS

Projects described in this section include capital improvement and replacement projects of less than \$1 million.

FY 2019 Minor Capital Project Descriptions

Project No.	Project Title	Budget (\$000s)
1128400	Document Control This project will develop and implement a standardized project document management filing system, a current configuration drawing management system, and a historical document archive in conformance with regulatory requirements.	\$300
1130100	Financial System Upgrades This project will provide for a required upgrade of the SANDAG financial accounting software including a comprehensive business process review, enhanced reporting, leveraging new features, and assessing and purchasing new modules for potential implementation to maximize efficiency and effectiveness.	\$692
1130101	Financial System Upgrades -Small Business System This project will provide for a database system to monitor participation and Disadvantaged Business Enterprises (DBE) prompt payment to subcontractors, and provide reports on DBE's, Underutilized DBE's and Small Businesses and a Labor Compliance Monitoring System.	\$547
1130800	Accounts Payable Document Management System This project will provide for hardware and software to administer accounts payable. The system capabilities include processing and storing invoices electronically, electronic invoice review and approvals via workflows, and the ability to support billing and audit requests. The new system will be fully integrated with ONESolution, which is the SANDAG financial accounting system.	\$100
1131100	NCTD COASTER Train Wash Overhaul Overhaul the existing train wash at the Stuart Mesa Rail Facility.	\$626
1131200	NCTD SPRINTER Train Wash Overhaul Overhaul the existing train wash at the SPRINTER Operations Maintenance Facility.	\$386
1131300	NCTD Bus Wash Replacement - West Division Replace the existing drive through bus wash systems at the West Division Facility.	\$721
1131400	Light Rail Vehicle (LRV) Procurement Support This project provides Light Rail Vehicle (LRV) procurement support services for the procurement of nine new Metropolitan Transit System light rail vehicles. Services include: (a) project management assistance; (b) design review and vehicle manufacturing first article inspection services; and (c) perform and prepare post-delivery Buy America audit of rolling stock.	\$150
1144800	Regional Arterial Detection Deployment - Phase 1 Develop system for the automated, continuous, real-time monitoring, and reporting of transportation and arterial data metrics that will be used to support and improve regional performance management efforts for State of the Commute, <i>TransNet</i> reporting, and other performance reporting requirements including efforts anticipated from Moving Ahead for Progress in the 21st Century Act/Fixing America's Surface Transportation Act legislation.	\$719
1144900	North Green Beach Bridge Replacement This project will replace three timber spans on the North Green Beach Bridge.	\$478
Total Minor Capital Projects		\$4,719

CHAPTER 9.6

PROJECTS PENDING CLOSE-OUT

Projects described in this section include capital projects that are substantially complete.

FY 2019 Projects Pending Close-Out

Project No.	Project Title	Budget (\$000s)
1200505	I-5/I-8 West to North Connector Improvements Widen west to north connector and construct new northbound lane on Interstate 5 from Interstate 8 to Sea World Drive. The project opened to the public in October 2015. Landscaping is 75 percent complete.	\$17,300
1201502	I-15 Express Lanes Middle Segment Construct four express lanes, moveable median barrier, and direct access ramps at Ted Williams Parkway and Rancho Bernardo Road on Interstate 15 (I-15) from State Route 56 to Centre City Parkway. Express lanes opened to the public in March 2009. Landscape work is complete. Close-out is in process.	\$466,769
1201503	I-15 Express Lanes North Segment Construct four express lanes, fixed median barrier, and direct access ramps at Hale Avenue on I-15 from Centre City Parkway to State Route 78 (SR 78). Express lanes opened to the public in January 2012. Landscaping is complete. Close-out is in process.	\$185,479
1201510	SR 78 Nordahl Road Interchange SR 78 Nordahl Road Interchange on SR 78 at Nordahl Road. Project opened to the public in 2012. Landscaping is 99 percent complete. Close-out is in process.	\$24,220
1205203	SR 52 Extension Construct four general purpose lanes, direct connectors at State Route 125 (SR 125) and State Route 67 (SR 67), and interchanges at Fanita Drive, Magnolia Avenue, and Cuyamaca Street on State Route 52 from SR 125 to SR 67. The new freeway opened to the public in March 2011. Landscaping is 100 percent complete. Close-out is in process.	\$460,509
1390501	SR 905: I-805 to Britannia Boulevard Construct six-lane freeway on new alignment from Interstate 805 to Britannia Boulevard. Project is open to the public. Close-out is in process.	\$82,513
Total Projects Pending Close-Out		\$1,236,790

CHAPTER 9.7

PROJECTS COMPLETED THROUGH A MAJOR MILESTONE

Projects described in this section include capital projects that have been completed through a major milestone and require additional funding to move into the next phase.

Projects Completed Through a Major Milestone

Project No.	Project Title	Funded to Date (\$000s)	Budget Year
1144200	San Onofre to Pulgas Double Track Design and construction of double track on the Los Angeles - San Diego - San Luis Obispo Rail Corridor. Phase 1 from Camp Pendleton San Onofre at Mile Post (MP) 212.3 to MP 216.5 is complete. Phase 2 from MP 216.5 to Camp Pendleton Pulgas at MP 218.1 is complete through design.	\$37,696	FY 2017
1280512	I-805 Imperial BRT Station Project Study Report for an Interstate 805 (I-805) <i>Rapid</i> station with connection to the 47th Street Trolley complete.	\$1,673	FY 2016
1280514	I-805/SR 15 Interchange Design of two high-occupancy vehicle (HOV) lanes and direct connectors between I-805 and State Route 15 for northbound-to-northbound and southbound-to-southbound HOV/ <i>Rapid</i> traffic complete. Needs additional funds for right-of-way in order to advertise for construction.	\$17,926	FY 2016
1207801	SR 78 HOV/Managed Lanes Preliminary engineering for HOV/Managed Lanes in the median of State Route 78 (SR 78) completed.	\$1,683	FY 2017
1207802	I-15/SR 78 HOV Connectors Preliminary engineering for HOV/Managed Lanes direct connectors at SR 78 and Interstate 15 for northbound-to-westbound and eastbound-to-southbound traffic completed.	\$817	FY 2016
1212501	SR 94/SR 125 South to East Connector Final environmental document and preliminary engineering for southbound State Route 125 to eastbound State Route 94 direct connector completed.	\$10,654	FY 2016

Chapter 10



Member Agency Assessments

OVERVIEW

This chapter shows the three forms of member agency assessments that are part of the SANDAG annual budget: SANDAG member assessments, Criminal Justice member assessments, and the Automated Regional Justice Information System (ARJIS) member assessments and user fees. The tables show the amount of member assessments for each relative to the previous year.

Member assessments for SANDAG and Criminal Justice are based upon population estimates for each member agency relative to the total regional population. Estimates are updated each May based upon the latest release of the population estimates provided by the California Department of Finance. SANDAG member assessments will not change in FY 2019. Criminal Justice member assessments will increase annually based on the Consumer Price Index, 2.62 percent for FY 2019.

ARJIS member and member affiliate assessments and user fees will remain the same in FY 2019. Ex-Officio member fees will increase by 2.62 percent, which is consistent with the Consumer Price Index for San Diego County. ARJIS User and Connectivity Fees are activity-based fees (shown on Page 10-3).

**FY 2019 MEMBER AGENCY ASSESSMENTS
SANDAG AND CRIMINAL JUSTICE RESEARCH DIVISION**

MEMBER AGENCY	CERTIFIED	FY 2018	CERTIFIED	FY 2019	PERCENT	SANDAG			CRIMINAL JUSTICE			COMBINED	COMBINED	PERCENT
	POPULATION	% OF	POPULATION	% OF	CHANGE	MEMBER ASSESSMENT			MEMBER ASSESSMENT			TOTAL	TOTAL	CHANGE
	FOR FY 2018*	REGION	FOR FY 2019**	REGION	OVER FY 2018**	ACTUAL	ACTUAL	BUDGET	ACTUAL	ACTUAL	BUDGET	COLUMNS	COLUMNS	OVER FY 2018**
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(8)+(11)	(9)+(12)	
CARLSBAD	113,725	3.4%	COUNTY POPULATION ESTIMATES ARE SCHEDULED TO BE RELEASED IN MAY AND ARE EXPECTED TO BE WITHIN 2 PERCENT OF FY 2018			18,798	18,773	MEMBER ASSESSMENT FEE SCHEDULE TO BE RELEASED IN MAY AND ARE EXPECTED TO BE WITHIN 2 PERCENT OF FY 2018	4,904	5,239	MEMBER ASSESSMENT FEE SCHEDULE TO BE RELEASED IN MAY AND ARE EXPECTED TO BE WITHIN 3 PERCENT OF FY 2018	24,013	MEMBER ASSESSMENT FEE SCHEDULE TO BE RELEASED IN MAY AND ARE EXPECTED TO BE WITHIN 3 PERCENT OF FY 2018	
CHULA VISTA	267,917	8.1%				44,124	44,227		11,512	12,343		56,570		
CORONADO	24,543	0.7%				4,200	4,051		1,096	1,131		5,182		
DEL MAR	4,297	0.1%				711	709		186	198		907		
EL CAJON	102,803	3.1%				17,035	16,970		4,444	4,736		21,707		
ENCINITAS	62,288	1.9%				10,309	10,282		2,689	2,870		13,152		
ESCONDIDO	151,492	4.6%				25,096	25,008		6,547	6,979		31,987		
IMPERIAL BEACH	27,510	0.8%				4,567	4,541		1,191	1,267		5,809		
LA MESA	60,286	1.8%				9,985	9,952		2,605	2,777		12,729		
LEMON GROVE	26,795	0.8%				4,430	4,423		1,156	1,234		5,658		
NATIONAL CITY	61,210	1.8%				10,116	10,104		2,639	2,820		12,924		
OCEANSIDE	176,461	5.3%				29,288	29,130		7,641	8,130		37,259		
POWAY	50,253	1.5%				8,340	8,296		2,176	2,315		10,611		
SAN DIEGO	1,406,318	42.4%				231,660	232,150		60,439	64,790		296,940		
SAN MARCOS	94,042	2.8%				15,530	15,524		4,052	4,333		19,857		
SANTEE	57,100	1.7%				9,448	9,426		2,465	2,631		12,057		
SOLANA BEACH	13,527	0.4%				2,246	2,233		586	623		2,856		
VISTA	101,797	3.1%				16,462	16,804		4,295	4,690		21,494		
COUNTY	513,828	15.5%				85,081	84,821		79,377	84,893		169,714		
TOTAL REGION	3,316,192	100.0%	0	0.0%	-100.0%	547,426	547,426	547,426	200,000	214,000	219,607	761,426	0	-100.0%

* January 1, 2017, Population Estimates, from the State Department of Finance, released May 1, 2017.

** January 1, 2018, Population Estimates, from the State Department of Finance, released May 1, 2018.

**FY 2019 ARJIS MEMBER ASSESSMENTS
AND OTHER REVENUE SOURCES**

Agency Name	FY 2017 Member Assessments ⁽¹⁾	FY 2018 Member Assessments ⁽¹⁾	FY 2019 Member Assessments ⁽¹⁾
Carlsbad	\$36,131	\$36,131	\$36,131
Chula Vista	101,275	101,275	101,275
Coronado	18,076	18,076	18,076
El Cajon	77,083	77,083	77,083
Escondido	70,741	70,741	70,741
La Mesa	43,591	43,591	43,591
National City	33,313	33,313	33,313
Oceanside	82,062	82,062	82,062
San Diego	859,909	859,909	859,909
County Sheriff	276,189	276,189	276,189
Total: Member Agencies	\$1,598,370	\$1,598,370	\$1,598,370
Del Mar	\$3,375	\$3,375	\$3,375
Encinitas	37,814	37,814	37,814
Imperial Beach	18,464	18,464	18,464
Lemon Grove	16,332	16,332	16,332
Poway	30,180	30,180	30,180
San Marcos	31,425	31,425	31,425
Santee	35,506	35,506	35,506
Solana Beach	9,054	9,054	9,054
Vista	52,905	52,905	52,905
Total: Member Affiliated Agencies	\$235,055	\$235,055	\$235,055
Ex-Officio Members (2)	103,934	101,901	104,578
ARJIS Member Assessments	\$1,937,359	\$1,935,326	\$1,938,003
ARJIS User & Network Connectivity Fees (1)	3,044,020	3,044,020	3,016,212
ARJIS Member Assessments & User Fees	\$4,981,379	\$4,979,346	\$4,954,215
Other ARJIS Sources of Revenue			
Federal & Local Grants (4)	\$360,348	\$606,832	\$906,184
Use of Reserve Fund (5)	-	-	291,810
Carry-over from prior years (6)	-	54,981	-
TOTAL: ARJIS REVENUE SOURCES	\$5,341,727	\$5,641,159	\$6,152,209

PROJECTED USE OF ARJIS REVENUE

ARJIS Work Elements (3)	FY 2017 Actual Expenses	FY 2018 Budgeted Expenses (Year-End Estimate)	FY 2019 Budgeted Expenses
Maintenance & Support (1)	\$858,887	\$1,167,201	\$980,886
Project Management & Administration (1)	923,683	815,079	1,190,417
Enterprise System (1, 6)	1,099,646	965,570	1,162,470
SW Offender Real-time Notification (SWORN) (4)	79,405	62,888	-
Graffiti Tracker (1)	40,231	39,348	40,880
NIJ RAND Collaboration (4)	78,768	8,568	-
Infrastructure (1)	1,102,978	2,047,129	1,871,372
Urban Area Security Initiative FFY 2015 (4)	202,175	109,555	-
Urban Area Security Initiative FFY 2016 (4)	-	330,209	68,977
San Diego National Incident Based Reporting (4)	-	50,001	372,194
Urban Area Security Initiative FFY 2017 (4)	-	45,611	61,435
Urban Area Security Initiative FFY 2018 (4)	-	-	403,578
Replenishment of the Reserve Fund (5)	955,954	-	-
	\$5,341,727	\$5,641,159	\$6,152,209

Notes:

(1) Member Assessments and ARJIS User & Network Connectivity Fees cover all ARJIS operations; network and server hardware support & help desk (24/7), software application support and system updates/enhancements, crime mapping, crime statistics, monthly mandated crime reporting, data entry, user support and training, regional validation table updates, interface maintenance, software licensing and contracts, user group and committee meetings and administration.

(2) See page 10-4.

(3) See Chapter 4 for description of ARJIS work elements listed by OWP number

(4) ARJIS Work Elements (Grants) - Project budgets reflect federal grant funding

(5) Uncommitted reserves do not include contingency funds for legal and business disruptions/disaster recovery

(6) Carry-over from previous years

FY 2019 ARJIS EX-OFFICIO MEMBER ASSESSMENTS (JPA)

Agency Name	FY 2017	FY 2018	FY2019
	Member Assessments (1)	Member Assessments (1)	Proposed Member Assessments (1)
Bureau of Indian Affairs	\$1,075	\$1,099	\$1,128
California Department of Consumer Affairs	847	866	889
California Department of Corrections and Rehabilitation	2,420	2,473	2,538
California Department of Forestry and Fire Protection	807	825	847
California Department of Health Care Services	847	866	889
California Department of Insurance	847	866	889
California Department of Justice - Bureau of Investigation	1,603	1,638	1,681
California Department of Motor Vehicles	1,075	1,099	1,128
California Highway Patrol Investigations	807	825	847
California State University San Marcos	1,075	1,099	1,128
City of Del Mar Park Ranger	807	825	847
DA CATCH (SD DA-Computer & Technology Crime High-Tech Response Team)	2,730	2,790	2,863
Donovan Correctional	1,344	1,374	1,410
Imperial County Law Enforcement Coordination Center	8,479	8,666	8,893
Metropolitan Transit System	807	825	847
Mira Costa College Police Department	847	866	889
Palomar College Police Department	847	866	889
Regional Auto Theft Task Force	2,743	2,803	2,876
San Diego City Schools Police Department	2,851	2,914	2,990
San Diego Community College Police Department	1,749	1,787	1,834
San Diego County Law Enforcement Coordination Center	2,150	2,197	2,255
San Diego Harbor Police Department	3,762	3,845	3,946
San Diego State University	1,922	1,964	2,015
Southwest College Police Department	847	866	889
U.S. Attorney	3,159	-	-
U.S. Bureau of Alcohol, Tobacco, and Firearms	1,272	1,300	1,334
U.S. Department of Justice Drug Enforcement Agency (DEA)	3,815	3,899	4,001
U.S. Department of Justice DEA - San Ysidro	2,252	2,302	2,362
U.S. Department of State	847	866	889
U.S. Department of Veterans Affairs	807	825	847
U.S. Department of Homeland Security (DHS): Customs and Border Protection (CBP) - Office of Border Patrol	1,881	1,922	1,972
U.S. DHS: CBP - Office of Field Operations	807	825	847
U.S. DHS: Immigration and Customs Enforcement (ICE) - Enforcement & Removal Operations	1,075	1,099	1,128
U.S. DHS: ICE - Homeland Security Investigations	1,613	1,648	1,691
U.S. DHS: Office of Inspector General - El Centro	807	825	847
U.S. DHS: Office of Inspector General - San Diego	807	825	847
U.S. DHS: U.S. Coast Guard	-	-	-
U.S. Federal Bureau of Investigation	9,637	9,849	10,107
U.S. Federal Probation	3,612	3,691	3,788
U.S. Fish and Wildlife	807	825	847
U.S. Internal Revenue Service Criminal Division	807	825	847
U.S. Investigations Services	-	-	-
U.S. Marine Corps - Camp Pendleton Provost Marshal	1,075	1,099	1,128
U.S. Marine Corps - Marine Corps Recruit Depot	807	825	847
U.S. Marine Corps - MCAS Provost Marshal - Miramar	1,075	1,099	1,128
U.S. Marshals Service	10,591	10,824	11,108
U.S. Naval Commander SW Region	1,075	-	-
U.S. Naval Consolidated Brig (Miramar)	847	866	889
U.S. Naval Criminal Investigative Service (NCIS) - Camp Pendleton	1,624	1,660	1,703
U.S. NCIS - San Diego	1,624	1,660	1,703
U.S. Office of Personnel Management	1,075	1,099	1,128
U.S. Postal Service	2,252	2,302	2,362
U.S. Pretrial	1,513	1,546	1,587
U.S. Secret Service	807	825	847
U.S. Social Security Administration	807	825	847
UC San Diego	1,469	1,501	1,540
	\$103,934	\$101,901	\$104,578

(1) Since Ex-Officio member agencies have no population base, rates are based on usage. During the year, member accounts may be added or closed at their request, so annual totals may vary slightly.

Chapter 11



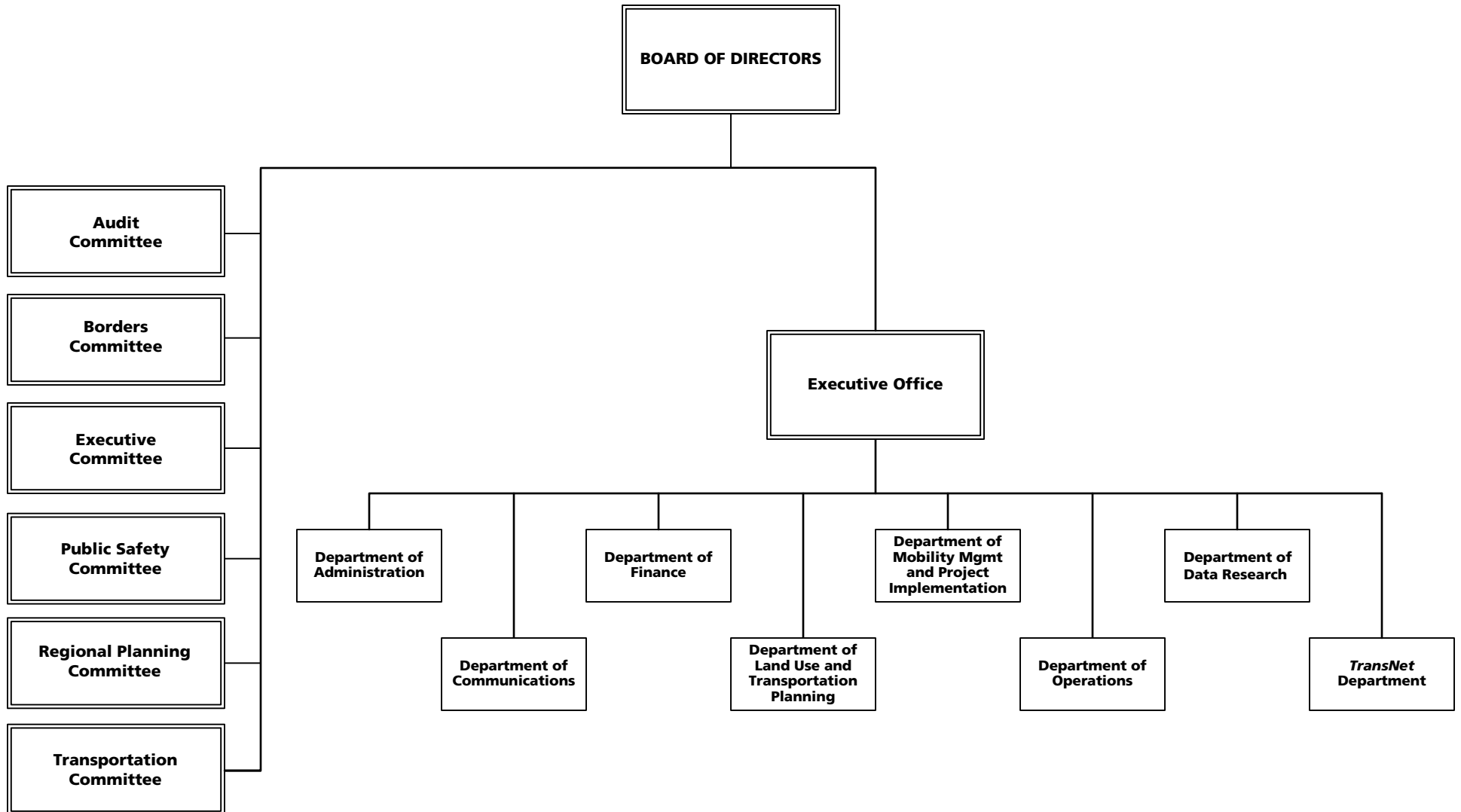
Personnel and Organization Structure

OVERVIEW

This chapter shows the organizational structure for SANDAG for the coming fiscal year, starting with the Board of Directors and policy advisory committees, then moving to the various departments and their functions. The Personnel Cost Summary shows the proposed Agency Salaries and Benefits for FY 2019 as well as the prior two years. Also included in this chapter is the list of Authorized Positions showing changes that have occurred during FY 2018 and those that are proposed for FY 2019, as well as the Position Classification/Salary Range table, which identifies the classification structure and associated salary ranges.

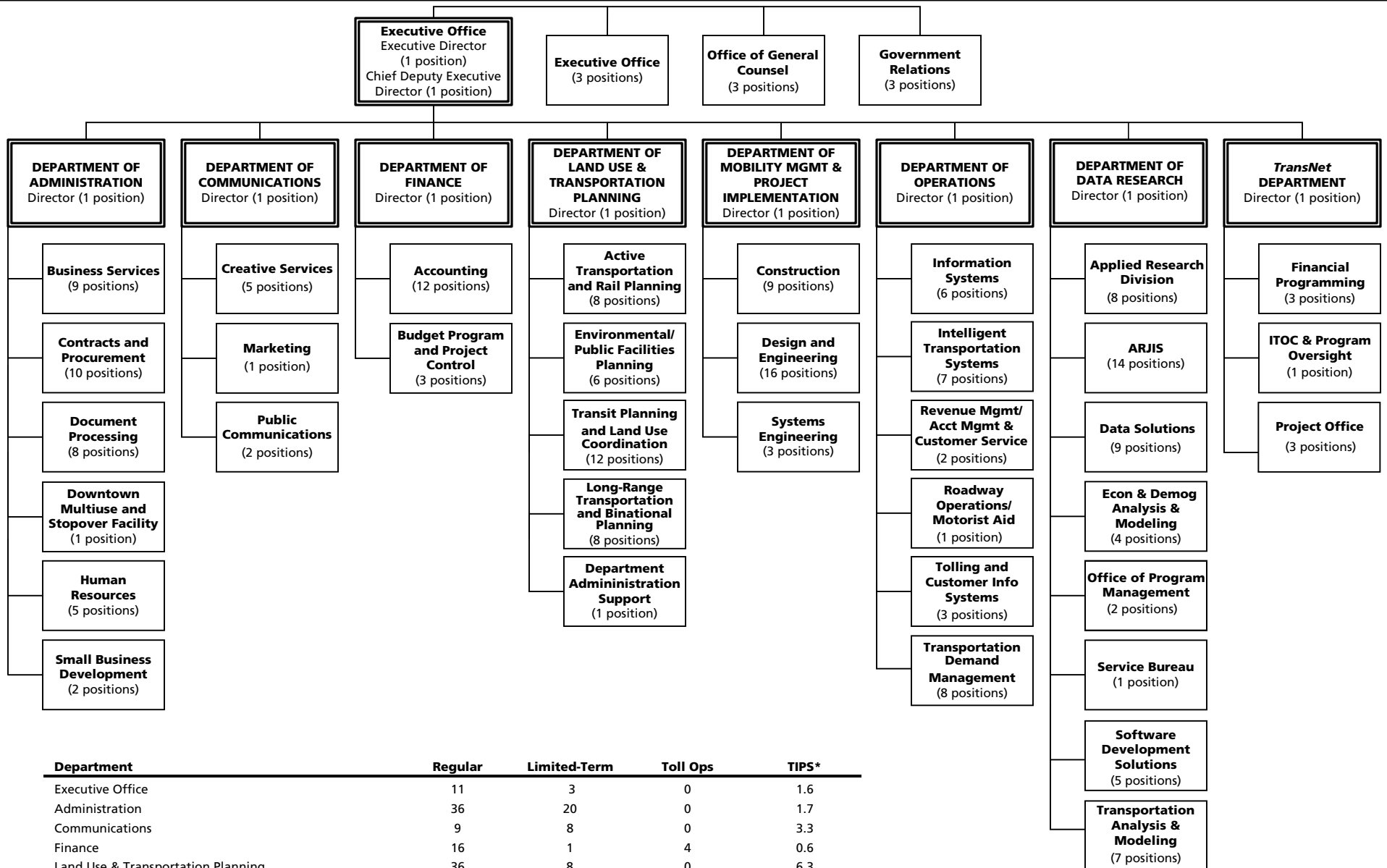
SANDAG

Agency Structure



SANDAG

Departmental Organization Chart



Department	Regular	Limited-Term	Toll Ops	TIPS*
Executive Office	11	3	0	1.6
Administration	36	20	0	1.7
Communications	9	8	0	3.3
Finance	16	1	4	0.6
Land Use & Transportation Planning	36	8	0	6.3
Mobility Management & Project Implementation	29	4	0	2.5
Operations	28	7	64	5.0
Data, Research, Analytics, and Modeling	51	14	0	6.8
TransNet	8	2	0	1.3
Total	224	67	68	29.1

All positions are stated in terms of full-time equivalents.
 *TIPS = Temporary, Intern, Part-time, Seasonal

FY 2019 PERSONNEL COST SUMMARY

	FY 2017 ACTUAL EXPENSES		FY 2018 REVISED BUDGET		FY 2019 DRAFT BUDGET		YEAR TO YEAR CHANGE FY 2019 OVER FY 2018	
	FY 2017 ACTUAL EXPENSES	BENEFITS % OF SALARIE S	FY 2018 REVISED BUDGET	BENEFITS % OF SALARIE S	FY 2019 DRAFT BUDGET	BENEFITS % OF SALARIE S	AMOUNT OF CHANGE	% CHANGE
Authorized And Budgeted Regular Positions:	222		222		224		2	
Limited Term Positions:	55		63		69		6	
Tolling Operations Personnel (TOPS) Positions:	54		58		68		10	
Temporary, Interns, Part-Time (TIPS) Positions:	27.9		30.4		29.1		(1.3)	
Regular Employee Salary:	\$20,117,448		\$20,146,180		\$22,172,369		2,026,189	
Limited Term Employee Salary:	\$3,736,967		\$4,166,283		\$5,046,285		880,002	
Tolling Operations Personnel (TOP) Employee Salary:	\$2,840,607		\$2,916,347		\$3,438,396		522,049	
Temporary, Intern, Part-Time, Seasonal (TIPS) Employee Salary:	\$1,033,028		\$1,141,007		\$1,161,978		20,971	
	<u>\$27,728,050</u>		<u>\$28,369,817</u>		<u>\$31,819,029</u>		<u>\$3,449,212</u>	
Employee Benefit Package:								
Retirement (PERS+PARS)	\$5,363,146	19.3%	\$5,334,600	18.8%	\$6,611,374	20.8%	\$1,276,774	23.9%
Section 115 Pension Savings Fund	\$500,000	1.8%	\$1,000,000	3.5%	\$1,000,000	3.1%	\$0	0.0%
Combined Health Insurance Plan	\$3,529,301	12.7%	\$4,277,600	15.1%	\$4,915,796	15.4%	\$638,196	14.9%
Dental/Vision Insurance Plan	\$398,402	1.4%	\$480,200	1.7%	\$484,407	1.5%	\$4,207	0.9%
Short/Long Term Disability	\$156,853	0.6%	\$265,590	0.9%	\$255,974	0.8%	(\$9,616)	-3.6%
Workers Compensation	\$238,338	0.9%	\$304,314	1.1%	\$345,371	1.1%	\$41,057	13.5%
Social Security Hospital Tax - Medicare	\$384,597	1.4%	\$393,900	1.4%	\$460,390	1.4%	\$66,490	16.9%
Life/Accident Insurance	\$48,664	0.2%	\$49,800	0.2%	\$57,160	0.2%	\$7,360	14.8%
Employee Assistance Program	\$8,830	0.0%	\$7,200	0.0%	\$8,566	0.0%	\$1,366	19.0%
Section 125 Flexible Spending Account Administration	\$0	0.0%	\$8,868	0.0%	\$10,018	0.0%	\$1,150	13.0%
Transit Benefits	\$0	0.0%	\$0	0.0%	\$25,000	0.1%	\$25,000	100.0%
Transportation Demand Management Program	\$20,260	0.1%	\$25,000	0.1%	\$27,500	0.1%	\$2,500	10.0%
Post Employment Health Care	\$487,797	1.8%	\$514,196	1.8%	\$515,120	1.6%	\$924	0.2%
Management Benefit	\$60,706	0.2%	\$69,484	0.2%	\$78,014	0.2%	\$8,530	12.3%
Automotive Allowance	\$9,600	0.0%	\$1,477	0.0%	\$9,600	0.0%	\$8,123	550.0%
Computer Purchase/Loan Program	\$4,047	0.0%	\$5,000	0.0%	\$5,000	0.0%	\$0	0.0%
TOTAL EMPLOYEE BENEFITS	<u>\$11,210,541</u>	<u>40.4%</u>	<u>\$12,737,229</u>	<u>44.9%</u>	<u>\$14,809,291</u>	<u>46.5%</u>	<u>\$2,072,062</u>	<u>16.3%</u>
Employee Benefits By Position Type:								
Benefits - Regular Employees	\$8,512,130	42.3%	\$9,420,480	46.8%	\$10,585,166	47.7%	\$1,164,687	12.4%
Benefits - Limited Term Employees	\$1,197,985	32.1%	\$1,686,192	40.5%	\$2,162,741	42.9%	\$476,548	28.3%
Benefits - TOP Employees	\$1,300,904	45.8%	\$1,445,363	49.6%	\$1,871,922	54.4%	\$426,559	29.5%
Benefits - TIPS Employees	\$199,522	19.3%	\$185,194	16.2%	\$189,462	16.3%	\$4,268	2.3%
TOTAL EMPLOYEE BENEFITS	<u>\$11,210,541</u>	<u>40.4%</u>	<u>\$12,737,229</u>	<u>44.9%</u>	<u>\$14,809,291</u>	<u>46.5%</u>	<u>\$2,072,062</u>	<u>16.3%</u>
TOTAL PERSONNEL COST (SALARIES & BENEFITS)	<u><u>\$38,938,591</u></u>		<u><u>\$41,107,046</u></u>		<u><u>\$46,628,320</u></u>		<u><u>\$5,521,274</u></u>	

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 AUTHORIZED STAFF POSITIONS*

POSITION CLASSIFICATIONS	APPROVED FY 2018 POSITIONS	MID-YEAR CHANGES +/-	AMENDED FY 2018 POSITIONS	FY 2019 PROPOSED CHANGES + / -	FY 2019 PROPOSED NEW POSITIONS	TOTAL FY 2019 PROPOSED POSITIONS
REGULAR POSITIONS						
Account Executive (I/II/Associate)	2		2			2
Accountant (I/II/Associate)	3		3			3
Accounting Specialist (I/II/III)	4		4			4
Administrative Office Specialist	4		4			4
Administrative Analyst (I/II/Associate)	3		3	-1		2
Business Analyst (I/II/Associate)	2		2			2
Business Services Supervisor	2		2			2
Capital Development Project Manager	1		1			1
Chief Deputy Executive Director	1		1			1
Chief Economist	1		1			1
Communications Manager	2		2			2
Contracts and Procurement Analyst (I/II/Associate)	6		6			6
Creative Services Manager	1		1			1
Department Director	8		8			8
Deputy General Counsel	1		1			1
Division Director	4		4			4
Document Processing Specialist (I/II/III)	7		7			7
Economic Research Analyst (I/II/Associate)	1		1			1
Engineer (I/II/Associate)	2		2			2
Executive Assistant/Clerk of the Board	2		2			2
Executive Director	1		1			1
Finance Manager	2		2			2
Financial Analyst (I/II/Associate)	3		3			3
General Counsel	1		1			1
GIS Analyst (I/II/Associate)	4		4			4
Goods Movement Policy Manager	1		1			1
Graphic Designer (I/II/Associate)	4		4			4
Human Resources Analyst (I/II/Associate)	3		3			3
Information Systems Analyst (I/II/Associate)	4		4	-1		3
Information Systems Manager	2		2			2
Information Systems Specialist (I/II/III)	3		3			3
Legal Counsel (I/II/Associate)	1		1			1
Manager of Business Administration and Operations	0		0	1		1
Manager of Contracts and Procurement	1		1			1
Manager of Human Resources	1		1			1
Manager of Regional Information Services	1		1			1
Manager of Regional Models	1		1			1
Manager of Small Business Development	1		1			1
Office Services Specialist (I/II/III)	3		3			3
Principal Business Analyst	2		2			2
Principal Economic Research Analyst	1		1			1
Principal Engineer	5		5			5
Principal Government Relations Analyst	1		1			1
Principal Management Internal Auditor	1		1			1
Principal Regional Planner	5		5			5
Principal Research Analyst	1		1			1
Principal Technology Program Manager	1		1			1
Programmer Analyst (I/II/Associate)	4		4			4
Project Coordinator	2		2			2
Project Development Program Manager	1		1			1
Public Communications Officer (I/II/Associate)	1		1			1

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 AUTHORIZED STAFF POSITIONS*

POSITION CLASSIFICATIONS	APPROVED FY 2018 POSITIONS	MID-YEAR CHANGES +/-	AMENDED FY 2018 POSITIONS	FY 2019 PROPOSED CHANGES + / -	FY 2019 PROPOSED NEW POSITIONS	TOTAL FY 2019 PROPOSED POSITIONS
Receptionist (I/II/III)	1		1			1
Regional Planner (I/II/Associate)	16		16			16
Research Analyst (I/II/Associate)	7		7			7
Researcher and Modeler (I/II/Associate)	4		4			4
Senior Accountant	2		2			2
Senior Budget Program Analyst	1		1			1
Senior Business Analyst	4		4		1	5
Senior Contracts and Procurement Analyst	2		2			2
Senior Contracts Engineer	1		1			1
Senior Engineer	18		18			18
Senior Financial Programming and Project Control Analyst	4		4			4
Senior GIS Analyst	2		2			2
Senior Government Relations Analyst	2		2			2
Senior Human Resources Analyst	1		1			1
Senior Information Systems Analyst	1		1	1		2
Senior Programmer Analyst	6		6			6
Senior Regional Planner	17		17			17
Senior Research Analyst	3		3		1	4
Senior Researcher and Modeler	6		6			6
Senior Technology Program Analyst	1		1			1
Special Counsel	1		1			1
Systems Engineer (I/II/Associate)	2		2			2
Technology Program Analyst (I/II/Associate)	1		1			1
Regular Positions	222	0	222	0	2	224
TOLLING OPERATIONS POSITIONS						
Accountant (I/II/Associate)	3		3			3
Accounting Specialist (I/II/III)	1		1			1
Business Analyst (I/II/Associate)	1		1			1
Customer Service Lead	2		2		1	3
Customer Service Manager	1		1			1
Customer Service Representative	12		16		7	23
Customer Service Supervisor	2		2		1	3
Facilities/Maintenance Coordinator	1		1			1
Information Systems Analyst (I/II/Associate)	2		2			2
Information Systems Manager	1		1			1
Landscape Maintenance Supervisor	1		1			1
Landscape Maintenance Technician	4		4			4
Maintenance and Facilities Supervisor	1		1			1
Maintenance Field Technician	1		1			1
Office Administrator	1		1			1
Programmer Analyst (I/II/Associate)	1		1			1
Roadway Operations Manager	1		1			1
Senior Maintenance Field Technician	1		1			1
Senior Information Systems Analyst	2		2			2
Systems Engineer (I/II/Associate)	1		1			1
Toll Operations Specialist (I/II)	6		6			6
Toll Operations Supervisor	1		1			1
Toll Plaza Attendant	7		7		1	8
Tolling Operations Positions	54	4	58	0	10	68

SAN DIEGO ASSOCIATION OF GOVERNMENTS
DRAFT: FY 2019 AUTHORIZED STAFF POSITIONS*

POSITION CLASSIFICATIONS	APPROVED FY 2018 POSITIONS	MID-YEAR CHANGES +/-	AMENDED FY 2018 POSITIONS	FY 2019 PROPOSED CHANGES + / -	FY 2019 PROPOSED NEW POSITIONS	TOTAL FY 2019 PROPOSED POSITIONS
LIMITED-TERM POSITIONS						
Accounting Specialist (I/II/III)	2		2			2
Administrative Analyst (I/II/Associate)	1		1		1	2
Administrative Office Specialist	0		0		1	1
Associate Contracts Engineer	1	-1	0			0
Business Analyst (I/II/Associate)	1		1			1
Capital Development Project Manager	1		1			1
Contracts and Procurement Analyst (I/II/Associate)	9	1	10			10
Customer Service Representative	0	1	1			1
Economic Research Analyst (I/II/Associate)	0	1	1			1
Engineer (I/II/Associate)	1		1			1
Facilities/Maintenance Coordinator	0	1	1			1
Financial Analyst (I/II/Associate)	1	-1	0			0
GIS Analyst (I/II/Associate)	2		2			2
Human Resources Analyst (I/II/Associate)	1		1			1
Information Systems Analyst (I/II/Associate)	1		1			1
Legal Counsel (I/II/Associate)	0	1	1			1
Maintenance Field Technician	0		0		1	1
Manager of Financial Programming and Project Control	1		1			1
Marketing Analyst (I/II/Associate)	1		1		1	2
Office Services Specialist (I/II/III)	2	1	3			3
Principal Engineer	2		2			2
Principal Technology Program Analyst	1		1			1
Programmer Analyst (I/II/Associate)	1		1			1
Public Communications Officer (I/II/Associate)	3	1	4			4
Regional Planner (I/II/Associate)	7	1	8			8
Research Analyst (I/II/Associate)	2	1	3		1	4
Researcher and Modeler (I/II/Associate)	4	-1	3			3
Senior Administrative Analyst	2		2			2
Senior Business Analyst	0	1	1			1
Senior Contracts and Procurement Analyst	1		1			1
Senior Engineer	1		1			1
Senior Legal Counsel	2		2			2
Senior Marketing Analyst	1		1			1
Senior Programmer Analyst	0		0		1	1
Senior Public Communications Officer	3	-1	2			2
Limited-Term Positions	55	6	61	0	6	67
TOTAL REGULAR, TOLLING OPERATIONS, AND LIMITED-TERM POSITIONS	331	10	341	0	18	359
TEMPORARY, INTERNS, PART-TIME, SEASONAL (TIPS)	30.2	-1.1	29.1	0	0	29.1
CITY OF SAN DIEGO POSITIONS PAID BY SANDAG						
Senior Traffic Engineer	1		1			1

* All positions are stated in terms of full-time equivalents (FTE).

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 POSITION CLASSIFICATION/SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES		
		MIN	MID	MAX
A	CLASS SALARY RANGE..... Assistant Intern Toll Plaza Attendant	2,080	2,855	3,630
1	CLASS SALARY RANGE..... Customer Service Representative Landscape Maintenance Technician	2,407	3,129	3,851
3	CLASS SALARY RANGE..... Office Services Specialist I Receptionist I	2,553	3,319	4,085
5	CLASS SALARY RANGE..... Accounting Specialist I Document Processing Specialist I Office Services Specialist II Receptionist II	2,709	3,521	4,334
7	CLASS SALARY RANGE..... Accounting Specialist II Customer Service Lead Document Processing Specialist II Office Services Specialist III Receptionist III Toll Operations Specialist I	2,874	3,736	4,598
8	CLASS SALARY RANGE..... Graphic Designer I	3,017	3,923	4,828
9	CLASS SALARY RANGE..... Accounting Specialist III Administrative Office Specialist Document Processing Specialist III Toll Operations Specialist II	3,168	4,119	5,069
10	CLASS SALARY RANGE..... Graphic Designer II Information Systems Specialist I	3,327	4,325	5,323
11	CLASS SALARY RANGE..... Customer Service Supervisor Office Administrator* Toll Operations Supervisor	3,493	4,541	5,589
12	CLASS SALARY RANGE..... Account Executive I Accountant I Administrative Analyst I Associate Graphic Designer Business Analyst I Contracts and Procurement Analyst I Financial Analyst I Government Relations Analyst I Human Resources Analyst I Information Systems Specialist II Marketing Analyst I Paralegal Public Communications Officer I	3,668	4,768	5,868

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 POSITION CLASSIFICATION/SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES		
		MIN	MID	MAX
13	CLASS SALARY RANGE..... Facilities/Maintenance Coordinator Maintenance Field Technician	3,851	5,006	6,162
14	CLASS SALARY RANGE..... Account Executive II Accountant II Administrative Analyst II Business Analyst II Contracts and Procurement Analyst II Economic Research Analyst I Financial Analyst II GIS Analyst I Government Relations Analyst II Human Resources Analyst II Information Systems Analyst I Information Systems Specialist III Marketing Analyst II Public Communications Officer II Regional Planner I Research Analyst I Researcher and Modeler I Technology Program Analyst I	4,044	5,257	6,470
15	CLASS SALARY RANGE..... Engineer I Landscape Maintenance Supervisor Programmer Analyst I Senior Maintenance Field Technician	4,246	5,519	6,793
16	CLASS SALARY RANGE..... Associate Account Executive Associate Accountant Associate Business Analyst Associate Contracts and Procurement Analyst Associate Financial Analyst Associate Government Relations Analyst Associate Human Resources Analyst Associate Marketing Analyst Associate Public Communications Officer Business Services Supervisor Economic Research Analyst II GIS Analyst II Information Systems Analyst II Project Coordinator Regional Planner II Research Analyst II Researcher and Modeler II Systems Engineer I Technology Program Analyst II	4,458	5,795	7,133
17	CLASS SALARY RANGE..... Associate Administrative Analyst Executive Assistant/Clerk of the Board Programmer Analyst II	4,681	6,085	7,489

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 POSITION CLASSIFICATION/SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES		
		MIN	MID	MAX
18	CLASS SALARY RANGE..... Associate Economic Research Analyst Associate GIS Analyst Associate Regional Planner Associate Research Analyst Associate Researcher and Modeler Associate Technology Program Analyst Engineer II Systems Engineer II	4,915	6,389	7,864
19	CLASS SALARY RANGE..... Associate Information Systems Analyst Associate Programmer Analyst Legal Counsel I Maintenance and Facilities Supervisor	5,161	6,709	8,257
20	CLASS SALARY RANGE..... Associate Contracts Engineer Associate Engineer Associate Systems Engineer	5,419	7,044	8,670
21	CLASS SALARY RANGE..... Creative Services Manager Customer Service Manager Legal Counsel II Senior Accountant Senior Administrative Analyst Senior Contracts and Procurement Analyst Senior Human Resources Analyst Senior Marketing Analyst Senior Public Communications Officer	5,690	7,397	9,103
22	CLASS SALARY RANGE..... Borders Program Manager* Capital Development Project Manager Financial Programming Manager* Project Control Manager* Senior Budget Program Analyst Senior Business Analyst Senior Economic Research Analyst Senior Financial Programming and Project Control Analyst Senior GIS Analyst Senior Government Relations Analyst Senior Management Internal Auditor Senior Regional Planner Senior Research Analyst Senior Risk Program Analyst Senior Technology Program Analyst	5,974	7,766	9,559
23	CLASS SALARY RANGE..... Associate Legal Counsel Senior Information Systems Analyst Senior Programmer Analyst Senior Researcher and Modeler	6,273	8,155	10,036

SAN DIEGO ASSOCIATION OF GOVERNMENTS

DRAFT: FY 2019 POSITION CLASSIFICATION/SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES		
		MIN	MID	MAX
24	CLASS SALARY RANGE..... Communications Manager Senior Contracts Engineer Senior Engineer Senior Systems Engineer	6,586	8,562	10,538
25	CLASS SALARY RANGE..... Manager of Regional Information Services Manager of Regional Models Principal Business Analyst Principal Economic Research Analyst Principal Government Relations Analyst Principal Regional Planner Principal Research Analyst Principal Technology Program Manager Project Development Program Manager Roadway Operations Manager	6,916	8,990	11,065
26	CLASS SALARY RANGE..... Finance Manager Information Systems Manager Manager of Business Administration and Operations Manager of Contracts and Procurement Manager of Financial Programming and Project Control Manager of Human Resources Manager of Small Business Development Principal Management Internal Auditor	7,262	9,440	11,618
27	CLASS SALARY RANGE..... Principal Engineer Senior Legal Counsel	7,625	9,912	12,199
30	CLASS SALARY RANGE..... Division Director Goods Movement Policy Manager	8,826	11,474	14,122
31	CLASS SALARY RANGE..... Chief Economist Deputy General Counsel Special Counsel	9,268	12,048	14,828
33	CLASS SALARY RANGE..... Department Director	10,218	13,283	16,348
35	CLASS SALARY RANGE..... Chief Deputy Executive Director Executive Strategic Advisor General Counsel	12,338	16,039	19,741
N/A	Executive Director (Employment Contract)	\$20,834 to \$26,667		

* This is a grandfathered classification.

Chapter 12



Contingency Reserves

OVERVIEW

This chapter provides a summary of the contingency reserves for the Overall Work Program, Regional Operations and Services, Capital Budget, and Administration Budget. Also included are projections of the beginning and ending balances for each fund.

CONTINGENCY RESERVES

OWP Fund Reserve - FY 2018 - FY 2019

in thousands

	<u>Committed</u>	<u>Uncommitted</u>	<u>Budget</u>	<u>Uncommitted as % of Budget</u>
FY 2018 Budgeted Changes:				
FY 2018 Beginning Balance	283	8,311		
Changes in Commitment	2,274	(2,274)		
Expenditures	(2,163)			
Projected deposit		-		
FY 2018 Projected Ending Balance	<u>\$ 394</u>	<u>\$ 6,037</u>	\$ 45,084	13%
FY 2019 Changes:				
Changes in Commitment	400	(400)		
Expenditures	(400)			
Projected deposit		-		
FY 2019 Projected Ending Balance	<u>\$ 394</u>	<u>\$ 5,637</u>	\$ 44,042	13%

Motorist Aid Call Box Program Reserve - FY 2018 - FY 2019

in thousands

	<u>Committed</u>	<u>Uncommitted</u>	<u>Budget</u>	<u>Uncommitted as % of Budget</u>
FY 2018 Budgeted Changes:				
FY 2018 Beginning Balance	5,038	3,393		
Changes in Commitment	864	(864)		
Expenditures	(2,842)			
Projected deposit		-		
FY 2018 Projected Ending Balance	<u>\$ 3,060</u>	<u>\$ 2,529</u>	\$ 1,910	132%
FY 2019 Budgeted Changes:				
Changes in Commitment	(248)	248		
Expenditures	(1,893)			
Projected deposit		-		
FY 2019 Projected Ending Balance	<u>\$ 919</u>	<u>\$ 2,777</u>	\$ 2,182	127%

SANDAG Administration Reserve - FY 2018 - FY 2019

in thousands

	<u>2018</u>	<u>2019</u>
Budgeted Contingency line item	\$ 125	\$ 125
Administration budget	\$ 12,929	\$ 15,152
% of Administration budget	1%	1%

SR 125 Facility Operations Reserve - FY 2018 - FY 2019*in thousands*

	<u>Committed</u>	<u>Uncommitted</u>	<u>Budget</u>	<u>Uncommitted as % of Budget</u>
FY 2018 Budgeted Changes:				
FY 2018 Beginning Balance	79,143	10,509		
Changes in Commitment				
Expenditures	(17,887)			
Projected deposit		13,344		
FY 2018 Projected Ending Balance	<u>\$ 61,256</u>	<u>\$ 23,853</u>	\$ 39,008	61%
FY 2019 Changes:				
Changes in Commitment				
Expenditures	(30,016)			
Projected deposit		15,925		
FY 2019 Projected Ending Balance	<u>\$ 31,240</u>	<u>\$ 39,778</u>	\$ 42,179	94%

Automated Regional Justice Information Services Reserve - FY 2018 - FY 2019*in thousands*

	<u>Committed</u>	<u>Uncommitted</u>	<u>Budget</u>	<u>Uncommitted as % of Budget</u>
FY 2018 Budgeted Changes:				
FY 2018 Beginning Balance	3,170	3,803		
Changes in Commitment	-	-		
Expenditures				
Projected deposit		55		
FY 2018 Projected Ending Balance	<u>\$ 3,170</u>	<u>\$ 3,858</u>	\$ 6,441	60%
FY 2019 Budgeted Changes:				
Changes in Commitment	-	-		
Expenditures	(292)			
Projected deposit		-		
FY 2019 Projected Ending Balance	<u>\$ 2,878</u>	<u>\$ 3,858</u>	\$ 6,152	63%

Capital Program Contingency - FY 2018 - FY 2019**in thousands***FY 2018 Balance**

<u>Description</u>	<u>Contingency Reserves</u>	<u>Remaining Budget 2018-2026</u>	<u>% of Budget</u>
<i>TransNet</i> Early Action Projects	\$ 135,007	\$ 1,705,664	8%
TCIF/Goods Movement Projects	\$ -	\$ 1,607	0%
Regional Bikeway Projects	\$ 10,054	\$ 135,669	7%
Major Capital Projects	\$ 7,446	\$ 81,357	9%
Minor Capital Projects	\$ 176	\$ 2,354	7%
Projects Pending Closeout	\$ 30	\$ 410	7%
Total All Capital Projects (excluding EMP)	<u>\$ 152,713</u>	<u>\$ 1,927,061</u>	<u>8%</u>
EMP Program **	<u>\$ -</u>	<u>\$ 249,697</u>	<u>0%</u>

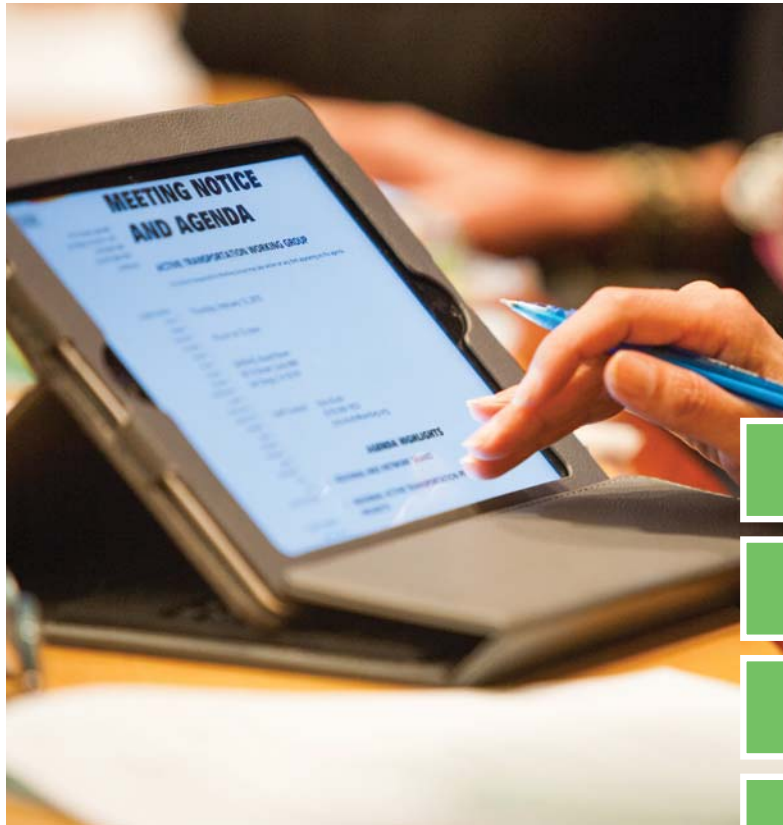
FY 2019 Balance

<u>Description</u>	<u>Contingency Reserves</u>	<u>Remaining Budget 2019-2027</u>	<u>% of Budget</u>
<i>TransNet</i> Early Action Projects	\$ 167,733	\$ 1,592,803	11%
TCIF/Goods Movement Projects	\$ -	\$ 129,471	0%
Regional Bikeway Projects	\$ 8,160	\$ 126,765	6%
Major Capital Projects	\$ 5,849	\$ 76,508	8%
Minor Capital Projects	\$ 70	\$ 2,369	3%
Projects Pending Closeout	\$ -	\$ 4,376	0%
Total All Capital Projects (excluding EMP)	<u>\$ 181,812</u>	<u>\$ 1,932,292</u>	<u>9%</u>
EMP Program **	<u>\$ -</u>	<u>\$ 223,178</u>	<u>0%</u>

* These numbers include only the SANDAG share of the Capital Program and do not include the Caltrans portion.

** The EMP does not have a contingency reserve because expenditures are planned on an annual basis based on cash availability.

Appendices A-F



Appendix A

FY 2019 Overall Work Program –

Policy Advisory Committee Involvement

FY 2019 Overall Work Program – Policy Advisory Committee Involvement*

Project Number	Project Name	Committees [†]				
		Borders	Executive	Public Safety	Regional Planning	Transportation
Modeling and Research						
2300000	Transportation Analysis and Modeling					■
2300400	Economic and Demographic Analysis and Modeling (EDAM)				■	
2301100	Transportation Surveys and Other Primary Data					■
2301600	Fresh Look at Economic Impacts of Border Delays	■				■
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse			■		
2340100	CJAM – Substance Abuse Monitoring			■		
2345000	CJAM – Adult Criminal Justice Projects (Group Program)			■		
2350000	CJAM – Youth Evaluation Projects (Group Program)			■		
7500000	SANDAG Service Bureau		■			
Sustainable Development						
3100400	Regional Plan Implementation				■	■
3100600	Air Quality Planning and Transportation Conformity				■	■
3100700	Good Movement Planning					■
3101800	CV Light Rail Trolley Improvement Study					■
3102000	San Diego Forward: The 2019-2050 Regional Plan	■			■	■
3200100	Regional Habitat Conservation Planning				■	
3200200	Regional Shoreline Management Planning				■	
3200300	Regional Energy/Climate Change Planning				■	
3201000	Plug-in SD: Implementation of Regional Electric Vehicle Plan				■	
3201100	Energy Roadmap Program Continuation: SDG&E				■	
3201200	Advancing Climate Action Plans with Data-Driven Transportation Strategies				■	

Project Number	Project Name	Committees [†]				
		Borders	Executive	Public Safety	Regional Planning	Trans- portation
Sustainable Development (continued)						
3201300	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program				■	
3201400	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure				■	
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs				■	■
3330300	Intergovernmental Review				■	■
3400100	Interregional Planning: Imperial, Orange, and Riverside Counties	■				
3400200	Interregional Planning: Binational Planning and Coordination	■				
3400500	Interregional Planning: Tribal Liaison Program	■		■	■	■
Sustainable Mobility						
3300200	Active Transportation Planning and Programs					■
3310000	Smart Mobility Services to the Public (Group Program)					■
3310500	511 Advanced Traveler Information Service					■
3310700	Transportation Demand Management Program					■
3310701	Transportation Demand Management – Planning Studies/Pilot Projects				■	■
3310702	Transportation Demand Management – Employer Services					■
3310703	Transportation Demand Management – Program and Service Delivery					■
3310704	Transportation Demand Management – Regional Vanpool Program					■
3310711	Transportation Demand Management – Outreach Program					■
3311700	Transportation Performance Monitoring and Reporting					■
3311800	Connected and Autonomous Vehicle Development Program					■
3320000	Transit Service Planning (Group Program)					■
3320100	Short-Range Transit Service Activities					■
3320200	Specialized Transportation Grant Program					■
3320300	Passenger Counting Program					■
3321000	2019-2050 Regional Transportation Plan Transit Plan – Advance Planning					■

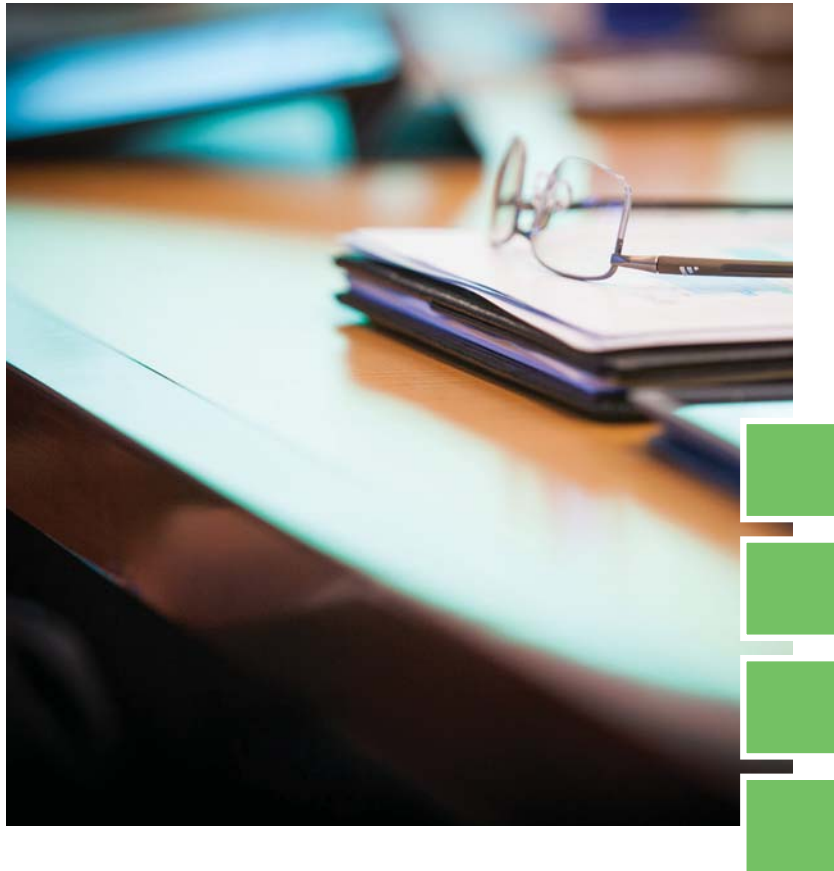
Project Number	Project Name	Committees [†]				
		Borders	Executive	Public Safety	Regional Planning	Trans- portation
Sustainable Mobility (<i>continued</i>)						
3321100	Veterans Transportation and Community Living Initiative Grant					■
3321400	Enhanced Mobility for Seniors and Disabled Pass-Through					■
3321600	Mid-Coast Corridor Mobility Hub Implementation Strategy				■	■
3321700	Inter-Regional Park & Ride Strategy	■				
3330700	TSM – Integrated Corridor Management Programs					■
3330900	TDM and TSM – Analysis Toolbox					■
3331000	San Diego Regional Military Multimodal Access Strategy				■	■
3331100	Data Management Solution for Analytics					■
3400600	LOSSAN and High-Speed Rail Corridor Planning					■
External Support and Communications						
1500000	Project Monitoring and Oversight					■
1500100	<i>TransNet</i> Financial Management					■
1500300	Funds Management and Oversight					■
1500400	Overall Work Program and Budget Programs Management		■			
3311100	Regional Intelligent Transportation Systems Program Management					■
7300000	<i>TransNet</i> Public Information Program					■
7300400	Governmental Relations		■			
7300500	Interagency Coordination		■			■
Regional Operations and Services						
3310200	Motorist Aid Services – Freeway Service Patrol					■
3310300	Interstate 15 <i>FasTrak</i> ® Value Pricing Program					■
3311000	Intelligent Transportation System Operation					■
3312100	State Route 125 Facility Operations					■
3312200	Motorist Aid – Call Box Program					■

Project Number	Project Name	Committees [†]				
		Borders	Executive	Public Safety	Regional Planning	Trans- portation
Regional Operations and Services (continued)						
3312300	Centralized Trolley Control Maintenance					■
3312400	Freeway Service Patrol – Traffic Mitigation Program					■
3312500	Santa Fe Street Building Management					■
7350000	ARJIS: Services to Member Agencies (Group Program)			■		
7350100	ARJIS: Maintenance and Support			■		
7350200	ARJIS: Project Management and Administration			■		
7350300	ARJIS: Enterprise System			■		
7351600	ARJIS: Graffiti Tracker			■		
7352000	ARJIS: ARJISnet Infrastructure and Mobile			■		
7352200	ARJIS: Urban Area Security Initiative FFY 2016			■		
7352300	ARJIS: San Diego National Incident Based Reporting			■		
7352400	ARJIS: Regional Training Program – FFY 2017			■		
7352500	ARJIS: Urban Area Security Initiative FFY 2018			■		

* The listing identifies the primary committees; in several cases multiple committees may share a balanced policy interest.

† The Audit Committee's policy interests include all SANDAG activities.

Appendix B



FY 2019 Overall Work Program – Project Justification Table

**FY 2019 OVERALL WORK PROGRAM
PROJECT JUSTIFICATION TABLE**

OWP NO.	PROJECT TITLE	PROJECT MANAGER	FEDERALLY- MANDATED	STATE MANDATED	TransNet MANDATED	MOU WITH LOCAL AGENCY	DEDICATED GRANT/LOCAL FUNDING
1 - Modeling and Research							
2300000	Transportation Analysis and Modeling	Rick Curry	X	X			
2300400	Economic and Demographic Analysis and Modeling	Rachel Cortes					
2300600	Data Solutions and GIS for Research, Planning, and Project Delivery	Pat Landrum					
2300700	Data Visualization, Dissemination, and Analysis Methods	Andrew Gordon					
2300900	Database Administration	Ray Major					
2301100	Transportation Surveys and Other Primary Data Collection	Darlanne Mulmat					
2301200	Regional Economic and Finance Services and Research Services	Jim Miller					
2301400	Regional Census Data Center Operations	Darlanne Mulmat				X	
2301600	Fresh Look at Economic Impacts of Border Delays	Elisa Arias					X
2301700	Regional Land Inventory System	Grace Chung					
2301800	NEW - Peer Review Process	Cynthia Burke					
2301900	NEW - Quality Assurance and Control	Ray Major					
2302000	NEW - Program Management	Cheryl Mason					
2340000	Criminal Justice Analysis and Modeling (CJAM) Criminal Justice Clearinghouse	Cynthia Burke				X	
2340100	CJAM - Substance Abuse Monitoring	Cynthia Burke					X
2345000	CJAM - Adult Criminal Justice Projects (Group Program)	Sandy Keaton					
2346200	CJAM - AB 109 Evaluation	Cynthia Burke					X
2346500	CJAM - Specialized Services to Human Trafficking Victims	Sandy Keaton					X
2346600	CJAM - Prop 47 Evaluation	Sandy Keaton					X
2346700	CJAM - SMART STAR Evaluation	Sandy Keaton					X
2350000	CJAM - Youth Evaluation Projects (Group Program)	Sandy Keaton					
2350100	CJAM - Juvenile Justice Crime Prevention Act	Sandy Keaton					X
2352200	CJAM - Alternatives to Detention	Cynthia Burke					X
7500000	SANDAG Service Bureau	Cheryl Mason					X
2 - Regional Planning							
3100400	Regional Plan Implementation	Elisa Arias	X	X			
3100600	Air Quality Planning and Transportation Conformity	Rachel Kennedy	X				
3100700	Goods Movement Planning	Christina Casgar					
3101800	CV Light Rail Trolley Improvement Study	Omar Atayee				X	
3102000	San Diego Forward: The 2019-2050 Regional Plan	Philip Trom	X	X			
3200100	Regional Habitat Conservation Planning	Kim Smith					
3200200	Regional Shoreline Management Planning	Sarah Pierce					X
3200300	Regional Energy/Climate Change Planning	Andrew Martin					partial

**FY 2019 OVERALL WORK PROGRAM
PROJECT JUSTIFICATION TABLE**

OWP NO.	PROJECT TITLE	PROJECT MANAGER	FEDERALLY- MANDATED	STATE MANDATED	TransNet MANDATED	MOU WITH LOCAL AGENCY	DEDICATED GRANT/LOCAL FUNDING
2 - Regional Planning (continued)							
3201000	Plug-in SD: Implementation of Regional Electric Vehicle Plan	Anna Lowe					X
3201100	Energy Roadmap Program Continuation: SDG&E	Andrew Martin					X
3201200	Advancing Climate Action Plans with Data-Driven Transportation Strategies	Allison Wood					X
3201300	San Diego Regional Electric Vehicle Infrastructure (REVI) Charging Program	Susan Freedman					X
3201400	Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure	Sarah Pierce					X
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	Tracy Ferchaw			X		
3330300	Intergovernmental Review	Seth Litchney		X			
3400100	Interregional Planning: Imperial, Orange, and Riverside Counties	Zachary Hernandez					
3400200	Interregional Planning: Binational Planning and Coordination	Hector Vanegas					
3400500	Interregional Planning: Tribal Liaison Program	Jane Clough	X	X			
3 - Project Implementation							
3300200	Active Transportation Planning and Programs	Chris Kluth					
3310000	Smart Mobility Services to the Public (Group Program)	Raymond Traynor					
3310500	511 Advanced Traveler Information Service	Chiachi Rumbolo					
3310700	Transportation Demand Management Program	Antoinette Meier					
3310701	Transportation Demand Management - Planning Studies/Pilot Projects	Marisa Mangan					
3310702	Transportation Demand Management - Employer Services	Deborah Jones					
3310703	Transportation Demand Management - Program and Service Delivery	Rose Farris					
3310704	Transportation Demand Management - Regional Vanpool Program	Michelle Porter					
3310711	Transportation Demand Management - Outreach Program	Jay Faught					
3311700	Transportation Performance Monitoring and Reporting	Ellison Alegre			X		
3311800	Connected and Autonomous Vehicle Development Program	Peter Thompson				X	
3320000	Transit Service Planning (Group Program)	Coleen Clementson					
3320100	Short-Range Transit Service Activities	Brian Lane	X	X			
3320200	Specialized Transportation Grant Program	Audrey Porcella	X		X		X
3320300	Passenger Counting Program	Lisa Madsen	X				
3321000	2019-2050 Regional Transportation Plan Transit Plan - Advance Planning	Jennifer Williamson	X				
3321100	Veterans Transportation and Community Living Initiative Grant	Brian Lane				X	X
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	Jack Christensen	X				X
3321600	Mid-Coast Corridor Mobility Hub Implementation Strategy	Marisa Mangan					X
3321700	Inter-Regional Park and Ride Strategy	April Petonak					X
3330700	TSM - Integrated Corridor Management Programs	Alex Estrella					
3330900	TDM and TSM Analysis Toolbox	Krystal Ayala					X

**FY 2019 OVERALL WORK PROGRAM
PROJECT JUSTIFICATION TABLE**

OWP NO.	PROJECT TITLE	PROJECT MANAGER	FEDERALLY- MANDATED	STATE MANDATED	TransNet MANDATED	MOU WITH LOCAL AGENCY	DEDICATED GRANT/LOCAL FUNDING
3 - Project Implementation (continued)							
3331000	San Diego Regional Military Multimodal Access Strategy	April Petonak					X
3331100	Data Management Solution for Analytics	Ellison Alegre					X
3400600	LOSSAN and High-Speed Rail Corridor Planning	Linda Culp				X	
4 - External Support and Communications							
1500000	Project Monitoring and Oversight	Dawn Vettese		X			
1500100	TransNet Financial Management	Ariana zur Nieden			X		
1500200	Independent Taxpayer Oversight Committee Program	Ariana zur Nieden			X		
1500300	Funds Management and Oversight	Dawn Vettese	X	X		X	
1500400	Overall Work Program and Budget Programs Management	Sandi Craig	X				
2300800	Regional Geographic Information Systems Data Warehouse	Pat Landrum				X	
3311100	Regional Intelligent Transportation Systems Program Management	James Dreisbach-Towle					
7300000	TransNet Public Information Program	Tedi Jackson			X		
7300100	Public Involvement Program	Joy DeKorte	X				
7300200	Marketing Coordination and Implementation	Elizabeth Cox					
7300300	PC, Internet, and Database Applications	Jeff Harns					
7300400	Government Relations	Victoria Stackwick					
7300500	Interagency Coordination	Sandi Craig					
7300600	Social Equity Program	Julie Wiley	X	X			
5 - Regional Operations and Services							
3310200	Motorist Aid Services - Freeway Service Patrol	Aaron Moreno		X			X
3310300	Interstate 15 FasTrak @ Value Pricing Program	Ryan Ross					X
3311000	Intelligent Transportation Systems Operation	Stan Glowacki					
3312100	State Route 125 Facility Operations	Ryan Ross				X	X
3312200	Motorist Aid - Call Box Program	Aaron Moreno		X			
3312300	Centralized Trolley Control Maintenance	Dale Neuzil				X	X
3312400	Freeway Service Patrol - Traffic Mitigation Program	Aaron Moreno				X	X
3312500	Santa Fe Street Building Management	Michael Schwarting					X
7350000	ARJIS: Services to Member Agencies (Group Program)	Pam Scanlon					
7350100	ARJIS: Maintenance and Support	Pam Scanlon				X	
7350200	ARJIS: Project Management and Administration	Pam Scanlon				X	
7350300	ARJIS: Enterprise System	Lloyd Muenzer				X	
7351600	ARJIS: Graffiti Tracker	Harold Reid Jr.				X	
7352000	ARJIS: ARJISnet Infrastructure and Mobile	Lloyd Muenzer				X	

**FY 2019 OVERALL WORK PROGRAM
PROJECT JUSTIFICATION TABLE**

OWP NO.	PROJECT TITLE	PROJECT MANAGER	FEDERALLY- MANDATED	STATE MANDATED	<i>TransNet</i> MANDATED	MOU WITH LOCAL AGENCY	DEDICATED GRANT/LOCAL FUNDING
5 - Regional Operations and Services (<i>continued</i>)							
7352200	ARJIS: Urban Area Security Initiative FFY 2016	Katie Mugg					X
7352300	ARJIS: San Diego National Incident Based Reporting	Katie Mugg	X				X
7352400	ARJIS: Regional Training Program - FFY 2017	Katie Mugg					X
7352500	ARJIS: Urban Area Security Initiative FFY 2018	Katie Mugg					X

Appendix C



Milestones in SANDAG Regional Decision-Making

Milestones in SANDAG Regional Decision-Making



March 2018

Milestones in SANDAG Regional Decision-Making



In any given year, the San Diego Association of Governments (SANDAG) makes progress on a number of highway, transit, active transportation, environment, local infrastructure, and grant projects and programs. A few of those are highlighted below.

-
- 2017**
- » Completed \$28.1 million in improvements to the Oceanside Transit Center, which made the station more efficient by adding a third track and an additional platform.
 - » Continued construction on the Mid-Coast Trolley project, the largest transportation project ever undertaken in the San Diego region. On track for completion in 2021, the Mid-Coast Trolley will extend Blue Line service 11 miles from Old Town north along Interstate 5 (I-5) to UC San Diego, along Genesee Avenue, and into University City.
 - » Refinanced outstanding South Bay Expressway *TransNet* and Transportation Infrastructure Finance and Innovation Act loans through the sale of \$194 million in fixed-rate Series 2017 Revenue Bonds, which led to securing a more conservative level debt service structure that will save more than \$147 million over the life of the 26-year loans.
 - » Began the process of forming new SANDAG Audit Committee as part of the implementation of Assembly Bill 805.
 - » Began first ten-year comprehensive review of *TransNet* projects to evaluate and improve performance of the overall program, as required by the *TransNet* Extension Ordinance.
 - » Continued construction on the State Route 15 (SR 15) Mid-City Centerline *Rapid* Transit Stations project. When the project opens for service in spring 2018, two new freeway-level stations at University Avenue and El Cajon Boulevard will allow *Rapid* service along Interstate 15 (I-15) to quickly stop, pick up passengers, and continue back onto the active freeway lanes.
 - » Continued construction on South Bay *Rapid*, a 26-mile transit route that will start at the Otay Mesa Border crossing and carry passengers between Otay Mesa, eastern Chula Vista, and Downtown San Diego. Service is expected to start in 2019.
 - » Continued construction on the Elvira to Morena Double Track project, which will add 2.6-miles of double track from State Route 52 (SR 52) to just south of Balboa Avenue. When linked to double-tracked segments on either end of the project, the result will be a continuous 10.3-mile stretch of double track to improve passenger and freight operations in the corridor. The current phase of work is estimated to be complete in 2020.
 - » Continued construction on the San Diego River Bridge Double Track project, which will add nearly 1 mile of new track from Tecolote Road to just north of the Old Town Transit Center. The project is scheduled to wrap up in 2019.
 - » Continued construction on the Kearny Mesa Transit Improvements project, which supports *Rapid* 235 between Escondido and Downtown San Diego via I-15. The new Ruffin Road *Rapid* station was constructed in partnership with Kaiser Hospital and is the first *Rapid* station introduced to this corridor.
 - » Began construction on the Gilman Drive Bridge, which will span I-5 just north of the La Jolla Village Drive interchange when completed in 2019. The project, which is being constructed in tandem with the Mid-Coast Trolley Extension, will connect Gilman Drive on UC San Diego's west campus and Medical Center Drive on the east campus.
 - » Completed construction on the eastern segment of State Route 76 (SR 76), including a new and improved Park & Ride lot at SR 76 and I-15.
 - » Continued construction on the Genesee Avenue interchange project. The new, widened ten-lane bridge and more efficient on- and off-ramps are expected to open in 2018. The project also will create a safe path to the north for bike riders.
 - » Continued construction on the North Coast Corridor (NCC) Program, a package of freeway, rail, and environmental enhancement projects along I-5. The first phase, known as Build NCC, adds carpool lanes from Lomas Santa Fe Drive in Solana Beach to State Route 78 (SR 78) in Oceanside. Work also broke ground on a comprehensive, \$102 million effort to restore the San Elijo Lagoon, as well as replace and double track rail bridges crossing the lagoon.
 - » Completed construction on the SR 15 Commuter Bikeway. The approximately 1-mile bikeway links the Mid-City communities of Kensington-Talmadge, Normal Heights, and City Heights with Mission Valley and is safely separated from vehicle traffic.
 - » Continued construction on Phase 2 on the Inland Rail Trail through an unincorporated part of the County of San Diego. When all phases are complete, the Inland Rail Trail will stretch 21 miles and link the cities of Oceanside, Vista, San Marcos, and Escondido, as well as unincorporated communities in the County of San Diego.
 - » Continued progress on the Bayshore Bikeway – which will eventually extend 24 miles around San Diego Bay. Approximately 15 miles have been completed to date, and important headway was made on a key segment along the National City Bayfront. This new 2.25-mile portion is expected to open in 2018.
 - » Moved several Uptown Bikeways and North Park | Mid-City Bikeways project segments into the final design phase, while others were approved for environmental clearance.
 - » Began planning for the Border to Bayshore Bikeway, an 8.5-mile route that will provide safe biking connections within and between Imperial Beach, San Ysidro, and the San Ysidro Port of Entry (POE).
-

2017
(continued)

- » Kicked off work on San Diego Forward: The 2019-2050 Regional Plan, the latest update to the SANDAG big picture vision for the region's future transportation system. The current Regional Plan also was recognized with high-profile awards locally, statewide, and nationally.
- » Launched the Plan of Excellence, a comprehensive, agency-wide effort to improve SANDAG's processes, programs, and communications.
- » Received \$45 million from the State of California for the State Route 11 (SR 11) Otay Mesa East POE project, which will help pay for the acquisition of property for a third border crossing in the region.
- » Coordinated on an application to receive U.S. Department of Transportation designation for the San Diego region as one of ten autonomous vehicle proving ground sites in the nation. SANDAG, the City of Chula Vista, and Caltrans District 11 teamed up and won the proving ground designation.
- » Celebrated South Bay Expressway's 10th birthday. The tollway has enjoyed steady financial success since SANDAG acquired the rights to operate it in 2011, and continues to serve as a key element to South County's overall transportation system.
- » Launched the Shift San Diego program, which provides a one-stop-shop for the community to learn about dozens of ongoing public and private construction projects in the Golden Triangle area.
- » As part of the SANDAG iCommute Program, 695 vanpools carried more than 5,100 commuters to work each week, which reduced vehicle miles traveled by 130 million miles in 2017.
- » Held the region's busiest ever Bike to Work Day, with more than 10,000 bike commuters visiting one of more than 100 pit stops throughout the region.
- » Announced a partnership with Uber to support and encourage sustainable commute choices by expanding the iCommute Guaranteed Ride Home program.
- » Distributed the iCommute Diamond Awards, which recognized 67 employers regionwide for their outstanding efforts to encourage workers to use alternate transportation choices.

2016

- » Broke ground on the Mid-Coast Trolley project, which will extend Blue Line service north from Santa Fe Depot to the University City community, and add nine new stations. This expansion will serve key destinations like Mission Bay Park, Pacific Beach, the VA Medical Center, business clusters along Genesee Avenue, UC San Diego, and the Westfield UTC mall.
 - » Completed construction of six uniquely branded *Rapid* transit stations in the heart of Downtown San Diego, bringing the total number to 11.
 - » Continued construction on the SR 15 Mid-City Centerline *Rapid* Transit Stations project, which will create the first freeway-level transit stations in the region.
 - » Continued construction on the Elvira to Morena Double Track project, which will add 2.6-miles of double track from SR 52 to just south of Balboa Avenue.
 - » Continued construction on the San Diego River Bridge Double Track project, which will add nearly 1 mile of new track from Tecolote Road to just north of the Old Town Transit Center.
 - » Made significant progress to replace four aging wooden trestle rail bridges across the Los Peñasquitos Lagoon with modern, concrete structures. This project is expected to wrap up in 2017.
 - » Began construction on South Bay *Rapid*, a 26-mile transit route that will carry passengers between Otay Mesa, eastern Chula Vista, and Downtown San Diego.
 - » Began construction to upgrade the Oceanside Transit Center, one of the busiest in the region, which serves 1.2 million passengers per year.
 - » Completed a substantial renovation of the East County Bus Operations and Maintenance Facility in El Cajon.
 - » Completed two significant goods movement enhancement efforts: the San Ysidro Freight Rail Yard and the South Line Freight Rail Capacity projects.
 - » Completed the Interstate 805 (I-805) North Express Lanes Project, which created two carpool lanes between SR 52 and Mira Mesa Boulevard. The project also included a direct access ramp (DAR) at Carroll Canyon Road, which enables carpools, buses, and other eligible vehicles to go straight into the High-Occupancy Vehicle (HOV) lanes.
 - » Opened Segment 1 of the SR 11/Otay Mesa East POE project, a brand new freeway in Otay Mesa, near the U.S.-Mexico border.
 - » Opened three northbound freeway connectors in Otay Mesa to link State Route 905 (SR 905) and SR 11 to the State Route 125 (SR 125) toll road, also known as South Bay Expressway.
 - » Completed improvements to the East Palomar Street Bridge, which included a new DAR, transit station, and Park & Ride lot at East Palomar Street.
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2016
(continued)

- » Continued construction on the eastern segment of SR 76, which is expected to be complete in 2017. The bridge over Live Oak Creek also opened to traffic, along with a new westbound lane on SR 76.
- » Continued construction on the I-5/Genesee Interchange Project, which is now about two-thirds complete and slated to open in late 2017.
- » Broke ground on the first phase of the NCC Program, a package of freeway, rail, and environmental enhancement projects along I-5. The first phase, known as Build NCC, will extend carpool lanes and add sound walls along I-5, add 2 miles of additional double track along the coastal rail line, and make bike and pedestrian improvements. The San Elijo Lagoon also will be fully restored.
- » Began preparation for construction of a new Gilman Drive Bridge, which will connect Gilman Drive to Medical Center Drive and link the east and west campuses of UC San Diego.
- » Wrapped up construction on Phase 1 of the Inland Rail Trail, a 1-mile segment along the SPRINTER tracks in the City of San Marcos, and began construction on Phase 2, through an unincorporated part of the County of San Diego. When all phases are complete, the Inland Rail Trail will stretch 21 miles, and link the cities of Oceanside, Vista, San Marcos, and Escondido, as well as unincorporated communities in the County of San Diego.
- » Broke ground on a new 2.25-mile segment of the Bayshore Bikeway that will ultimately extend from the San Diego-National City border south to the National City Marina.
- » Began construction on the SR 15 Commuter Bikeway, which will connect the Mid-City area of the City of San Diego with Mission Valley when construction wraps up in 2017.
- » As of December 2016, the *TransNet* Environmental Mitigation Grant Program has helped SANDAG acquire more than 8,600 acres of sensitive habitat in partnership with other organizations and conservation groups. That's more than seven times the size of Balboa Park!
- » As part of the SANDAG iCommute Program, more than 700 vanpools carried about 5,000 commuters to work each week, which reduced vehicle miles traveled by 137 million miles in 2016.
- » Bike to Work Day 2016 was another success story, with 100 pit stops countywide that drew nearly 10,000 visits.

2015

- » Adopted San Diego Forward: The Regional Plan, a balanced blueprint for how the San Diego region will travel, live, and grow through 2050.
 - » Completed renovation of Trolley Blue Line stations from Barrio Logan to San Ysidro and added 65 new low-floor vehicles to the Orange and Blue Trolley Lines as part of the Trolley Renewal project.
 - » Completed the Sorrento Valley Double Track and San Onofre to Pulgas Double Track projects, which converted 5.2 miles of single track to double track resulting in 67 percent of the corridor now double tracked, and expanded COASTER station parking.
 - » Completed construction on 5 of the 11 new Downtown *Rapid* Stations at Kettner Boulevard, India Street, and 11th Avenue off of Broadway.
 - » Began construction to replace four aging wooden rail trestle bridges across Los Peñasquitos Lagoon as part of the I-5 NCC Program.
 - » Began construction on the SR 15 Mid-City Centerline *Rapid* Transit Stations project in the Mid-City area of San Diego.
 - » The Mid-Coast Trolley, which will extend Blue Line service from Old Town to University City, entered into final design. Construction is scheduled to begin in 2016.
 - » Completed construction of the Sweetwater Bikeway Plaza Bonita Segment, .5-mile, Class I bikeway which closes a gap in the existing bikeway and connects to the Bayshore Bikeway.
 - » Completed construction on a .6-mile extension of the Bayshore Bikeway along Harbor Drive between 32nd Street and Vesta Street.
 - » Began construction on the first phase of the Inland Rail Trail San Marcos to Vista segment, a 7-mile, Class I bikeway that will pass through the cities of San Marcos, Vista, and unincorporated communities in the County of San Diego.
 - » Completed construction on the I-5/Interstate 8 (I-8) Connector Project to reduce traffic congestion along I-8.
 - » Continued construction of the SR 76 East Segment project between South Mission Road and the I-15/SR 76 interchange.
 - » Continued construction on the East Palomar Street Bridge and DAR in Chula Vista.
 - » Continued construction on adding a northbound auxiliary lane and southbound through lane at East Plaza Boulevard in National City.
 - » Continued construction of SR 11 between SR 905 and Enrico Fermi Drive in Otay Mesa.
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- 2015**
(continued)
- » Began construction on the I-5/Genesee Avenue Interchange Project to replace the existing six-lane Genesee Avenue overcrossing with a ten-lane structure that will include additional vehicle lanes, new bicycle lanes, and sidewalks.
 - » Began construction on the SR 905/SR 125/SR 11 Northbound Connectors Project.
 - » Continued construction on San Ysidro Freight Rail Yard improvements to replace aging rail infrastructure, alleviate drainage issues, and expand the facility to increase freight capacity and efficiency.
 - » Continued construction on the South Line Rail Freight Capacity Project, which will enable expanded freight operations to meet existing and future growth of freight rail.
 - » Received federal and California Coastal Commission (CCC) authorization to begin construction of carpool lanes on I-5 from Lomas Santa Fe to Birmingham Drive and replace the San Elijo Lagoon Bridge as part of the I-5 NCC Program.
 - » Preserved 50.5 acres near the Batiquitos Lagoon through the *TransNet* Environmental Mitigation Program (EMP) and the I-5 NCC Program.
 - » Preserved Lakeside Downs, 410 acres in East County previously proposed for development and purchased with funds provided by the SANDAG *TransNet* EMP.
 - » Helped reestablish Agua Hedionda Lagoon marshland as environmental mitigation for I-5 NCC Program. The property was purchased through the SANDAG *TransNet* EMP.
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- 2014**
- » Received CCC approval on the NCC Public Works Plan/Transportation and Resource Enhancement Program.
 - » Obtained federal and state environmental clearance for the Mid-Coast Corridor Transit Project to extend the Blue Line Trolley from Downtown San Diego to University City.
 - » Launched *Rapid* services along the I-15 Corridor and in the Mid-City area, including *Rapid 235*, *Rapid 237*, and *Rapid 215*, and began construction on Downtown San Diego *Rapid* stations.
 - » After obtaining AAA ratings from two credit agencies, sold \$350 million in bonds at a 3.85 percent interest rate to fund *TransNet* Early Action Projects.
 - » Opened 8 miles of carpool lanes along I-805 south between East Naples Street in Chula Vista and State Route 94 in San Diego, and added ten sound walls along the route of the new carpool lanes.
 - » Completed the I-15 Mira Mesa DAR and Miramar College Transit Station.
 - » Completed major improvements, including a new parking garage and bike parking facility, at the Sabre Springs/Peñasquitos Transit Station.
 - » Completed the I-805 HOV/Carroll Canyon Road Extension Project, which included 2 miles of carpool lanes in each direction along I-805 from I-5 to Carroll Canyon Road and a northerly DAR from the Carroll Canyon Road Extension to the HOV Lanes.
 - » Completed realignment and double tracking along the Sorrento-Miramar Curve section of the Los Angeles – San Diego – San Luis Obispo Coastal Rail Corridor.
 - » Began construction on the SR 76 East Segment between South Mission Road and SR 76/I-15 interchange, the last of a series of improvements to the east-west highway.
 - » Completed a 2,000-foot segment of Coastal Rail Trail in Oceanside from Ocean Boulevard to Wisconsin Avenue.
 - » Completed the Barrio Logan gateway sign and street improvements to make the area on Cesar E. Chavez Parkway between Main Street and Newton Avenue more pedestrian-friendly and attractive.
 - » Continued to make progress to modernize and rebuild the Blue Line Trolley stations, tracks, traction power substations, and overhead wires. Launched low-floor Trolley service in January 2015.
 - » Began construction on the I-5/I-8 Connector Project to reduce traffic congestion along I-8.
 - » Began construction to expand the San Ysidro Freight Rail Yard – an important project to expedite loading between freight cars and trucks.
 - » Began construction on the Plaza Bonita Segment of the Sweetwater Bikeway.
 - » Began construction on the first phase of Segment 4 of the Bayshore Bikeway along Harbor Drive from Vesta Street to 32nd Street.
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- 2013**
- » Celebrated 25 years of keeping San Diego moving with *TransNet*, the region's half-cent sales tax.
 - » Completed Encinitas Pedestrian Crossing Project to ensure safe passage to Swami's State Beach.
 - » Released Mid-Coast Corridor Transit Project draft supplemental environmental document for review and comment. Added VA Medical Center as station stop.
 - » Completed the Eastbound SR 78 Auxiliary Lanes Project to help ease traffic in North County.
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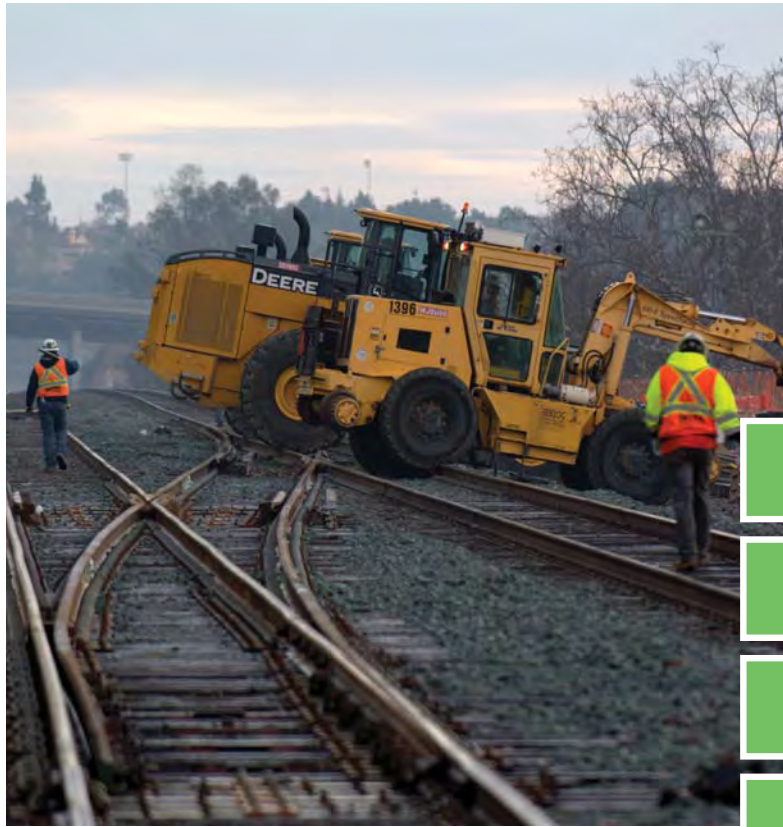
2013 <i>(continued)</i>	» Adopted vision and goals for San Diego Forward: The Regional Plan. » Began construction on Oceanside Coastal Rail Trail Class I Bikeway Project. » Demolished Palomar Street Bridge to accommodate DAR construction as part of the I-805 South Project. » Accepted the Series 13 Regional Growth Forecast. » Approved final environmental document for the South Bay Bus Rapid Transit Project. » Completed SR 76/I-15 East Widening Interchange Improvement Project ahead of schedule. » Began construction on the Mid-City <i>Rapid</i> Bus Project in San Diego. » Kicked off last phase of Trolley Renewal Project construction – the Blue Line from Barrio Logan to San Ysidro. » Approved \$200 million Bicycle Plan Early Action Program (EAP) to fund high-priority bikeway projects regionwide within ten years. » Awarded construction contract for the Sorrento Valley Double Track Project to provide for an additional 1 mile of double-tracking north of the Sorrento Valley COASTER Station. » Broke ground on Segment 1 of the SR 11/Otay Mesa East POE project construction.
2012	» Opened the last 4 miles of the I-15 Express Lanes. » Reduced tolls by up to 40 percent on the South Bay Expressway/SR 125 Toll Road. » As part of Trolley Renewal, delivered 44 of 65 new low-floor vehicles, reconstructed 14 of 17 Green and Orange Line stations, and extended the Green Line through Downtown. » Completed the Nordahl Road Bridge Replacement Project. » Opened SR 905, easing the flow of crossborder commerce. » Completed the middle segment of SR 76 between Melrose Drive and Mission Road. » Began construction of the I-15 Bus <i>Rapid</i> Transit improvements. » Completed the Regional Beach Sand Project. » Completed the project to replace the famous "Trestles Bridge" in San Onofre. » Partnered with Albertsons on the Compass Card program. » Transitioned the San Diego Service Authority for Freeway Emergencies to SANDAG. » Completed Energy Roadmaps for ten local jurisdictions. » Began work on the Series 13 Regional Growth Forecast. » Gained approval of Senate Bill 1549 to use new project delivery tools for public transit. » Conserved the 1,905-acre Hidden Valley property in partnership with other agencies.
2011	» Started construction on HOV/DAR Project at Carroll Canyon Road and I-805. » Opened SR 52 extension from SR 125 to State Route 67 (SR 67). » Opened auxiliary lanes on southbound I-805 from State Route 54 (SR 54) to Bonita Road in Chula Vista. » Launched Escondido BREEZE <i>Rapid</i>. » I-15 Express Lanes expanded to four lanes from State Route 163 to State Route 56 (SR 56). » Began construction on 1.8-mile segment of the Bayshore Bikeway in Chula Vista. » Started construction on <i>SuperLoop</i> Expansion Project. » The Federal Transit Administration (FTA) approved Mid-Coast Corridor Transit Project for preliminary engineering. » Adopted 2050 Regional Transportation Plan (RTP), including first Sustainable Communities Strategy in the state. » <i>TransNet</i> EMP acquired 902-acre Rancho Lilac, bringing total acquisitions to 2,300 acres. » Completed the migration from the legacy Automated Regional Justice Information System (ARJIS) mainframe to the Enterprise ARJIS System. » Bought the lease to operate the SR 125 toll road.

2010	» Board approved a light-rail transit alternative for Mid-Coast Corridor Transit Project; environmental work underway. » Compass Card program rolled out to all transit riders; monthly paper passes discontinued. » Planning for the 2050 RTP, scheduled for adoption in 2011, continued. » Awarded \$8.7 million for intelligent transportation system improvements on I-15. » Began construction on the widening of SR 76 between Melrose and Mission Avenues. » Coordinated with local, state, and federal agencies in the United States and Mexico to build the third international border crossing. » Secured \$128 million in American Recovery and Reinvestment Act funding for region. » A robust <i>TransNet</i> Plan of Finance approved to advance additional capital projects to construction and prepare the next round of “ready to go” projects. » Board approved San Diego Regional Bicycle Plan. » As of December 1, 241 acres of land acquired under the <i>TransNet</i> EMP. » Board accepted Series 12: 2050 Regional Growth Forecast for planning purposes. » SANDAG and the Metropolitan Transit System began \$720 million overhaul of the San Diego Trolley’s Blue and Orange Lines.
2009	» SANDAG and partner agencies acquired nine properties, totaling nearly 1,000 acres for habitat conservation through <i>TransNet</i> EMP. » Board approved Regional Energy Strategy update. » Opened 3.5-mile segment of I-15 Express Lanes. » Allocated \$70 million in <i>TransNet</i> funds to begin final design on the Coastal Rail Corridor, HOV Lanes on I-5 in North County, and South Bay Bus Rapid Transit. » Received \$20 million from the FTA for Mid-City <i>Rapid</i> Bus Project. » Received \$1.7 million from San Diego Gas & Electric to advance Sustainable Region Program. » Launched <i>SuperLoop</i> transit service in University City. » Progress continued on major expansion of SR 52 extension from SR 125 to SR 67. » Established effort to coordinate regional resources to combat graffiti. » RideLink became iCommute.
2008	» The first 4.5-mile expansion of I-15 Express Lanes opened. » Construction began on SR 52 extension from SR 125 to SR 67. » Construction continued on SR 905 at the U.S.-Mexico border. » A Presidential Permit was granted for third U.S.-Mexico border crossing. » The original 20-year <i>TransNet</i> Program ended and the 40-year extension began. » Senate Bill 1486 was signed into law authorizing SANDAG to collect a toll from SR 11 travelers to develop and construct the new highway and Otay Mesa East POE facility. » Senate Bill 1685 was signed into law providing SANDAG the flexibility to expand the uses of sales tax revenues beyond transportation-related projects for future ballot measures.
2007	» SANDAG awarded \$432 million in state infrastructure bond funding for transportation improvements. » Board adopted \$57 billion 2030 RTP. » Southern California Tribal Chairman’s Association joined SANDAG as advisory member. » Construction continued on I-15, I-5, I-805, and SR 52. » California Energy Commission awarded \$450,000 to SANDAG for energy planning. » SANDAG and the City of Tijuana approved the Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan. » SANDAG launched 511 – a free phone and web service for transportation information.

2006	» Construction on the I-15 Managed Lanes Project continued with the middle segment nearing completion and construction underway on the northern segment. » Supplemental environmental work began on the 11-mile Mid-Coast Trolley extension from Old Town north to UC San Diego and University Town Center. » Progress continued on implementing the Regional Comprehensive Plan. All jurisdictions identified opportunities for smart growth development in a new concept map. » SANDAG Public Safety Committee identified interoperability and communications as a top priority in enhancing and protecting the region's security. » SANDAG launched KeepSanDiegoMoving.com with interactive Dashboard feature to track schedule and cost information for <i>TransNet</i> projects. » ARJIS, in collaboration with the District Attorney's Office, launched new San Diego County Regional Crime Mapping Application for Public Safety.
2005	» SANDAG jumpstarted highway and transit projects using new <i>TransNet</i> dollars by launching the EAP. » The Independent Taxpayer Oversight Committee formed in accordance with the <i>TransNet</i> ordinance to monitor program operations. » Mission Valley East Green Line Trolley from QUALCOMM Stadium under San Diego State University to La Mesa began service. » SPRINTER commuter rail began construction to link Oceanside, Vista, San Marcos, and Escondido. » Service Bureau launched to provide demographic and economic information, custom mapping, transportation modeling and analysis projects, and survey design and analysis to public and private entities.
2004	» ARJIS consolidated into SANDAG. Board created the Public Safety Policy Committee. » The Regional Comprehensive Plan was adopted. » Voters extended the <i>TransNet</i> Sales Tax Program for 40 years to generate \$14 billion to help fund highway, transit, and local street improvements. » SR 56 was completed, linking the east and west sections of the highway, and connecting I-15 and I-5.
2003	» With the passage of Senate Bill 1703, SANDAG became the consolidated regional agency responsible for transit planning, programming, project development, and construction. » Imperial County joined SANDAG as an advisory member. » SANDAG adopted the \$42 billion Mobility 2030 RTP. » SANDAG adopted Regional Energy Strategy.
2002	» SANDAG eliminated tolls from the San Diego-Coronado Bridge. » Board launched effort to develop a Regional Comprehensive Plan, a long-term planning framework.
2001	» Using \$14.7 million in federal and state funds, SANDAG put sand on badly-eroded beaches. » Working in close cooperation with Metropolitan Transit Development Board (MTDB), North County Transit Development (NCTD), and Caltrans, SANDAG approved the Regional Transit Vision.
1990-2000	» MTDB and NCTD became advisory members; SANDAG joined the Joint Committee on Regional Transit. » State designated SANDAG as the Integrated Waste Management Task Force. » SANDAG helped start the San Dieguito River Valley Park Joint Powers Authority. » Member agencies designated SANDAG as the Congestion Management Agency. » State designated SANDAG as the San Diego-Coronado Bridge Toll Authority. » SANDAG helped form a five-county rail coalition, and purchased rail right-of-way from Santa Fe Railway for the COASTER and the SPRINTER rail commuter services. » <i>TransNet</i> opened SR 52 East to Santee, widened SR 54 in the South Bay, opened SR 56 East in the North City area, and completed improvements to SR 78/I-15 interchange in the North County. » The Freeway Service Patrol began under a cooperative arrangement among SANDAG, Caltrans, and the California Highway Patrol. » SANDAG approved the first ever Regional Economic Prosperity Strategy.

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- 1990-2000** » At the request of Caltrans, SANDAG assumed management of Commuter Computer and transforms the operation into the RideLink service.
(continued)
- » The San Diego County Water Authority joined SANDAG as an advisory member.
 - » SANDAG played a major role in bringing together all participants in the San Diego County Investment Fund.
 - » SANDAG started the 1-15 *FasTrak*® Program to improve traffic flow, and expand bus and rideshare services in the corridor.
 - » The National Institute of Justice lauded SANDAG for its outstanding work on Drug Use Forecasting.
 - » *TransNet* provided more than half the funds for the Mission Valley West Trolley Line between Old Town San Diego and QUALCOMM Stadium.
 - » SANDAG Committee on Binational Regional Opportunities held public forums on cross border planning in transportation, environment, education, water supply, and economic development.
 - » Halfway through the 20-year *TransNet* Program, 68 percent of the highway projects, 55 percent of the transit projects, and 53 percent of the Local Street Program were completed.
-
- 1980-1989** » Comprehensive Panning Organization (CPO) renamed itself as SANDAG.
- » Poway and Santee became cities and joined SANDAG.
 - » SANDAG created SourcePoint as a nonprofit corporate subsidiary to customize and sell research products.
 - » Encinitas and Solana Beach became cities and joined SANDAG.
 - » State designated SANDAG as the Regional Transportation Commission.
 - » Voters countywide passed Proposition A - the local half-cent transportation sales tax measure known as *TransNet*, a \$3.3 billion program for highways, transit, local roads, and bicycles.
 - » Voters countywide passed an advisory measure calling for creation of a Regional Planning and Growth Management Board.
-
- 1970-1979** » Governor designated CPO as the metropolitan planning organization to assure area-wide coordination and to serve as the technical and informational resource for local governments.
- » State further designated CPO as the Regional Transportation Planning Agency; Airport Land Use Commission; and area-wide clearinghouse for federal/state grant reviews.
 - » Local governments established CPO as an independent Joint Powers Agency.
 - » CPO developed and adopted the first ever RTP.
 - » Lemon Grove became a city and joined CPO.
 - » CPO established Criminal Justice Research Division.
 - » CPO helped establish ARJIS.
 - » CPO was jointly designated with the county government to implement federal and state Clean Air Acts.
 - » State designated CPO to prepare the Regional Housing Needs Assessment.
-
- 1966** » Local governments created the CPO as a long-range planning department within the San Diego County government under a state authorized Joint Powers Agreement.
-

Appendix D



**Capital Improvements
in the Regional Plan
Exceeding \$400 Million**

**Capital Improvements in the Regional Plan Exceeding \$400 Million –
(Year of Expenditure Dollars in Millions)**

Transit Facilities			
Service	Route	Description	Cost (in Millions)
COASTER	398	Double-tracking (includes grade separations at Leucadia Boulevard and two other locations, stations/platforms at Convention Center/Gaslamp Quarter and Del Mar Fairgrounds, Del Mar Tunnel, and extensions to the Convention Center/Gaslamp Quarter and Camp Pendleton)	\$5,174
SPRINTER	399	SPRINTER efficiency improvements and double-tracking (Oceanside to Escondido and six rail grade separations at El Camino Real, Melrose Drive, Vista Village Drive/Main Street, North Drive, Civic Center, Auto Parkway and Mission Avenue)	\$1,339
SPRINTER	399	Branch extension to Westfield North County	\$437
SPRINTER	588	SPRINTER Express	\$492
Trolley	510	Mid-Coast Trolley extension	\$2,171
Trolley	510	Blue Line/Mid-Coast frequency enhancements and rail grade separations at 28th Street, 32nd Street, E Street, H Street, Palomar Street, Taylor Street and Ash Street, and Blue/Orange track connection at 12th and Imperial	\$741
Trolley	520	Orange Line frequency enhancements and four rail grade separations at Euclid Avenue, Broadway/Lemon Grove Avenue, Allison Avenue/University Avenue, Severin Drive	\$402
Trolley	560	San Diego State University to Downtown San Diego via El Cajon Boulevard/Mid-City (transition of Mid-City <i>Rapid</i> to Trolley)	\$5,005
Trolley	561	University Towne Center (UTC) to COASTER connection (extension of Route 510)	\$602
Trolley	562	San Ysidro to Carmel Valley via National City/Chula Vista via Highland Avenue/4th Avenue, Southeast San Diego, Mid-City, Mission Valley, and Kearny Mesa	\$5,471
Trolley	563	Pacific Beach to El Cajon Transit Center via Balboa and Kearny Mesa	\$2,938
BRT	680 and 688/689	<i>Route 688:</i> San Ysidro to Sorrento Mesa via Interstate 805 (I-805)/Interstate 15 (I-15)/State Route (SR) 52 Corridors (peak only) <i>Route 689:</i> Otay Mesa Port of Entry (POE) to UTC/Torrey Pines via Otay Ranch/Millennia I-805 Corridor (peak only) <i>Route 690:</i> Mid-City to Sorrento Mesa via I-805 Corridor (peak only)	\$653
Other	-	Transit center rehabilitation	\$2,810
Other	-	Maintenance facilities, Park & Ride, transit center expansions	\$1,842
Other	-	Intelligent Transportation System, Regulatory Compliance	\$502
Subtotal			\$30,579

Capital Improvements – Revenue Constrained Plan (Year of Expenditure Dollars in Millions)

Managed Lanes/Toll Lanes/ Highway Projects/Operational Improvements/Freeway Connectors					
Freeway	From	To	Existing	Improvements	Cost (in Millions)
Interstate 5 (I-5)	SR 905	SR 52	8F	8F+2ML	\$416
I-5	SR 54	SR 15	8F	10F+2ML	\$464
I-5	SR 15	Interstate 8 (I-8)	8F	8F+Operational	\$2,919
I-5	I-8	La Jolla Villa Drive	8F/10F	8F/10F+2ML	\$1,378
I-5	SR 56	Manchester Avenue	8F+2ML	8F+4ML	\$686
I-5	Manchester Avenue	Vandergrift Boulevard	8F	8F+4ML	\$3,957
I-5	Vandergrift Boulevard	Orange County	8F	8F+4T	\$4,497
I-8	I-5	SR 125	8F/10F	8F/10F+Operational	\$1,654
I-8	SR 125	2nd Street	6F/8F	6F/8F+Operational	\$413
SR 11/Otay Mesa East POE	SR 125	Mexico	-	4T & POE	\$876
I-15	Viaduct	-	8F	8F+2ML	\$2,092
I-15	SR 78	Riverside County	8F	8F+4T	\$2,555
SR 52	I-15	SR 125	4F/6F	4F/6F+2ML(R)	\$662
SR 67	Mapleview Street	Dye Road	2C/4C	4C	\$1,418
SR 78	I-5	I-15	6F	6F+2ML	\$1,720
SR 94	I-5	SR 125	8F	8F+2ML	\$1,478
SR 125	SR 905	San Miguel Road	4T	8F	\$661
SR 125	San Miguel Road	SR 54	4F	85F	\$438
SR 125	SR 94	I-8	8F	10F+2ML	\$694
SR 241	Orange County	I-5	-	6T	\$598
I-805	SR 54	SR 94	8F+2ML	8F+4ML	\$1,096
I-805	SR 94	Carroll Canyon Road	8F	8F+4ML	\$4,441
SR 905	I-805	Mexico	-	6F	\$595
I-5/SR 56	Freeway Conn.		West to North	South to East	\$411
Subtotal					\$36,119
TOTAL					\$66,698

Key

C = Conventional Highway Lanes

F = Freeway Lanes

HOV = High-Occupancy Vehicle Lanes

Note: All HOV would convert to ML by 2035 with an HOV occupancy of three+ people.

T = Toll Lanes

ML = Managed Lanes (HOV and Express Lanes)

ML(R) = Managed Lanes (Reversible)

Appendix E



Overall Authority, Responsibilities, and Mandates

OVERALL AUTHORITY, RESPONSIBILITIES, AND MANDATES

The SANDAG Board of Directors carries out various responsibilities that are either mandated by federal or state law or regulation, or delegated to SANDAG through local agreement. Throughout the year, the Board sets direction, revises policies, and discusses priorities for allocating budget resources to these authorized activities. Some of the most important designations and critical responsibilities are listed below.

- **Metropolitan Planning Organization (Federal)**

Allocate federal transportation revenues and meet comprehensive planning requirements of the Fixing America's Surface Transportation Act in order to be eligible for funds. Adopt the long-range Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), including air quality conformity analyses. Adopt annual Overall Work Program consistent with federal requirements and funding regulations.

- **Intelligent Transportation Systems Architecture (Federal)**

The U.S. Department of Transportation and federal regulations require that federally-funded projects be consistent with an adopted regional Intelligent Transportation System architecture.

- **Co-Lead Agency for Air Quality Planning (Federal and State)**

Carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District (SDAPCD). Determine conformity of transportation plans and programs – RTP and RTIP – with an air quality plan.

- **Area-Wide Clearinghouse (Federal and State)**

Review projects with regional impacts under California Environmental Quality Act and National Environmental Policy Act.

- **Regional Transportation Planning and Fund Allocation Agency (State)**

As the regional transportation planning agency, SANDAG adopts the RTP (long-range plan) and RTIP, the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act funds (local quarter-percent sales tax collected statewide and returned to the county based on the amount collected, approximately \$148 million in FY 2019).

- **San Diego Regional Consolidated Agency (State)**

Effective January 1, 2003, Senate Bill 1703 (Chapter 743, Statutes of 2002) designated SANDAG as the San Diego Regional Consolidated Agency to strengthen how regional public policy decisions are made. The law mandated membership in the consolidated agency from the area's 18 cities and county government. It also consolidated regionally significant transit planning, programming, project development, and construction into SANDAG, and left responsibilities for day-to-day operations with the existing transit operators. SANDAG is authorized by statute to place a ballot measure before the voters and use revenues from the sales tax to provide for infrastructure needs that are important to maintain and improve the region's quality of life such as habitat conservation, shoreline preservation, water quality enhancement, and public transit.

- **Housing (State)**

SANDAG determines each jurisdiction's share as part of the Regional Housing Needs Assessment and establishes performance criteria for self-certification of housing elements.

- **Otay Mesa East Toll Facility Act (State)**

This legislative act authorizes SANDAG to establish highway toll projects to facilitate the movement of goods and people along the State Route 11/Otay Mesa East Port of Entry Corridor.

- **San Diego County Regional Airport Authority Reform Act of 2007 (State)**

Senate Bill 10 (Chapter 287, Statutes of 2007) defines the responsibilities of SANDAG and the San Diego County Regional Airport Authority (SDCRAA) regarding aviation and surface transportation planning. The SDCRAA is responsible for developing the Regional Aviation Strategic Plan in coordination with SANDAG. SANDAG also is required to prepare an Airport Multimodal Accessibility Plan in coordination with SDCRAA that identifies multimodal transportation investments to improve access to airports in San Diego County and adjacent regions.

- **Congestion Management Agency (State and Local)**

All 18 cities and the county government have designated SANDAG as the Congestion Management Agency responsible for adopting a Congestion Management Program (CMP), overseeing preparation of deficiency plans, and monitoring local agency compliance with the CMP.

- **San Diego County Regional Transportation Commission (Local and Voter Approval)**

SANDAG is the designated commission and administers the local half-percent sales tax, *TransNet*, for transportation purposes (approximately \$301 million in FY 2019).

- **Council of Governments (Local)**

This designation makes SANDAG the public forum for regional decision-making among the area's 18 cities and county government relating to a broad range of topics pertinent to the region's quality of life. Some of the regional topics include strategic planning; allocation of resources; and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

- **Regional Census Data Center (Local)**

The Regional Census Data Center was established to increase the accuracy, availability, and use of census data by coordinating with the Census Bureau, the State Census Data Center network, and local agencies in all aspects of census planning and data analysis.

- **Regional Criminal Justice Clearinghouse (Local)**

The Regional Criminal Justice Clearinghouse provides the means to seek and secure research funds from local, state, and federal sources to assess the effectiveness and efficiency of crime control programs. Assistance to member agencies occurs through various avenues: publishing crime and arrest reports, sharing resources and information, quality assurance studies of crime-related data, impact assessments of crime-reduction strategies, long-term evaluations of critical issues, and grant writing assistance for agencies seeking grant funding. Through the Regional Criminal Justice Clearinghouse, staff also conducts analyses of offender drug use.

- **North County Multiple Habitat Conservation Program (Local)**

Undertaken on behalf of the seven North County cities, SANDAG serves as the policy body for the program.

- **Regional Toll Authority (Congestion Management and Infrastructure Financing)**

Responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future high-occupancy toll facilities that allow single-occupant vehicles to use available capacity for a fee. Fees support the operation and maintenance of the program and provide additional funding for *Rapid* transit and vanpool services in the corridor.

- **Automated Regional Justice Information System**

The purpose of the Automated Regional Justice Information System (ARJIS) Joint Powers Agency is to develop and maintain state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate, real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS enhances both officer safety for the local, state, tribal, and federal law enforcement agencies that operate in the region and public safety for the region's residents and visitors.

- **Freeway Service Patrol Administration**

Provide rapid assistance during peak traffic periods for stranded motorists on various highways, reducing congestion and increasing safety.

- **Successor Agency for the San Diego Service Authority for Freeway Emergencies**

Administer the Motorist Aid Call Box Program in San Diego County, which provides lifeline support for stranded motorists. Managed by SANDAG since January 1, 2013, the program is funded by a \$1 vehicle registration fee paid by residents in San Diego County.

- **Regional Transportation Demand Management Program Administration**

Provide and administer the regional program (iCommute) consisting of carpool, vanpool, and transit programs; Bike Parking Program; telework; employer and school outreach; and other projects.

- **State Route 125 Toll Facility**

Administer toll collection on the State Route 125 Toll Road under a long-term lease with the State of California. This SANDAG responsibility was approved by the Board of Directors in December 2011.

- **Intergovernmental Review**

Conduct review of regionally significant projects that may impact the implementation of the RTP and/or its Sustainable Communities Strategy. The review ensures these projects are coordinated appropriately with local jurisdictions, Caltrans, transit agencies, SDAPCD, and other agencies.

- **Regional Information System**

The Regional Information System is a nationally recognized integrated system of data, computer models, state-of-the-art analytical tools, and staff expertise. It is the San Diego region's most comprehensive databank of historic, current, and forecasted demographic, economic, land use, criminal justice, and transportation-related information. SANDAG, its member and partner agencies, and the public rely on the Regional Information System as the foundation for planning, policy research, analyses, and studies of local and regional issues.

- **SANDAG Service Bureau**

Provide research and technical products and services on a fee-for-service basis to government agencies and private organizations and individuals. Examples include custom compilation and analysis of demographic and economic information, custom mapping, transportation modeling and analysis projects, geographic information system analysis, and survey design and analysis.

- **Fee-for-Services**

Memoranda of Understanding (MOU) or contractual agreement where SANDAG agrees to perform specific services in exchange for fees, which provide the funding for the applicable task or product budgeted.

- **Master Agreement with Caltrans**

Commitment through a Master Fund Transfer Agreement between SANDAG and Caltrans District 11.

- **Memoranda of Understanding with Member Agency(ies)**

Commitments through an MOU between SANDAG and one or more of the member agencies.

- **Memoranda of Understanding with Metropolitan Transit System and North County Transit District**

Commitments through an MOU between SANDAG, the Metropolitan Transit System, and the North County Transit District.

- **Local, State, or Federal Grant Conditions**

Project-specific local, state, or federal grant agreement where reimbursement of costs is conditioned upon completion of applicable activities, tasks, or products.

- **Regional Beach Sand Replenishment Program**

Administer the regional program in coordination with federal, state, and local agencies.

Appendix F



Glossary – Acronyms in the FY 2019 SANDAG Budget

GLOSSARY – ACRONYMS IN THE FY 2019 SANDAG BUDGET

#	
2019 Regional Plan	San Diego Forward: The 2019-2050 Regional Plan
A	
AB 805	Assembly Bill 805 (Gonzalez Fletcher, 2017)
ABM	Activity-Based Model
ACS	American Community Survey
ADA	Americans with Disabilities Act
APC	Automated Passenger Counting
ARB	Air Resources Board
ARJIS	Automated Regional Justice Information System
ARJISnet	ARJIS Network
ATGP	Active Transportation Grant Program
ATP	Active Transportation Program
ATUATS	Advanced Technology Urban Area Transit Strategy
AVPG	Autonomous Vehicle Proving Ground
B	
Bike EAP	Regional Bike Plan Early Action Program
C	
C	Conventional Highway Lanes
CA	California
Cal DOJ	California Department of Justice
CAP	Climate Action Plan
CAV	Connected and Autonomous Vehicle
CBX	Cross Border Xpress
CCC	California Coastal Commission
CEC	California Energy Commission
CHSRA	California High-Speed Rail Authority
CJ	Criminal Justice
CJAM	Criminal Justice Analysis and Modeling
CMAQ	Congestion Mitigation and Air Quality Improvement
CMP	Congestion Management Program
COBRO	Committee on Binational Regional Opportunities
COE	Center of Excellence
CPO	Comprehensive Planning Organization
CRSMP	Coastal Regional Sediment Management Plan
CSE	Center for Sustainable Energy
CSMC	Chiefs'/Sheriff's Management Committee
CTAC	Cities/Counties Transportation Advisory Committee
CTC	Centralized Trolley Control
CTSA	Consolidated Transportation Services Agency
CV	Chula Vista
CWG	San Diego Region Conformity Working Group

D

DAR	Direct Access Ramp
DeX	Desktop Experience
DMV	Department of Motor Vehicles

E

EAP	<i>TransNet</i> Early Action Program
ECP	Emerging Cities Program
EDAM	Economic and Demographic Analysis and Modeling
EIR	Environmental Impact Report
EMP	Environmental Mitigation Program
EV	Electric Vehicle
EVCS	Electric Vehicle Charging Station
EWG	Regional Energy Working Group

F

F	Freeway Lanes
FAST Act	Fixing America's Surface Transportation Act
FBI	Federal Bureau of Investigation
Fed	Federal Open Market Committee
FFGA	Full Funding Grant Agreement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FMRP	Future Mobility Research Program
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year

G

GHG	Greenhouse Gas
GIS	Geographic Information System
GRH	Guaranteed Ride Home

H

HOV	High-Occupancy Vehicle Lanes
HST	High-Speed Train
HUD	Housing and Urban Development

I

I-15	Interstate 15
I-5	Interstate 5
I-8	Interstate 8
I-805	Interstate 805
ICMS	Integrated Corridor Management System
ICTC	Imperial County Transportation Commission
IGR	Intergovernmental Review
IMBM	Integrated Master Budget Model
IMPLAN	City of Tijuana Metropolitan Planning Institute
IRP	Interregional Partnership
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation System

J

JARC Job Access and Reverse Commute

K**L**

LiDAR Light Detection and Ranging
LEP Limited English Proficiency
LOSSAN Los Angeles – San Diego – San Luis Obispo Rail Corridor
LUCA Local Update of Census Addresses

M

MAP-21 Moving Ahead for Progress in the 21st Century Act
Mid-Coast Trolley Mid-Coast Corridor Transit Project
ML Managed Lanes
ML (R) Managed Lanes (Reversible)
MOA Memorandum of Agreement
MOU Memorandum of Understanding
MP Mile Post
MPO Metropolitan Planning Organization
MTDB Metropolitan Transit Development Board
MTS Metropolitan Transit System

N

NCC North Coast Corridor
NCTD North County Transit District
NIBRS National Incident Based Reporting System
NTD National Transit Database

O

OCTA Orange County Transportation Authority
ONS Officer Notification System
OWP Overall Work Program

P

PCP Passenger Counting Program
PEV Plug-In Electric Vehicle
PIP Public Involvement Plan
Plan Plan of Excellence
POE Port of Entry
POF Plan of Finance
PPM Planning, Programming, and Monitoring
PPP Public Participation Plan
PSAP Participant Statistical Areas Program
PSC Public Safety Committee

Q

QA Quality Assurance
QC Quality Control

R

RAMS	Regional Arterial Management System
RBSP	Regional Beach Sand Project
RCDC	Regional Census Data Center
RCTC	Riverside County Transportation Commission
Regional Plan	San Diego Forward: The Regional Plan (2015)
REVI	Regional Electric Vehicle Infrastructure
RFP	Request for Proposals
RHNA	Regional Housing Needs Assessment
RIS	Regional Information System
RPG	Regional Proving Ground
RTA	Riverside Transit Agency
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

S

SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAM	Substance Abuse Monitoring
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SANTEC	San Diego Traffic Engineers' Council
SB 1	Senate Bill 1 (Beall, 2017)
SCAG	Southern California Association of Governments
SCTCA	Southern California Tribal Chairmen's Association
SD	San Diego
SDAPCD	San Diego County Air Pollution Control District
SDCRAA	San Diego County Regional Airport Authority
SDG&E	San Diego Gas & Electric
SDMMP	San Diego Management and Monitoring Program
SDRAA	San Diego Regional Airport Authority
SDRCC	San Diego Regional Climate Collaborative
SDREP	San Diego Regional Energy Partnership
SGIP	Smart Growth Incentive Program
SHOPP	State Highway Operations and Protection Program
SR 11	State Route 11
SR 125	State Route 125
SR 15	State Route 15
SR 52	State Route 52
SR 54	State Route 54
SR 56	State Route 56
SR 67	State Route 67
SR 76	State Route 76
SR 78	State Route 78
SR 905	State Route 905
SR 11 OME	State Route 11 Otay Mesa East
SRFERS	State, Regional, Federal Enterprise Retrieval System
STA	State Transit Assistance
STIP	State Transportation Improvement Program

T

T	Toll Lanes
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIFIA	Transportation Infrastructure Finance and Innovation Act
TMP	Traffic Mitigation Program
TNCs	Transportation Network Companies
TSM	Transportation System Management
TSMO	Transportation System Management and Operations

U

U.S. DOT	United States Department of Transportation
UC San Diego	University of California, San Diego
UTC	University Towne Center

V

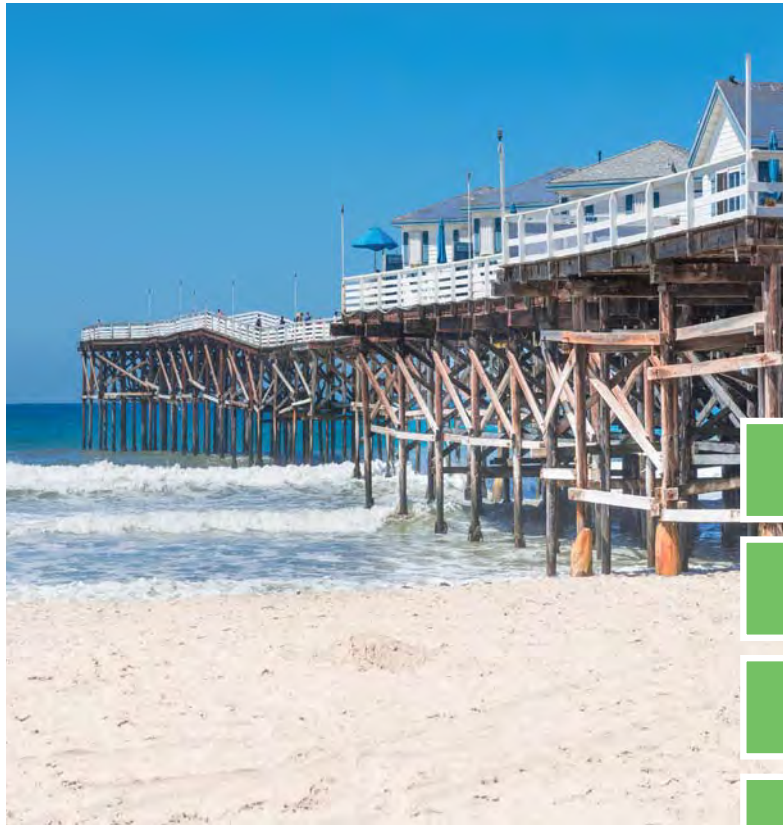
VMT	Vehicle-Miles-Traveled
VTCLI	Veterans Transportation and Community Living Initiative

W

WRCOG	Western Riverside Council of Governments

X**Y****Z**

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FY 2019 Draft Capital Budget: Project-Level Changes

The Draft FY 2019 Capital Budget includes a number of changes relative to FY 2018, intended to improve project delivery and the performance of the Capital Program. Changes to the projects in the Draft FY 2019 Capital Program are described below. The proposed changes represent adjustments to each multi-year project budget total, not just the estimated amount to be spent in FY 2019.

Interstate 5 (I-5) North Coast Corridor (Interstate 805 [I-805] to Vandegrift Boulevard)

- *I-5/SR 56 Interchange (1200503)* – A budget decrease of \$1 million is proposed, bringing the revised total budget to \$18 million. This reduction reflects a reduced scope of work for the design phase of this project.

I-5 South Corridor (International Border to I-805)

- *I-5/Genesee Interchange and Widening (1200506)* – A budget increase of \$1 million is proposed, bringing the revised total budget to \$117.4 million. The project budget increase is needed to address unanticipated costs and time associated with utility relocations. The additional funding will come from the *TransNet* Major Corridor Program.
- *I-5/Voigt Drive Improvements (1200507)* – A budget increase of \$23 million is proposed, bringing the revised total budget to \$29 million. The project budget increase is needed to add the Construction phase to the project budget. The additional funding will come from the *TransNet* Major Corridor Program (\$20 million) and UC San Diego funds (\$3 million).

Interstate 15 (I-15) Corridor

- *I-15 Express Lanes South Segment (1201501)* – A budget decrease of \$6.4 million is proposed, bringing the revised total budget to \$332.4 million. The project is open to the public and nearing close-out. Construction phase savings of \$6.4 million in Proposition 1B Corridor Mobility Improvement Account funds will be returned to the state.
- *I-15 Downtown BRT Stations (1201509)* – A budget decrease of \$58,000 is proposed, bringing the revised budget to \$20.9 million. As this project wraps up, *Rapid* outreach efforts and budget are proposed to be transferred to South Bay *Rapid* to support region-wide *Rapid* public outreach.
- *I-15 Mira Mesa Blvd BRT Priority Treatments (1201511)* – A budget decrease of \$5.3 million is proposed, bringing the revised total budget to \$3.7 million. Traffic Signal Prioritization (TSP) installation is complete. The development of an alternative analysis for future improvements is being deferred until the impact of TSP installation is assessed. Unused funds (\$5.2 million) are being returned to the *TransNet* Major Corridor Program for use in the program on the I-5 South Corridor as noted above. In addition, \$72,000 of *Rapid* outreach efforts and budget are proposed to be transferred to South Bay *Rapid* to support region-wide *Rapid* public outreach.

- *South Bay BRT Maintenance Facility (1201513)* – A budget decrease of \$405,000 is proposed, bringing the revised total budget to \$60.1 million. The project is open to the public and nearing close-out. Project contingency reserves are being returned to the *TransNet* Major Corridor Program for use on other projects in the program.
- *I-15 Mira Mesa Transit Station Parking Structure (1201518)* – A budget decrease of \$50,000 is proposed, bringing the revised budget to \$15.3 million. As this project wraps up, *Rapid* outreach efforts and budget are proposed to be transferred to South Bay *Rapid* to support region-wide *Rapid* public outreach.

State Route 76 (SR 76) Corridor

- *SR 76 Middle (1207602)* – A budget increase of \$1.1 million is proposed, bringing the revised total budget to \$166.3 million. The project budget increase is needed to address unanticipated costs and time associated with utility relocations. The additional funding will come from the Rainbow Municipal Water District and the City of Oceanside.
- *SR 76 East (1207606)* – A budget increase of \$3.8 million is proposed, bringing the revised budget to \$202.5 million. The project budget increase is needed to address unanticipated costs and time associated with utility relocations. The additional funding will come from the Rainbow Municipal Water District.

Blue & Orange Line Improvements

- *Trolley Renewal: Blue Line Station Rehab (1210030)* – A budget decrease of \$275,000 is proposed, bringing the revised total budget to \$133 million. The project is open to the public and close-out is in process. All remaining work and available funding on this project is proposed to be consolidated on the Orange and Blue Line Traction Power Substations (1210040) project.
- *Trolley Renewal: Orange and Blue Line Traction Power Substations (1210040)* – A budget increase of \$419,000 is proposed, bringing the revised total budget to \$30.3 million. The project budget increase is needed for an effort to consolidate the remaining work items for several trolley renewal projects which are closing out. The additional funding is proposed to be transferred within the corridor from Blue Line Crossovers and Signals (1210020), Blue Line Station Rehab (1210040), and Orange and Blue Line Platforms) projects.

Coastal Corridor

- *COASTER Preliminary Engineering (1239814)* – A budget increase of \$150,000 is proposed, bringing the revised total budget to \$1.2 million. The project budget increase is needed for preparing Project Study Reports and developing rail corridor priorities to remain competitive for future funding opportunities. The additional funding will come from *TransNet* Major Corridor Program funds.
- *Batiquitos Lagoon Double Track (1239816)* – A budget decrease of \$31.5 million is proposed, bringing the revised total budget to \$12.4 million. Contract negotiations are currently underway and state funding is being pursued to match local *TransNet* contribution.

I-805 Corridor

- *South Bay BRT (1280504)* – A budget increase of \$179,000 is proposed, bringing the revised budget to \$119.7 million. The additional funding is proposed to be transferred from Downtown BRT Stations, Mira Mesa Boulevard BRT Priority Treatments, and I-15 Mira Mesa Transit Station Parking Structure Projects to support region-wide *Rapid* public outreach.
- *I-805 South: 2HOV and Direct Access Ramp (1280510)* – A budget increase of \$232,000 is proposed, bringing the revised budget to \$179.7 million. The budget increase is needed for utility agreements for the Palomar Street Direct Access Ramp. The additional funding will come from the Otay Water District.

Trade Corridor Improvement Funds (TCIF)/Goods Movement

On March 23, 2018, the Board of Directors will be asked to review and approve a budget amendment for the SR 11 Corridor to accept \$49.278 million in federal FASTLANE grant funds, \$1.744 million in federal Coordinated Border Infrastructure funds, and \$2.53 million in Trade Corridor Improvement funds to the State Route 11 Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101) for new phases of construction and construction support. The FY 19 Draft Budget reflects this proposed action, as well as splits the project into three separate CIPs.

- *SR 11 Otay Mesa East Port of Entry (1201101)* – A budget decrease of \$73.2 million is proposed, bringing the revised total budget to \$130.3 million. Project No. 1201101 will retain the design and right-of-way phases for the entire corridor, and the construction phases will be split out into their own CIP projects to allow for more appropriate project monitoring and reporting. \$66.3 million in Proposition 1B TCIF are being transferred to SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction (1201102) for construction, and \$6.9 million in TCIF and Corridor and Borders Infrastructure Program funds are being transferred to SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction, (1201103) also for the construction phase.
- *SR 11 Otay Mesa East Port of Entry: Segment 1 Construction (1201102)* – This is a new project, split out from the SR 11 and Otay Mesa East Port of Entry Project above. This project is proposed to be budgeted at \$66.3 million for the construction of Segment 1 of SR 11, a four-lane highway from State Route 125 (SR 125) to Enrico Fermi Drive.
- *SR-11 Otay Mesa East Port of Entry: Segment 2A Construction (1201103)* – This is a new project, split out from the SR 11 and Otay Mesa East Port of Entry Project above. This project is proposed to be budgeted at \$60.45 million for the construction of Segment 2A of SR 11, a four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry. Federal FASTLANE grant funding will support the Construction Capital phase and savings from CIP Project No. 1201101 and other corridor projects will fund the Construction Support phase with Coordinated Border Improvement Funds and TCIF.
- *State Route 905/125/11 Northbound Connectors (1390504)* – A budget decrease of \$2.7 million is proposed, bringing the revised total budget to \$18.8 million. This project is open to the public and construction phase savings have been identified. All available funding on this project is proposed to be transferred to the SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction (1201103).

Regional Bikeway Projects

- *Inland Rail Trail (1223023)* – A budget increase of \$7.2 million is proposed, bringing the revised budget to \$44.2 million. The additional funding will come from Active Transportation Program funds and *TransNet* – Bicycle and Pedestrian Neighborhood Safety Program funds for the construction of the Vista segment.
- *Central Avenue Bikeway (1223054)* – A budget increase of \$90,000 is proposed, bringing the revised budget to \$994,000. The additional funding is being transferred from the Coastal Rail Trail Encinitas: Chesterfield Drive to Solana Beach Project which is closing out in FY 2018.
- *North Park/Mid-City Bikeways: Landis Bikeway (1223078)* – A budget increase of \$2.6 million is proposed, bringing the revised budget to \$7.3 million. The project budget increase is needed for final design and construction phase. The additional funding will come from the *TransNet* Bicycle and Pedestrian Neighborhood Safety Program.
- *North Park/Mid-City Bikeways: Georgia-Meade Bikeway (1223082)* – A budget increase of \$2.6 million is proposed, bringing the revised budget to \$11.3 million. The project budget increase is needed for the final design and construction phase. The additional funding will come from the *TransNet* Bicycle and Pedestrian Neighborhood Safety Program.
- *Uptown Bikeways: Eastern Hillcrest Bikeways (1223083)* – A budget decrease of \$120,000 is proposed, bringing the revised total budget to \$3.8 million. The total of \$120,000 is proposed to be transferred to the Uptown Bikeways: Park Boulevard Bikeway.
- *Uptown Bikeways: Park Boulevard Bikeway (1223086)* – A budget increase of \$120,000 is proposed, bringing the revised budget to \$688,000. The project budget increase is needed to complete preliminary engineering and environmental clearance. The additional funding is proposed to be transferred from the Uptown Bikeways: Eastern Hillcrest Bikeways Project.

Major Capital

- *Substation Supervisory Control and Data Acquisition (SCADA) (1144000)* – A budget increase of \$305,000 is proposed per Metropolitan Transit System (MTS) direction, bringing the revised total budget to \$4.9 million. The additional funds will come from remaining balances on High Voltage Breaker Replacement, ADA Station Improvements, and Orange/Green Fiber Optic Cable projects. These projects are all implemented by SANDAG on behalf of MTS and primarily are funded with MTS' share of federal formula funds and local match.
- *Del Mar Bluffs IV (1146100)* – A budget increase of \$2 million is proposed, bringing the revised total budget to \$3.107 million. The additional funding will come from the FY 2019 State Transportation Improvement Program allocation for construction of the project.
- *SBX Ramps Overlay (1400405)* – This is a new project proposed for FY 2019 to complete pavement preservation on the SR 125 ramps and update ADA curb ramps. Funding will come from South Bay Expressway toll revenues.

FY 2018 Program Budget Accomplishments

Overall Work Program

- Continued implementation of San Diego Forward: The Regional Plan (2015 Regional Plan) and its Sustainable Communities Strategy. Actions included in the plan are monitored periodically and reported on the plan's website, SDForward.com (3100400).
- Continued development of San Diego Forward: The 2019-2050 Regional Plan (3102000).
- Initiated development of a data governance program that includes formalized data management standards, developed quality assurance procedures, and implemented a centralized data and analysis request process and a peer review process to reduce potential errors and provide consistent and accurate data throughout the agency in support of public policy decision making (2300900).
- Implemented improved quality control and data management workflows as part of the enhancements to the transportation, land use, demographic, and economic models. Developed an updated demographic and economic forecasting model, and performed enhancements to the Geographic Information System (GIS) data needed for the agency's suite of models used for regional analysis and decision making (2300400, 2300600, 2301700).
- Incorporated results from the Household Travel Behavior and On-Board Transit Surveys into the transportation planning models to provide key base data for the next Regional Plan (2300000).
- Created the first draft of the 2019 Regional Plan Regionwide Growth Forecast, including implementing changes suggested by an Expert Review Panel in February. Began process of creating a range of possible forecast scenarios for the 2019 Regional Plan and other products (3100900).
- Completed the study on economic and air quality/climate impacts of border delays at the California-Baja California ports of entry (2301600, 2301601).
- Began the Transit Public Opinion study, collecting information from San Diego County residents regarding attitudes and perceptions of transit services to inform transit planning and marketing efforts related to transit use and operations (2301100).
- Through the agency's role as the Regional Census Data Center, coordinated the Local Update of Census Addresses in preparation for the 2020 Census to help ensure that everyone is counted once and in the right place (2301400).
- Successfully met new standards to access individual criminal history information, enabling the continued implementation of evaluation studies to track recidivism rates in the region (2340000).
- Through the SANDAG Service Bureau, continued to provide professional products and services in the areas of feasibility studies and strategic planning, GIS mapping and analysis, demographic data and analysis, economic services, transportation modeling and analysis, and survey design for new and established clients (7500000).

- Participated in the development of emerging freight funding programs at the federal, state, and local levels (3100700).
- Continued efforts on habitat conservation, energy and climate planning, and collaborative efforts with member agencies to produce energy efficiency upgrades (3200100, 3200300, 3201100).
- Continued to administer the *TransNet* Smart Growth Incentive, Active Transportation, Senior and Disabled transit services, and Environmental Mitigation Programs, which provide resources and incentives to member agencies, transit operators, and other organizations (3200100, 3300100, 3320100).
- Advanced regional Transportation Demand Management (TDM) strategies as identified in the Regional Plan; including planning for the impact of emerging technologies and new mobility services on transportation demand; continued progress on mobility hub planning for the region; and growing the number of employers that participate in the iCommute Employer Services Program. (3310700, 3310701, 3310702)
- Continued to operate regional systems, including the Interstate-15 Integrated Corridor Management and Regional Arterial Management Systems (3311100).
- Monitored and responded to implementation of the Fixing America's Surface Transportation Act and pursued additional resources and funding mechanisms (7300400).
- Migrated the hosting of the *TransNet* Dashboard to internal resources, eliminating the associated consulting fees for the hosting and maintenance of the dashboard (7300300).
- Finalized and disseminated the Social Equity Analysis Tool to California agencies for their use (7300800).

Regional Operations

- Continued operations of the State Route 125 South Bay Expressway, and completed the refinancing of the outstanding Transportation Infrastructure Finance and Innovation Act and Regional Transportation Commission loans through the sale of fixed-rate toll revenue bonds; and continued the implementation of a centralized back office tolling system (3312100).
- Continued operations of the Freeway Service Patrol, including the execution of new vendor contracts; and completed a plan to right-size the call box network to meet the needs of the region, and increasing the awareness of the mobile 511 Roadside Assistance service (3310200, 3312200).
- Deployed several Automated Regional Justice Information System mobile enhancements to member agencies' smartphones, developed CAD 911 interfaces for real-time data submission, and initiated an enterprise wide network upgrade (7352000, 7350101, 7350300).

Capital Program

- Continued construction of the Mid-Coast Corridor Transit Project, including construction of columns that will support the Trolley's viaduct, a bridge structure that will carry the light rail Trolley down the middle and 35 feet above Genesee Avenue (1257001).
- Began construction of the Poinsettia Station Improvements Project which will renovate the Poinsettia Station to improve traveler wait times, provide easier access, reduce train delays, enhance pedestrian safety, and upgrade station amenities (1239805).
- Began construction of the Interstate 805 (I-805) South Ultimate Soundwalls Project to construct soundwalls along I-805 between Naples Street and State Route 54 (SR 54), as well as future improvements to the Sweetwater Bridge (1280513).
- Continued major construction activities for the Interstate 5 (I-5) North Coast: High Occupancy Vehicle (HOV) San Elijo Bridge Replacement Project, which includes two HOV lanes, a bike trail, and a multiuse facility along I-5 between Lomas Santa Fe and Birmingham Drive (1200509).
- Continued construction of the I-5/Gilman Drive Bridge Project. This new bridge will connect existing campus roads on both sides of the I-5 freeway - Gilman Drive on the west and Medical Center Drive on the east, including sidewalks and bike lanes (1200508).
- Continued construction of the South Bay *Rapid* Project. When completed, this project will include 11 stations along a 21-mile long corridor from the Otay Mesa border area, through Chula Vista, and along the I-805 Corridor and State Route 94 (SR 94) Corridor, to Downtown San Diego (1280504).
- Opened the State Route 15 (SR 15) *Rapid* Transit: Mid-City Centerline Stations Project to users. This project is San Diego's first freeway-level transit-only travel lanes and stations along SR 15 at El Cajon Boulevard and University Avenue, which will help improve on-time performance and connections between *Rapid* and local transit routes (1201507).
- Opened the Oceanside Station Pass-Through Track Project to users. Improvements include extending an existing boarding platform to the north, adding a third rail track in the center of the railroad right-of-way, building a new 1,000-foot-long boarding platform to the south, adding a new passenger walkway at the southern end of the transit center, and constructing new crossovers to improve operations. The station also improves customer amenities, including new shelters, seating, and electronic signs displaying real-time arrivals and departures (1239803).
- Opened the I-5/Genesee Avenue Project to traffic, which began in January 2015. The project replaced the existing six-lane Genesee Avenue overpass with a ten-lane structure accommodating current and future traffic demands. Along with the replacement of the overcrossing, the project widened freeway access ramps, added a northbound auxiliary lane on I-5 between Genesee Avenue and Roselle Street, and constructed a new, separated bike/pedestrian path (1200506).
- Procured 16 new Compressed Natural Gas buses with lane keeping and blind spot warning technology to support *Rapid* operations travelling along the shoulder of I-805, between State Route 54 and SR 94 (1280513).

- Continued to implement the *TransNet* Regional Bike Plan Early Action Program, including opening Segments 4 and 5 of the Bayshore Bikeway and the SR 15 Commuter Bikeway projects to users, which added three miles of bike path to the regional bike network (1143700, 1223014).
- Completed the design phase of the Coastal Rail Trail in Encinitas from E Street to Chesterfield Drive (1223017) and the stadium segment of the San Diego River Trail. Once completed, these projects will add 2.3 miles of bike facility and one mile of bike path to the regional bike network (1223052).
- Completed construction of a bus operations and maintenance facility in El Cajon for the Metropolitan Transit System (1049600).
- Completed construction on the University Town Center (UTC) Transit Center Project. The transit center is located at the Westfield UTC shopping mall and is adjacent to the last stop on the future Mid-Coast Trolley line (1143200).
- The Orange and Green Line Fiber Optic Cable Project was completed, resulting in the entire Trolley communications network being fiber based (1144400).
- Completed replacement of four aging wood trestles in Los Peñasquitos Lagoon (1145000).

FY 2019 Proposed Position Changes

As part of the Draft FY 2019 Budget, SANDAG is recommending the addition of two new Regular positions, ten new Tolling Operations Personnel positions, and six new Limited-Term positions, and reclassification of two existing Regular positions. Supporting information for each of the position requests is as follows:

New Regular Positions

Senior Business Analyst

Position Classification Number: 22

Proposed FY 2019 Annual Salary Range: \$71,689 to \$114,703

The Data Research Department has committed to implementing process improvements to regain the public's trust in SANDAG data and analytics consistent with the SANDAG Plan of Excellence. As part of this effort, an Office of Program Management has been established, and the new Senior Business Analyst will collaborate with department leads to develop master schedules, including resource allocations, for interrelated projects to ensure on-time delivery of deliverables and outputs. This new practice was trialed for six months in FY 2018 as the department prepared the regional growth forecast and the travel demand model for use in the San Diego Forward: The 2019-2050 Regional Plan, and was very successful. There was a notable improvement in the coordination of work tasks, including the reallocation of resources to meet deadlines, an increased awareness of critical path tasks and the impact of delays to these items, and increased opportunities among team members to identify and resolve potential risks.

Senior Research Analyst

Position Classification Number: 22

Proposed FY 2019 Annual Salary Range: \$71,689 to \$114,703

Implementing independent and formalized quality assurance (QA) and quality control (QC) procedures is a key element of the SANDAG Plan of Excellence and the Data Research Department's strategy to improve processes. Establishing formal policies, processes, and safeguards to reduce single points of failure by independently conducting QC for agency data and modeling efforts is critical to moving forward to regain trust in SANDAG data and analytics. The new Senior Research Analyst will develop, implement, and document QA/QC processes to ensure integrity of data assets developed or acquired by SANDAG in support of the agency's modeling, forecasting, analysis, mapping, and data visualization program areas.

New Tolling Operations Personnel Positions

Customer Service Supervisor

Position Classification Number: 11

Proposed FY 2019 Annual Salary Range: \$41,915 to \$67,064

Customer Service Lead

Position Classification Number: 7

Proposed FY 2019 Annual Salary Range: \$34,484 to \$55,174

Customer Service Representative (5 positions)

Position Classification Number: 1

Proposed FY 2019 Annual Salary Range: \$28,880 to \$46,207

Mid-way through FY 2019, installation of the new regional tolling back office system will be completed; the system has been designed to support centralized operations for the State Route 125 (SR 125) South Bay Expressway and Interstate 15 (I-15) *FasTrak*® facilities. Historically, customer support for I-15 has been outsourced to consultants; however, with deployment of the new back office system, there is an opportunity to consolidate customer service functions for both SR 125 and I-15 and bring this under direct SANDAG management. Benefits of creating a single, SANDAG regional customer service team include the ability to simplify points of contact with the public, cross-training Customer Service Representatives to provide support for both facilities, and instilling the SANDAG mission and values with all staff. The proposal is to add the seven positions, to provide the level of customer service support needed to ensure the I-15 front office operation is fully integrated into the Regional Tolling Customer Service Center.

Customer Service Representative (2 positions)

Position Classification Number: 1

Proposed FY 2019 Annual Salary Range: \$28,880 to \$46,207

With traffic and revenue forecasted to continue growing on the SR 125 South Bay Expressway, additional customer service positions are needed to support the rising number of users paying to use the facility via pre-paid *FasTrak* accounts, cash, and credit card. The growth in traffic is expected to lead to increases in both call volume and in-person customer interactions at the Toll Operations Center, thus requiring additional staff to provide timely and efficient support. Customer Service Representatives educate and inform customers about promotional offers and actively market *FasTrak* transponder accounts, respond to a broad range of inquiries, contact and provide information to customers about toll amounts due and educate customers about payment options, prepare collection notices for overdue account balances, and process customer payment transactions.

Toll Plaza Attendant

Position Classification Number: A

Proposed FY 2019 Annual Salary Range: \$24,960 to \$43,555

Traffic volume on the SR 125 South Bay Expressway has increased by 6.5 percent compared to the prior year, resulting in more demand for customer service in the Toll Plaza area. Management has trialed different staffing arrangements in the past year to evaluate whether coverage for the Toll Plaza functions could be accomplished using existing approved positions. In the end, it was determined an additional full-time Toll Plaza Attendant is needed to maintain coverage levels and provide the necessary customer service. Toll Plaza Attendants accept toll payments, provide roadway instructions and directional assistance to customers, support current South Bay Expressway marketing promotions, and share information on the benefits of becoming a *FasTrak* customer.

New Limited-Term Positions

Administrative Analyst (I, II, Associate)

Position Classification Number: 12 / 14 / 16

Proposed FY 2019 Annual Salary Range: \$44,011 to \$70,417 / \$48,522 to \$77,635 / \$53,496 to \$85,593

The scope of responsibilities assigned to the Business Services group within the Administration Department has expanded in recent years in program areas related to records management, risk management, business continuity planning, and emergency/safety services. The Administrative Analyst will perform a variety of analytical, research, data collection, and project management functions in support of facilities, insurance, service agreements, and budget management.

Administrative Office Specialist

Position Classification Number: 9

Proposed FY 2019 Annual Salary Range: \$38,018 to \$60,829

The Human Resources team provides a comprehensive range of programs and services to the organization in the areas of staffing and recruitment, employee benefits, organization and employee development, performance management, and classification and compensation. The Administrative Office Specialist will perform a variety of clerical functions that have increased in volume in recent years as the employee population has continued to grow, and provide assistance to senior level Human Resources staff as they undertake projects and initiatives identified in the Plan of Excellence designed to assess organization effectiveness, improve processes and procedures, train and develop employees, and strengthen internal communication.

Maintenance Field Technician

Position Classification Number: 13

Proposed FY 2019 Annual Salary Range: \$46,211 to \$73,938

In FY 2017, staff in the Operations Department assumed maintenance responsibilities associated with the Regional Bike Locker program and Regional Call Box program; these tasks previously had been outsourced to contractors. The decision to have SANDAG staff perform this work resulted in efficiencies and cost savings to the agency. During the past two years, opportunities to further improve efficiencies and realize costs savings by assigning operational and maintenance functions to staff have emerged related to the following projects: removal of approximately 900 call boxes for the Motorist-Aid program, maintenance for the Bike Eco-Counter program, landscaping and facilities support for the Rose Canyon facility, and installation of bikeway signage. The Maintenance Field Technician will support these tasks and assist the Landscape Maintenance Supervisor with various landscape and roadway maintenance activities.

Marketing Analyst I

Position Classification Number: 12

Proposed FY 2019 Annual Salary Range: \$44,011 to \$70,417

SANDAG will undertake several important marketing and communications initiatives in FY 2019 to promote, advertise, and educate the public about the agency's programs, projects, and services. The Marketing Analyst will support rebranding of *FasTrak*, including updates to collateral materials affected by the new regional tolling back office system implementation, as well as the new mobile app; will assist with public outreach and engagement strategies related to development of San Diego Forward: The 2019-2050 Regional Plan; and will provide marketing services for grant programs, the launch of South Bay *Rapid*, and various other projects and services.

Research Analyst (I, II, Associate)

Position Classification Number: 14 / 16 / 18

Proposed FY 2019 Annual Salary Range: \$48,522 to \$77,635 / \$53,496 to \$85,593 / \$58,979 to \$94,366

The Plan of Excellence includes several initiatives designed to improve the quality, accuracy, and transparency of SANDAG data. The Data Solutions group within the Data Research Department is responsible for a number of new tasks related to this goal. The Research Analyst will augment existing staff resources and assist development and implementation of the Data Acquisition and Management Strategic Plan; coordinate the acquisition and procurement of a wide variety of data required for agency programs; participate in quality assurance/quality control efforts; create standards-based documentation and metadata for all departmental data; and monitor ongoing data and analysis requests.

Senior Programmer Analyst

Position Classification Number: 23

Proposed FY 2019 Annual Salary Range: \$75,274 to \$120,438

As part of the 7-Point Data Accuracy and Modeling Work Plan, a survey of data users was conducted. The survey found most data requests are made by staff, and that data are accessed from a variety of sources without formal controls, which has, at times, led to inconsistencies and errors. The Senior Programmer Analyst, in collaboration with the database administrator, will maintain information infrastructure and develop centralized and streamlined data retrieval tools to make it easier for internal and external users to access data that will position SANDAG to provide more consistent data and analyses.

Reclassification of Existing Regular Positions

In addition to the position changes noted above, SANDAG is recommending the reclassification of two existing Regular positions to support the strategic staffing needs of the agency. The Draft FY 2019 Position Classification/Salary Range table can be found in Chapter 11, and details regarding the reclassifications are provided below. This action would not result in a salary change for employees.

Existing Position	Proposed Position	Notes
Administrative Analyst (I, II, Associate) Classification/ Salary Range: 12/14/17	Manager of Business Administration and Operations Classification/ Salary Range: 26	A manager level role is necessary to oversee the existing Business Services function and provide leadership for records management, business continuity planning, and emergency/safety services.
Information Systems Analyst (I, II, Associate) Classification/ Salary Range: 14/16/19	Senior Information Systems Analyst Classification/ Salary Range: 23	A senior-level position is required to ensure 24/7 operation of the Automated Regional Justice Information System public safety network and provide technical leadership for the design and implementation of network enhancement initiatives.

Overview of the Program Budget

The Program Budget document includes various components, which are outlined below.

Chapter 1 – Introduction – Describes the decision-making structure and the multiple agency designations co-existing under the SANDAG umbrella, outlines the agency’s Strategic Goals and Areas of Emphasis, and includes the Major Projects and Work Efforts for the upcoming year. The Budget Summary at the end of this chapter shows all of the SANDAG budget programs in one table.

Chapter 2 – Detailed Work Element Descriptions – Describes the objectives, budget, tasks, products, and past and future activities for each Overall Work Program (OWP) work element, which are grouped into four Areas of Emphasis. For projects with multi-year funding, the tables show the revenue and expenses over the foreseeable life of the project.

Chapter 3 – Sources and Application of Funds (or Summary of OWP Revenues and Expenses) – Shows how funds will be used for each OWP work element in terms of staff costs, contracted services, materials and equipment, and pass-through services. On the funding side, the Program Revenue table identifies the amount and type of funding for each OWP work element.

Chapter 4 – Regional Operations and Services – This chapter highlights the Regional Operations work elements. These projects represent the critical operations-related programs and services that SANDAG is responsible for, including the Interstate 15 *FasTrak*® Managed Lanes, State Route 125 Toll Facility, Motorist Aid services, and Automated Regional Justice Information System (ARJIS) programs and services.

Chapter 5 – Pending Discretionary Grants – This section describes the activities that have been submitted for additional grant awards. The Caltrans planning grant applications pending award in late April would help fund new work efforts, as well as activities already included in the OWP. For each grant awarded, this strategy would free up flexible funds committed to these efforts in FY 2019, avoiding the necessity of finding additional local fund matches mid-year.

Chapter 6 – Certifications and Resolutions – This chapter contains certifications and assurances required by the funding agencies as part of the OWP approval process, how the OWP integrates the key regional planning activities, and how the state planning emphasis areas are being addressed. The SANDAG resolution is scheduled for approval by the Board of Directors in conjunction with the Final FY 2019 Program Budget in May.

Chapter 7 – Administration and Board Budgets – These budgets describe the cost of providing administrative services, including staff time, facility, travel, and training costs. The Board Budget shows the costs associated with conducting Board of Directors and related Policy Advisory Committee meetings. The Administration expenses are allocated across the OWP, Regional Operations, and Capital Improvement Program projects as part of an Indirect Cost Allocation Plan methodology approved each year by Caltrans.

Chapter 8 – TransNet Program – The *TransNet* Program summary shows the projected half-cent sales tax revenue for FY 2019 and how the revenue is allocated in accordance with the *TransNet* Extension Ordinance. This chapter includes listings of various projects/programs funded by four *TransNet* competitive grant programs, which provide transportation assistance to seniors, bicycle and pedestrian projects, smart growth incentives, and funding for the Environmental Mitigation

Program. Also included is a list of the various public transit services under way as part of Major Corridor Transit Operations.

Chapter 9 – Capital Budget – The Capital Budget includes those capital projects that SANDAG is responsible for implementing in the San Diego region. SANDAG continues to partner with Caltrans and the transit operators to implement major transit and highway projects throughout the San Diego region. Chapter 9.1, *TransNet* Early Action Program, includes efforts relating to major transit, highway, and environmental mitigation projects being funded in part by *TransNet*. Chapter 9.2, Trade Corridor Improvement Fund/Goods Movement Program, includes infrastructure projects which improve the freight network in the region. Chapter 9.3, Regional Bikeway Program, implements the Regional Bike Plan Early Action Program, a subset of the *TransNet* Extension. Chapters 9.4, Major Capital Projects, and Chapter 9.5, Minor Capital Projects, include regionally significant capital investments necessary for the renewal and improvement of the region's transportation network as well as projects to improve quality of life. Chapter 9.6, Projects Pending Close-out, includes capital projects that are substantially complete. Chapter 9.7, Projects Completed Through a Major Milestone, includes capital projects that have been completed through a major milestone and require additional funding to move into the next phase. Chapter 9 includes projects with existing funding as well as funding in the proposed FY 2019 Transit Capital Improvement Program (pending Board approval in April 2018). The proposed funding is included in the FY 2019 Program Budget to provide a comprehensive description of all SANDAG activities.

Chapter 10 – Member Agency Assessments – This chapter shows the SANDAG, Criminal Justice, and ARJIS member assessments. The tables show the assessments for each jurisdiction relative to the previous year.

Chapter 11 – Personnel and Organization Structure – This chapter contains the agency's organizational charts, a summary of personnel-related costs, proposed changes to authorized positions, and the revised position classification table.

Chapter 12 – Contingency Reserves – This chapter describes the contingency reserve amounts for each of the primary components of the Program Budget.

Appendices – This section includes the listing of Policy Advisory Committee involvement relating to each OWP work element, a listing of justifications by OWP and Operations projects, historical milestones for the agency, a summary of major projects contained in San Diego Forward: The Regional Plan, and a glossary defining acronyms used at SANDAG.



BOARD OF DIRECTORS

MARCH 23, 2018

ACTION REQUESTED: ADOPT

***TransNet* 2018 NOTE ISSUANCE: REVIEW OF
DRAFT NOTE DOCUMENTS**

File Number 1500100

Introduction

On October 27, 2017, the Board of Directors approved the 2016-2017 Major Corridors *TransNet* Plan of Finance update, which incorporated updated program revenue, cost, and project budget and cash flow assumptions for the *TransNet* Early Action Program (EAP). The 2016-2017 update also anticipated the issuance of approximately \$537.48 million in fixed-rate, tax-exempt municipal short term notes to continue advancing the Mid-Coast Corridor Transit Project. The proposed securities are called notes (instead of bonds) due to their comparatively short final maturity of approximately three years.

Recommendation

The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), adopt RTC Resolution No. RTC-2018-02, authorizing the issuance of up to \$537.48 million in fixed-rate, tax-exempt municipal short-term notes to advance implementation of the Mid-Coast Corridor Transit Project; and the execution and distribution of the documents, in substantially the same form as attached (Attachments 1-10).

At its meeting on March 9, 2018, the Board of Directors reviewed the strategy and timing for the proposed Series 2018 Notes. This report provides an update on the preparations for the upcoming transaction and an overview of the preliminary draft note documents.

Discussion

In December 2005, the Board of Directors approved a financial strategy for implementing the *TransNet* EAP and for fulfilling ongoing commitments of the existing *TransNet* Program. To date, the Board's financial strategy has included the issuance of long-term debt and a short-term Commercial Paper Program to support the Mid-Coast Corridor Transit Project and other EAP projects. In addition, in June 2016 SANDAG closed on a Transportation Infrastructure Finance and Innovation Act (TIFIA) loan transaction, but the loan itself has not yet been drawn upon.

The 2016-2017 *TransNet* Plan of Finance update incorporated the latest cost estimates for all ongoing EAP projects, including the Mid-Coast Corridor Transit Project, maintaining the course to deliver the EAP. The Series 2018 Notes are proposed to be sold to fund capital expenses and reimburse SANDAG for prior expenditures associated with the Mid-Coast Corridor Transit Project. The proposed Notes would be sold as traditional tax-exempt, fixed-rate notes, taking advantage of low borrowing costs in today's market; and secured by a subordinate lien on *TransNet* sales tax revenues (below SANDAG's outstanding senior lien bonds and on parity with the Commercial Paper program). SANDAG would pay interest on the Notes with *TransNet* revenues, while the principal amount is expected to be repaid by a draw on the TIFIA loan in FY 2021.

Current Debt Portfolio

SANDAG has \$1.75 billion of outstanding long-term debt, consisting of the Series 2008 variable-rate bonds, 2010 Series A taxable Build America Bonds¹, 2010 Series B tax-exempt fixed-rate bonds, and 2012 Series A, 2014 Series A and 2016 Series A tax-exempt fixed-rate bonds. Of the total debt portfolio, 23 percent consists of synthetic fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps), 76 percent are fixed-rate bonds, and 1 percent in short-term Commercial Paper currently is outstanding. In addition to these outstanding obligations, the SANDAG federal TIFIA loan is available in the amount of \$537.48 million.

Planned 2018 Note Issuance

Approximately \$537.48 million in new money Series 2018 Notes are proposed to be sold as traditional tax-exempt, short-term municipal fixed-rate Notes. The Series 2018 Notes may be sold with a six-month call feature, meaning SANDAG would be able to call the Notes six months before the stated maturity date, without penalty. This call feature provides flexibility to structure the maturity of the Notes six months after the expected draw on the TIFIA loan. This provides SANDAG flexibility and time to respond should there be some delay in accessing the TIFIA loan. If there is no delay, SANDAG would exercise the six-month call option and repay the Notes on the call date with the draw upon the TIFIA loan.

The final decision to include a six-month call feature will be made closer to the pricing date in early April and will account for the cost, if any, of that call flexibility. Similar to the most recent 2014 Series bonds and 2016 Series bonds, the Series 2018 Notes are proposed to be issued without a Debt Service Reserve Fund, which frees up more proceeds for the Mid-Coast Corridor Transit Project and provides an economic benefit by reducing the needed borrowing amount. The TIFIA loan is a third-lien, junior subordinate loan, which is locked at a very attractive rate of 2.72 percent.

Should the TIFIA loan not be used or be able to be drawn upon at the maturity of the Notes, SANDAG would need to fund repayment of the Notes through other available sources such as tax-exempt bonds, additional short-term notes, or sales tax revenues on hand, among other options, or any combination thereof.

Included as Attachment 1 is a memorandum from the SANDAG financial advisor, Public Financial Management (PFM), which provides more detailed information relating to the new funds.

Estimated Costs of Issuance

The selection of bond counsel, disclosure counsel, trustee, and financial advisor was completed through a competitive process and fees were negotiated. Rating agency fees are subject to published rates. The total of these issuance costs is estimated at \$700,000. The selection of the underwriters also was completed through a competitive process, and the fees are calculated as a percentage of the total amount of debt issued. Assuming approximately \$537.48 million in new money Series 2018 Notes would be sold, underwriting fees would total approximately \$800,000.

¹ Created by the American Recovery and Reinvestment Act of 2009, Build America Bonds are taxable, tax credit bonds, which allow the issuer to receive a subsidy of 35 percent of interest payments as a cash payment from the U.S. Treasury.

Total issuance costs of \$1.5 million (the \$700,000 plus the \$800,000) equal approximately 0.28 percent of the Note issuance amount. Final costs of issuance would be paid out of Note proceeds at the closing of the transaction. Also attached is a list of the costs related to previous bond issuances (Attachment 9).

Credit Rating Agency Reviews

SANDAG currently maintains strong senior lien credit ratings: AAA from Standard & Poor's (S&P), AAA ratings from Fitch Ratings (Fitch), and Aa2 from Moody's Investors Service (Moody's). Among the three rating agencies, Moody's takes the least favorable view of self-help county credits, with S&P being the most bullish on the sector.

As a result of the prevailing view of Moody's relative to S&P and Fitch, SANDAG would approach S&P and Fitch for a rating on the new subordinate lien that these Series 2018 Notes would be on. As was the case for the 2014 Series A bonds and 2016 Series A bonds, SANDAG would provide updates and documents as a matter of courtesy to Moody's since they will continue to maintain a rating on the previously issued SANDAG bonds (except the 2014 Series A bonds and 2016 Series A bonds).

Based on the above strategy, SANDAG staff, and representatives from PFM, bond counsel, and the senior underwriting team met with S&P and Fitch credit rating agencies on March 5, 2018, to review the SANDAG 2018 financing proposal. The presentations included a summary of the region's economic strengths as well as the sound management and structure of the current SANDAG Debt Program. S&P and Fitch ratings are anticipated to be received by March 19, 2018.

Responsibilities for Review

Attached to this report for review and information are the preliminary bond documents for the proposed Series 2018 Note issuance (Attachments 2 through 7). Also attached is a catalogue of outstanding (blank) items (Attachment 8) detailing when the missing information in each of the draft Note documents would be filled in along with the responsible party.

The SANDAG Board of Directors, in its role as the San Diego County Regional Transportation Commission, has the ultimate responsibility for approving the 2018 transaction. Before making a decision regarding the Note issuance, Board members should review all of the documents to become familiar with their contents. Board members should pay particular attention to the information contained in the Preliminary Official Statement (Attachment 3) to ensure there are no inaccuracies concerning SANDAG.

Board members also should ensure that to the best of their knowledge all of the factual statements are true and correct in all material respects and that the information does not contain any untrue or misleading statement of a material fact or omit to state any material fact that would make the information in any of the documents regarding SANDAG misleading. When carrying out their fiduciary responsibilities, public officials may rely upon employees, bond counsel, disclosure counsel, and other professionals to assure that they are in compliance with the antifraud provisions of the federal securities laws, as long as the reliance is reasonable. In order for the reliance to be considered reasonable, the public official must: (1) make complete disclosure to the appropriate professional of any potentially material mistake or omission in the documents; (2) request the professional's advice as to what disclosure is proper; (3) receive advice regarding the appropriate disclosure; and (4) rely in good faith on that advice.

SANDAG Bond Counsel (Orrick, Herrington & Sutcliffe LLP), disclosure counsel (Norton Rose Fulbright LLP), and financial advisor (PFM) will be present at the March 23, 2018, Board of Directors meeting to provide information regarding proper disclosure. The Chief Deputy Executive Director (Kim Kawada), Finance Director (André Douzjian), *TransNet* Department Director (José Nuncio), Technical Services Director and Chief Economist (Ray Major), and General Counsel (John Kirk) have all reviewed the draft Note documents, and to the best of the staff's knowledge, all of the statements are true and correct in all material respects, and the information does not contain any untrue or misleading statement of a material fact or omit to state any material fact that would make the information in those documents regarding SANDAG misleading.

Next Steps

The remaining schedule for the planned Series 2018 Note issuance is as follows:

- March 19: Anticipated notification of credit ratings from S&P and Fitch
- March 23: Board of Directors – final review and approval of Note documents
- March 24: Post Preliminary Official Statement
- Week of April 2: Anticipated pricing date
- Week of April 16: Anticipated closing date

KIM KAWADA

Chief Deputy Executive Director

- Attachments:
1. February 22, 2018, Memorandum from Public Financial Management, Inc.
 2. Draft San Diego County Regional Transportation Commission Resolution No. RTC-2018-02
 3. Draft Preliminary Official Statement
 4. Draft Subordinate Indenture
 5. Draft First Supplement to the Subordinate Indenture
 6. Draft Note Purchase Agreement
 7. Draft Continuing Disclosure Agreement
 8. Draft Commercial Paper Offering Memorandum
 9. Catalogue of Outstanding Blank and Bracketed Items by Document
 10. Previous Cost of Bond Issuances

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



February 22, 2018

Memorandum

To: SANDAG Board of Directors

From: Peter Shellenberger, *PFM Financial Advisors LLC*
 Darren Hodge, *PFM Financial Advisors LLC*

Re: 2018 Short-Term Notes

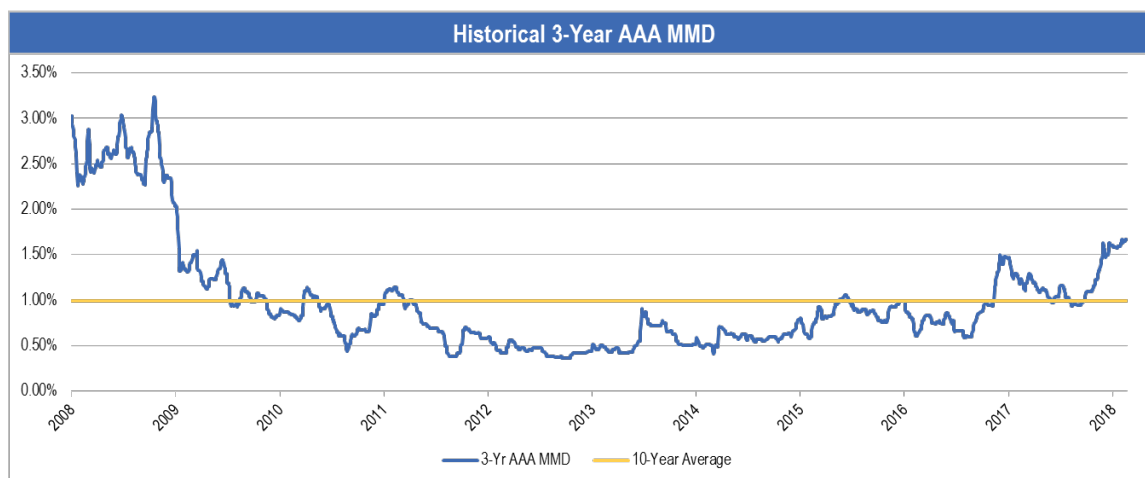
INTRODUCTION

PFM Financial Advisors LLC (“PFM”), as the financial advisor to SANDAG, has worked with SANDAG staff to provide an update on the proposed Series 2018 Short-Term Notes (“Series 2018 Notes”). As outlined in the latest plan of finance, SANDAG needs approximately \$560 million in note proceeds to fund expenses and reimburse expenditures associated with the Mid-Coast Corridor Transit Project. SANDAG already has used 2016 bond proceeds and will potentially use Commercial Paper proceeds to finance Mid-Coast Corridor Transit Project costs. As such, a portion of the proposed note proceeds may be used to reimburse the 2016 bond fund and refinance a portion of outstanding Commercial Paper.

The proposed 2018 financing will consist of tax-exempt, fixed-rate notes and will be issued in April amid what is anticipated to be a favorable interest rate environment. Presented below are a brief market overview and an update on the anticipated financing.

MARKET UPDATE

For the purpose of tracking municipal interest rates over time, we use the AAA Municipal Market Data Index (“AAA MMD”), which serves as the benchmark against which most tax-exempt, fixed-rate transactions are priced. The chart below tracks the 3-year maturity over the past ten years. The 3-year maturity is a good proxy for the final maturity on the proposed Series 2018 Notes. Although rates have risen over the past year, the current market still provides a favorable borrowing environment amid volatility.





As shown in the chart above tax-exempt interest rates remain at low levels. The current 3-year AAA MMD yield is 1.67%, 0.68% above its ten-year average.

OVERVIEW OF SERIES 2018 SHORT TERM NOTES

SANDAG conducted a competitive RFP process to select the underwriting and legal team. The underwriters selected for the transaction include Citigroup Global Markets Inc., Wells Fargo Securities, and Bank of America Merrill Lynch. Bond Counsel is Orrick, Herrington & Sutcliffe LLP and Disclosure Counsel is Norton Rose Fulbright. SANDAG, its financial advisor, banking team, and legal team kicked-off the Series 2018 Notes financing on January 11, 2018, and discussed timing, execution, and related matters. The team has worked over the following months to prepare documents, rating agency presentations, and other materials in preparation for the sale.

Size and Structure: As noted earlier, the Series 2018 Notes are being sold to fund capital expenses and reimburse SANDAG for prior expenditures associated with the Mid-Coast Transit project. The proposed notes are to be sold as traditional tax-exempt, fixed-rate notes, taking advantage of low borrowing costs in today's market. The notes are secured by a subordinate lien on *TransNet* sales tax revenues, below SANDAG's outstanding senior lien bonds and on parity with the Commercial Paper program. SANDAG will repay interest on the notes with *TransNet* revenues, while the principal amount is expected to be repaid by a draw on SANDAG's Junior Subordinate Lien TIFIA loan in FY 2021.

As the Series 2018 Notes are secured by a subordinate lien pledge on *TransNet* sales tax revenues, should the TIFIA loan not be used or be able to be drawn upon at maturity of the notes, SANDAG will need to fund repayment of the Series 2018 Notes through other available sources such as tax-exempt bonds, additional short-term notes or sales tax revenues, among other options, or any combination thereof.

The Series 2018 Notes are expected to be sold with a 6-month call feature, allowing SANDAG to call the notes 6 months before the stated maturity date, without penalty. This call feature provides flexibility to structure the maturity of the notes 6 months after the expected draw on the TIFIA loan. This provides SANDAG flexibility and time to respond should there be some delay in accessing the TIFIA loan. If there is no delay, SANDAG will exercise the 6-month call option and repay the bonds on the call date with the draw upon the TIFIA loan. The notes would not be sold with a Debt Service Reserve Fund.

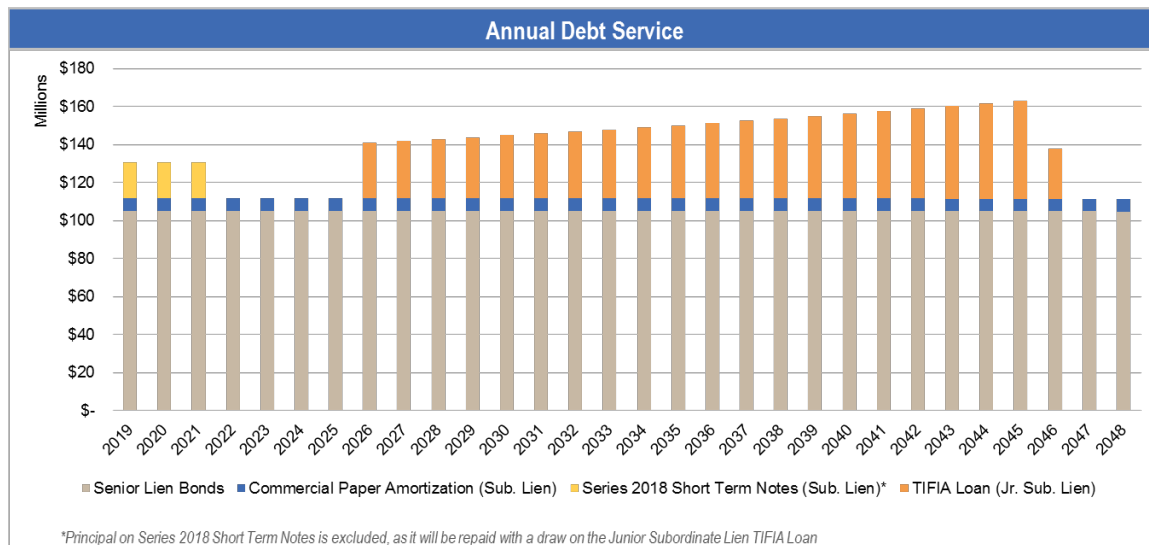
The par amount of the Series 2018 Notes is expected to be the full amount of \$537,480,000 authorized under the TIFIA loan agreement. In the current low interest rate environment, the notes will generate "premium" and total project fund proceeds are expected to be approximately \$570 million.

Annual senior lien debt service on outstanding senior lien bonds (i.e., not including the proposed Series 2018 Notes, commercial paper or the undrawn TIFIA loan) is currently \$105.3 million. Interest on the proposed Series 2018 Notes is expected to be an additional \$21.5 million annually through 2021 (when the TIFIA loan is draw to repay the notes) on the second, subordinate lien. When including commercial paper (also on the second lien), annual debt on the combined senior and second lien will be approximately \$133.3 million through 2021. Using FY 2017 sales tax



revenues, this results in senior lien coverage of 2.70 times and combined senior and subordinate coverage of 2.13 times. This is considered strong debt service coverage from a credit rating perspective.

Given the principal amount of the Series 2018 Notes is expected to be repaid with a draw on the TIFIA loan, the principal amount of the Series 2018 Notes is not included in the following debt service graph. Instead, the full amount of the TIFIA loan and its expected repayment schedule is included.



The financing team will continue to work with SANDAG as we approach pricing to evaluate any structural adjustments that would benefit SANDAG. The structure described above is what is currently anticipated, but is subject to change.

Rating Agency Strategy: SANDAG currently maintains short-term ratings supporting the commercial paper program on the subordinate lien. With the issuance of 3-year notes (i.e., the proposed Series 2018 Notes), SANDAG will request long-term ratings on these new subordinate lien obligations. While often referred to as “short-term,” investors purchasing 3-year notes expect to see long-term ratings.

SANDAG will approach S&P and Fitch to provide ratings on the Series 2018 Notes. Two ratings are consistent with market standards for similar credits and also SANDAG’s recent approach on its last two Senior Lien Sales Tax Revenue Bonds. Two ratings will also help improve the marketability of the notes. In connection with securing long-term ratings on the subordinate lien, SANDAG and its financing team are updating certain terms and covenants within the legal documents to better reflect market demand and rating agency criteria for such borrowings.

Documents and Schedule: The SANDAG legal team has drafted documents in connection with the 2018 Notes. These include: the Subordinate Indenture, First Supplemental Subordinate Indenture, Resolution, Preliminary Official Statement, and Note Purchase Agreement. These documents will be presented for Board approval at the March 23, 2018, Board meeting.

Following Board approval and upon receipt of the ratings, SANDAG and its financing team will release the Preliminary Official Statement and embark on a marketing strategy prior to pricing the



bonds. The current schedule has pricing slated for early April with the closing later that month; however, the financing team will continuously evaluate market conditions and will remain flexible with respect to when to enter the market.

Summary: The 2018 Notes have an estimated All-In True Interest Cost (“All-In TIC”) of approximately 1.92% in today’s market. Combined senior and subordinate lien debt service would increase from \$111.8 million to \$133.3 million through 2021 (until the notes mature). Audited FY 2017 sales tax revenues was \$284.5 million, resulting in estimated annual debt service coverage of 2.70 times on senior lien obligations and 2.13 times on combined senior and subordinate lien obligations. This is strong coverage and should support high ratings on the subordinate lien.



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RESOLUTION NO. RTC-2018-02

AUTHORIZING THE ISSUANCE OF NOT TO EXCEED \$537,480,000 AGGREGATE PRINCIPAL AMOUNT OF SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION SUBORDINATE SALES TAX REVENUE SHORT-TERM NOTES (LIMITED TAX BONDS), THE EXECUTION AND DELIVERY OF A SUBORDINATE INDENTURE, A FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE, A NOTE PURCHASE AGREEMENT, AN OFFICIAL STATEMENT AND A CONTINUING DISCLOSURE AGREEMENT, AND DELEGATING TO THE CHAIR AND SECRETARY OF THE BOARD AND CHIEF DEPUTY EXECUTIVE DIRECTOR OF THE COMMISSION AND OTHER AUTHORIZED REPRESENTATIVES POWER TO COMPLETE SAID DOCUMENTS, AUTHORIZING DISTRIBUTION OF SAID DOCUMENTS AND AUTHORIZING TAKING OF ALL NECESSARY ACTIONS IN CONNECTION THEREWITH

WHEREAS, the San Diego County Regional Transportation Commission (the "Commission") adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan on July 31, 1987 (as amended, the "1987 Ordinance"), pursuant to the provisions of Sections 132000 through 132314, inclusive, of the Public Utilities Code of the State of California, which 1987 Ordinance provided for the imposition of a retail transactions and use tax (the "retail transactions and use tax") applicable in the incorporated and unincorporated territory of the County of San Diego (the "County") in accordance with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code of the State of California at the rate of one-half of one percent (1/2%) for a period not to exceed twenty (20) years;

WHEREAS, by its terms the 1987 Ordinance became effective at the close of the polls on November 3, 1987, the day of the election at which the proposition imposing the retail transactions and use tax was adopted by a majority vote of the electors voting on such proposition;

WHEREAS, in order to provide for the extension of the initial term of the retail transactions and use tax for a period of forty (40) years, the Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan on May 28, 2004 (the "Sales Tax Extension Ordinance," and, together with any amendments thereto and the 1987 Ordinance, hereinafter collectively referred to as the "Ordinance");

WHEREAS, by its terms the Sales Tax Extension Ordinance became effective on November 3, 2004, the day following the date of the election at which the proposition providing for the extension of the retail transactions and use tax was approved by at least two-thirds of the electors voting on such proposition;

WHEREAS, the Board of Directors (the "Board") of the Commission, pursuant to the San Diego County Regional Transportation Commission Act (constituting Chapter 2 of Division 12.7 of the California Public Utilities Code) and Chapter 6 of Part 1 of Division 2 of Title 5 of the California Government Code, as referenced in said Act, and Article 10 and Article 11 of Chapter 3 of Part 1 of Division 2 of Title 5 of the California Government Code (Section 53570 et seq.), and other applicable provisions of the laws of the State of California (collectively, the "Law"), is authorized to issue bonds payable from the proceeds of the retail transactions and use tax levied by the Commission;

WHEREAS, the Commission has heretofore authorized the issuance of not to exceed \$100,000,000 in aggregate principal amount of Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (collectively, the "CP Notes"), pursuant to an Amended and Restated Subordinate Indenture dated as of November 1, 2005 (as amended and supplemented, the "Existing Subordinate Indenture"), by and between the Commission and U.S. Bank National Association, as trustee (the "Notes Trustee");

WHEREAS, in order to amend the Existing Subordinate Indenture to make modifications and adjustments necessary, appropriate and desirable to provide for the issuance of Parity Debt, to incorporate into the provisions of the Existing Subordinate Indenture the amendments effected by the prior supplements thereto, and to conform certain provisions of the Existing Subordinate Indenture to the provisions of the Indenture, the Commission proposes to enter into a Subordinate Indenture, by and between the Commission and the Notes Trustee, amending and restating the Existing Subordinate Indenture (as so amended and restated, the "Subordinate Indenture"), a proposed form of which Subordinate Indenture has been prepared and presented to the Commission;

WHEREAS, the Commission has heretofore issued \$600,000,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2008 Series A, 2008 Series B, 2008 Series C and 2008 Series D (collectively, the "2008 Bonds"), pursuant to an Indenture dated as of March 1, 2008 (as it has been amended and supplemented, the "Indenture"), and a First Supplemental Indenture and a Second Supplemental Indenture thereto, each entered into by the Commission and U.S. Bank National Association, as trustee (the "Trustee");

WHEREAS, the Commission has heretofore issued \$338,960,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series A (Taxable Build America Bonds) and \$11,040,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series B (Tax-Exempt Bonds) (together, the "2010 Bonds"), pursuant to the Indenture, as amended and supplemented, including as amended and supplemented by a Third Supplemental Indenture thereto, entered into by the Commission and the Trustee;

WHEREAS, the Commission has heretofore issued \$420,585,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2012 Series A (the "2012 Bonds"), pursuant to the Indenture, as amended and supplemented, including as amended and supplemented by a Fourth Supplemental Indenture thereto, entered into by the Commission and the Trustee;

WHEREAS, the Commission has heretofore issued \$350,000,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2014 Series A (the "2014 Bonds"), pursuant to the Indenture, as amended and supplemented, including as amended and supplemented by a Fifth Supplemental Indenture thereto, entered into by the Commission and the Trustee;

WHEREAS, the Commission has heretofore issued \$325,000,000 in aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds), 2016 Series A (the "2016 Bonds" and, collectively with the 2008 Bonds, the 2010 Bonds, the 2012 Bonds and the 2014 Bonds, the "Bonds"), pursuant to the Indenture, as amended and supplemented, including as amended and supplemented by a Sixth Supplemental Indenture thereto, entered into by the Commission and the Trustee;

WHEREAS, the Commission has heretofore entered into a TIFIA Loan Agreement, dated as of June 27, 2017 (the "TIFIA Loan Agreement"), by and between the Commission and the United States Department of Transportation, an agency of the United State of America, acting by and through the Executive Director of the Build America Bureau (the "TIFIA Lender") in anticipation of financing on a long-term basis certain costs of the Mid-Coast Corridor Transit Project (as defined in the Subordinate Indenture, the "Mid-Coast Project"), comprising a portion of the Project (as such term is defined in the Subordinate Indenture);

WHEREAS, the Commission hereby determines that one or more new series or subseries of short-term notes in an aggregate principal amount of not to exceed five hundred thirty-seven million four hundred eighty thousand dollars (\$537,480,000), to be secured by a lien on the retail transactions and use tax subordinate to the lien on such tax that secures the Bonds and on a parity with the lien on such tax that secures the CP Notes, is necessary to provide funds to (i) finance or refinance certain costs of the Mid-Coast Project, (ii) refund a portion of the outstanding CP Notes, and (iii) pay for the costs of issuance incurred in connection with such short-term notes, and has determined that such short-term notes in an amount not to exceed such principal amount shall be issued and entitled, subject to additional series and subseries designations, "San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A" (the "2018 Short-Term Notes");

WHEREAS, the Commission hereby further determines that the 2018 Short-Term Notes shall be issued pursuant to, and as Parity Debt (as such term is defined in the Subordinate Indenture) under, the Subordinate Indenture, and a First Supplement thereto (the "First Supplemental Indenture"), to be entered into by and between the Commission and the Notes Trustee, a proposed form of which First Supplemental Indenture has been prepared and presented to the Commission;

WHEREAS, on or prior to the maturity date of the 2018 Short-Term Notes, the Commission anticipates drawing proceeds under the TIFIA Loan Agreement for payment of the principal of the 2018 Short-Term Notes or, to the extent sufficient funds are not available or eligible thereunder, to issue additional Senior Debt under the Indenture or additional Notes or Parity Debt under the Subordinate Indenture to refinance the 2018 Short-Term Notes or to retire a portion of the 2018 Short-Term Notes from available Revenues;

WHEREAS, in order to set forth the terms of sale of the 2018 Short-Term Notes, the Commission proposes to enter into one or more note purchase agreements (collectively, the "Note Purchase Agreement") with one or more representatives of its underwriters, being Citigroup Global Markets Inc., Wells Fargo Bank, N.A. and either of Merrill Lynch, Pierce, Fenner & Smith Incorporated or BofAML Securities, Inc., as applicable (collectively, the "Underwriters"), and a proposed form of Note Purchase Agreement has been prepared and submitted to the Commission;

WHEREAS, in order to provide information about the 2018 Short-Term Notes and related matters to purchasers and potential purchasers of the 2018 Short-Term Notes, the Commission proposes to execute and deliver an official statement, a proposed form of which has been prepared and presented to the Commission in preliminary form (the "Preliminary Official Statement");

WHEREAS, there has been prepared and presented to the Commission a proposed form of Continuing Disclosure Agreement (the "Continuing Disclosure Agreement") to be executed and delivered by the Commission to assist the Underwriters in satisfying their obligations under Rule 15c2-12 promulgated by the Securities and Exchange Commission;

WHEREAS, in order to provide information about the CP Notes and related matters to purchasers and potential purchasers of the CP Notes, there has been prepared and presented to the Commission a proposed form of Offering Memorandum (the "Offering Memorandum");

WHEREAS, the Commission wishes to ratify, confirm, continue and extend its authorization to issue from time to time CP Notes in an aggregate principal amount not to exceed \$100,000,000;

WHEREAS, Orrick, Herrington & Sutcliffe LLP is representing the Commission as bond counsel ("Bond Counsel") and Norton Rose Fulbright US LLP, is representing the Commission as disclosure counsel ("Disclosure Counsel") and Public Financial Management, Inc. is serving as municipal advisor ("Municipal Advisor") to the Commission in connection with the 2018 Short-Term Notes;

WHEREAS, in compliance with Government Code Section 5852.1, the Commission has obtained from the Municipal Advisor the certain required good faith estimates and such estimates are disclosed and set forth in Exhibit A attached hereto;

WHEREAS, the Commission has been presented with the form of the Subordinate Indenture, the First Supplemental Indenture, the Note Purchase Agreement, the Preliminary Official Statement, the Continuing Disclosure Agreement and the Offering Memorandum relating to the financing and refinancing described herein (collectively, the "Financing") and the Commission has examined and approved each document and desires to authorize and direct the execution of such documents as are specified herein and such other documents as are necessary in connection with the Financing and to authorize and direct the consummation of the Financing; and

WHEREAS, all acts, conditions and things required by the Law and the Constitution and laws of the State of California to exist, to have happened and to have been performed precedent to and in connection with the consummation of the Financing authorized hereby do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the Commission is now duly authorized and empowered, pursuant to each and every requirement of law, to authorize such Financing and to authorize the execution of the First Supplemental Indenture, the Note Purchase Agreement, the official statement in final form and the Continuing Disclosure Agreement for the purposes, in the manner and upon the terms provided;

NOW, THEREFORE, BE IT RESOLVED by the San Diego County Regional Transportation Commission as follows:

Section 1. The issuance by the Commission of not to exceed \$537,480,000 aggregate principal amount of San Diego County Regional Transportation Commission Subordinate Sales Tax

Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A in accordance with the provisions of the Subordinate Indenture and the First Supplemental Indenture, in one or more series or subseries, in order to provide funds to (i) finance or refinance certain costs of the Mid-Coast Project, (ii) refund a portion of the outstanding CP Notes, and (iii) pay for the costs of issuance incurred in connection with the 2018 Short-Term Notes, is hereby authorized and approved.

Section 2. The proposed form of First Supplemental Indenture, between the Commission and the Notes Trustee, submitted to the Commission, and the terms and conditions thereof, are hereby approved. The Secretary of the Board is directed to file a copy of said form of First Supplemental Indenture with the minutes of this meeting, and any one of the Chair of the Board, the Chief Deputy Executive Director of the Commission or the Director of Finance of the Commission or a designee of any such official (each an "Authorized Representative"), and the Secretary of the Board are authorized and directed to execute and deliver the First Supplemental Indenture to the Notes Trustee, in substantially such form, and with such additions thereto or changes therein, as they, with the advice of Bond Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the First Supplemental Indenture. The structure, date, maturity date or dates (not to exceed April 1, 2022), interest rate or rates (not to exceed five and one-half percent (5.5%) per annum, and with a not to exceed two and one-half percent (2.5%) per annum true interest cost), interest payment dates, forms, registration privileges, place or places of payment, terms of redemption, mandatory purchase, additional series designation and number or letter thereof and other terms of the 2018 Short-Term Notes shall be (subject to the foregoing limitations) as provided in the First Supplemental Indenture as finally executed and delivered.

Section 3. The proposed form of Subordinate Indenture, between the Commission and the Notes Trustee, submitted to the Commission, and the terms and conditions thereof, are hereby approved. The Secretary of the Board is directed to file a copy of said form of Subordinate Indenture with the minutes of this meeting, and an Authorized Representative and the Secretary of the Board are authorized and directed to execute and deliver the Subordinate Indenture to the Notes Trustee, in substantially such form, and with such additions thereto or changes therein, as they, with the advice of Bond Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the Subordinate Indenture.

Section 4. The proposed form of the Preliminary Official Statement describing the 2018 Short-Term Notes, the security therefor and the documents to be executed in connection with the issuance of the 2018 Short-Term Notes, and related matters, submitted to the Commission, is hereby approved. The Authorized Representative is hereby authorized and directed to execute and deliver an Official Statement in substantially such form, and with such additions thereto or changes therein, as the Authorized Representative executing the same, with the advice of Disclosure Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the Official Statement; and the Authorized Representative is hereby authorized and directed to execute and deliver a certificate confirming that the Preliminary Official Statement is "deemed final" by the Commission for purposes of Securities and Exchange Commission Rule 15c2-12. The distribution by the Underwriters of copies of the Official Statement in final form to all actual purchasers of the 2018 Short-Term Notes and the distribution by the Underwriters of the Preliminary Official Statement to potential purchasers of the 2018 Short-Term Notes are hereby authorized and approved.

Section 5. The proposed form of Note Purchase Agreement providing for the sale of the 2018 Short-Term Notes submitted to the Commission, and the terms and conditions thereof, are

hereby approved. The Secretary of the Board is directed to file a copy of said form of the Note Purchase Agreement with the minutes of this meeting. The sale of the 2018 Short-Term Notes to the Underwriters, on one or more sale dates, at not less than the principal amount thereof, less an underwriters' discount (or subject to an underwriters' fee payable by the Commission to the Underwriters) of not to exceed two-tenths of one percent (0.20%) of such principal amount (exclusive of any original issue discount) in accordance with said Note Purchase Agreement and the costs of issuance (exclusive of underwriters' discount) to be financed with respect to any series of 2018 Short-Term Notes not to exceed two-tenths of one percent (0.20%) of the proceeds of the sale of such series of 2018 Short-Term Notes, be and is hereby authorized and approved, and the Authorized Representative is authorized and directed to complete, execute and deliver the Note Purchase Agreement in substantially such form, providing for the sale of one or more series or subseries of 2018 Short-Term Notes not to exceed \$537,480,000 in aggregate principal amount, such issue or issues to be, at such principal amounts, with such interest rates, maturities and discounts to be specified therein, and with such additions thereto or changes therein, as the Authorized Representative executing the same, with the advice of Bond Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the Note Purchase Agreement.

Section 6. The Authorized Representative is hereby authorized and directed to execute and deliver a Continuing Disclosure Agreement in substantially the form before the Commission with such changes and additions as such officer may approve, such approval to be conclusively evidenced by the execution and delivery thereof.

Section 7. The proposed form of Offering Memorandum describing the CP Notes and related matters, submitted to the Commission, is hereby approved. The Authorized Representative is hereby authorized and directed to execute and deliver an Offering Memorandum in substantially such form, and with such additions thereto or changes therein, as the Authorized Representative executing the same, with the advice of Disclosure Counsel, shall approve, such approval to be conclusively evidenced by the execution and delivery of the Offering Memorandum. The distribution by the dealer of the CP Notes of copies of the Offering Memorandum to purchasers of the CP Notes is hereby authorized and approved.

Section 8. The Commission ratifies, confirms, continues and extends its authorization to issue from time to time CP Notes in an aggregate principal amount not to exceed \$100,000,000.

Section 9. The Chair and the Secretary of the Board, the Chief Deputy Executive Director and the Director of Finance of the Commission, and other appropriate officers of the Board or the Commission, are hereby authorized and directed, jointly and severally, for and in the name and on behalf of the Commission, to execute and deliver any and all documents, certificates and representations, including, without limitation, swap terminations or amendments, redemption or defeasance notices, escrow agreements, credit documents or amendments, signature certificates, no-litigation certificates, tax certificates, letters of representation relating to book-entry registration, insurance agreements, reimbursement agreements or amendments, investment instructions, amendments or supplements to any agreements related to the CP Notes, certificates concerning the contents of the Official Statement and the representations and warranties in the Note Purchase Agreement and related agreements, and certificates, agreements, and the documents authorized by this Resolution, substantially in the respective forms presented at this meeting, and with such additions thereto or changes therein, including such changes as may be requested by the TIFIA Lender, as they, with the advice of Bond Counsel, shall approve, and to do any and all things and take any

and all actions that may be necessary or advisable, in their discretion, to effectuate the actions that the Commission has approved in this Resolution.

Section 10. All approvals, consents, directions, instructions, notices, orders, requests, indemnifications and other actions permitted or required by any of the documents authorized by this Resolution or executed or outstanding in connection with the Bonds, the CP Notes, or the 2018 Short-Term Notes, including, without limitation, any amendment or substitution of any of the documents authorized by this Resolution or relating to any of the foregoing agreements or obligations that may be necessary or desirable in connection with any liquidity or credit facility, any swaps, any reserve facility, any investment of proceeds of any series of bonds, or in connection with any disclosure document, any agreements with trustees, paying agents, credit providers, liquidity providers, counterparties, remarketing agents, escrow agents, calculation agents or verification agents, may be given or taken by an Authorized Representative, without further authorization or direction by the Commission, and any and all such actions heretofore taken by such officers are hereby ratified, confirmed, and approved, and the Authorized Representatives are each hereby authorized and directed to execute such documents and give any such approval, amendment, consent, direction, instruction, notice, order, request, indemnification or other action and to take any such action that such person may deem necessary or desirable to further the purposes of this Resolution.

Section 11. All actions heretofore taken by the officers and agents of the Board or the Commission with respect to the rating, issuance, purchase, execution and delivery of the 2018 Short-Term Notes are hereby ratified, confirmed and approved.

Section 12. This Resolution shall take effect from and after its adoption.

PASSED AND ADOPTED this 23 of March 2018.

AYES:

NOES:

ABSENT:

Chair of the Board of Directors
of the San Diego County Regional
Transportation Commission

[Seal]

Attest:

Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission

SECRETARY'S CERTIFICATE

I, _____, Secretary of the Board of Directors of the San Diego County Regional Transportation Commission, hereby certify as follows:

The foregoing is a full, true and correct copy of a resolution duly adopted at a regular meeting of the Commission duly and legally held at the regular meeting place of the Commission in San Diego, California, on _____, 2018, of which meeting all of said directors of the Commission had due notice and at which a majority thereof were present and acting throughout; and

At said meeting said resolution was adopted by the following vote:

AYES:

NOES:

ABSENT:

An agenda of said meeting was posted at least 72 hours before said meeting at a location in San Diego, California, freely accessible to members of the public, and a brief general description of said resolution appeared on said agenda;

I have carefully compared the foregoing with the original minutes and recording of said meeting on file and of record in my office, and the foregoing is a full, true, and correct copy of the original resolution adopted at said meeting and entered in said minutes; and

Said original resolution has not been amended, modified or rescinded since the date of its adoption, and the same is now in full force and effect.

WITNESS my hand and the seal of the San Diego County Regional Transportation Commission this ____ day of _____ 2018.

[Seal]

Secretary of the Board of Directors of the
San Diego County Regional Transportation
Commission

EXHIBIT A

GOOD FAITH ESTIMATES

San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Short-Term Notes
(Limited Tax Bonds)
2018 Series A

The following information was obtained from Public Financial Management, Inc., as the municipal advisor of the notes defined above (the "2018 Short-Term Notes"), for consideration prior to the authorization in the foregoing Resolution of the proposed 2018 Short-Term Notes:

1. *True Interest Cost of the 2018 Short-Term Notes.* Assuming the proposed maximum aggregate principal amount of the 2018 Short-Term Notes (\$537,480,000) are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the true interest cost of the 2018 Short-Term Notes, which means the rate necessary to discount the amounts payable on the principal and interest payment dates to the purchase price received for the 2018 Short-Term Notes, is 2.06%.

2. *Finance Charge of the 2018 Short-Term Notes.* Assuming the maximum aggregate principal amount of the proposed 2018 Short-Term Notes (\$537,480,000) are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the finance charge of the 2018 Short-Term Notes, which means the sum of all fees and charges paid to third parties (or costs associated with the issuance of the 2018 Short-Term Notes), is \$1,511,100, as follows:

(a) Underwriter's Discount	\$760,000
(b) Bond Counsel Fee and Disbursements	240,000
(c) Disclosure Counsel Fee and Disbursements	60,000
(d) Municipal Advisor Fee and Disbursements	135,000
(e) Rating Agency Fee	276,900
(f) Trustee Expenses	6,000
(g) Miscellaneous Expenses	33,200
Total:	\$1,511,100

3. *Amount of Proceeds to be received.* Assuming the maximum aggregate principal amount of the proposed 2018 Short-Term Notes (\$537,480,000) are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the amount of proceeds expected to be received by the issuer for sale of the 2018 Short-Term Notes less the finance charge of the 2018 Short-Term Notes described in 2 above and any reserves funded with proceeds of the 2018 Short-Term Notes, is \$565,000,000.

4. *Total Payment Amount.* Assuming the maximum aggregate principal amount of the proposed 2018 Short-Term Notes (\$537,480,000) are sold and based on market interest rates prevailing at the time of preparation of this information, a good faith estimate of the total payment amount, which means the sum total of all payments the issuer will make to pay debt service on the

2018 Short-Term Notes plus the finance charge of the 2018 Short-Term Notes described in paragraph 2 above not paid with the proceeds of the 2018 Short-Term Notes, calculated to the final maturity of the 2018 Short-Term Notes, is \$622,461,560.

Attention is directed to the fact that the foregoing information constitutes good faith estimates only. The actual interest cost, finance charges, amount of proceeds and total payment amount may vary from the estimates above due to variations from these estimates in the timing of 2018 Short-Term Notes sales, the amount of 2018 Short-Term Notes sold, the amortization of the 2018 Short-Term Notes sold and market interest rates at the time of each sale. The date or dates of sale and the amount of 2018 Short-Term Notes sold will be determined by the issuer based on need for project funds and other factors. The actual interest rates at which the 2018 Short-Term Notes will be sold will depend on the bond market at the time of each sale. The actual amortization of the 2018 Short-Term Notes will also depend, in part, on market interest rates at the time of each sale. Market interest rates are affected by economic and other factors beyond the issuer's control.

PRELIMINARY OFFICIAL STATEMENT DATED MARCH __, 2018**NEW ISSUE – BOOK ENTRY ONLY****RATINGS:**

S&P: “__”

Fitch: “__”

(See “RATINGS” herein)

In the opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission, based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the 2018 Short-Term Notes is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 and is exempt from State of California personal income taxes. In the further opinion of Bond Counsel, interest on the 2018 Short-Term Notes is not a specific preference item for purposes of the federal alternative minimum tax. Bond Counsel expresses no opinion regarding any other tax consequences related to the ownership or disposition of, or the amount, accrual or receipt of interest on, the 2018 Short-Term Notes. See “TAX MATTERS.”

\$_____*

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE
SHORT-TERM NOTES (LIMITED TAX BONDS), 2018 SERIES A**

Interest Rate: ____%

Yield: ____%

CUSIP No. _____

Dated: Date of Delivery**Due on April 1, 20__**

The San Diego County Regional Transportation Commission (the “Commission”) will issue its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A (the “2018 Short-Term Notes”) pursuant to the Subordinate Indenture, dated as of April 1, 2018 (amending and restating the Subordinate Indenture, dated as of August 1, 1991, as amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended), as supplemented and amended by the First Supplement to the Subordinate Indenture, dated as of April 1, 2018 (collectively, the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee (the “Trustee”).

The 2018 Short-Term Notes are limited obligations of the Commission secured by a subordinate pledge of sales tax revenues (herein called the “Sales Tax Revenues”) derived from a one-half of one percent (0.5%) retail transactions and use tax (the “Sales Tax”) imposed in the County of San Diego (the “County”) for transportation and related purposes. Collection of the Sales Tax commenced on April 1, 1988. The Sales Tax is scheduled to expire on March 31, 2048. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES” herein.

The Commission does not expect to hold Sales Tax Revenues in an amount sufficient to pay the principal of the 2018 Short-Term Notes at maturity. The Commission expects to pay the principal of the 2018 Short-Term Notes from the proceeds of a draw on the TIFIA Loan Agreement (as defined herein). See “JUNIOR SUBORDINATE TIFIA LOAN,” “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES – Best Efforts Undertaking to Draw on TIFIA Loan Agreement or Obtain Financing” and “RISK FACTORS – Availability of Funds to Pay 2018 Short-Term Notes” herein.

The Commission will apply the proceeds of the 2018 Short-Term Notes to: (i) finance or refinance certain costs of the Commission’s Mid-Coast Corridor Transit Project (as further described herein), (ii) retire a portion of outstanding San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the “Series B Notes”), and (iii) pay the costs of issuing the 2018 Short-Term Notes. See “FINANCING PLAN” and “ESTIMATED SOURCES AND USES OF FUNDS.”

The 2018 Short-Term Notes will be dated their date of delivery, and will mature on April 1, 20__. The Commission will pay interest on the 2018 Short-Term Notes on April 1 and October 1 of each year, commencing on October 1, 2018. Investors may purchase the 2018 Short-Term Notes in book-entry form only. See APPENDIX E – “BOOK-ENTRY ONLY SYSTEM.”

The 2018 Short-Term Notes are subject to optional redemption by the Commission prior to maturity as described herein. See “THE 2018 SHORT-TERM NOTES – Redemption.”

THE 2018 SHORT-TERM NOTES DO NOT CONSTITUTE A DEBT OR LIABILITY OF THE COUNTY, THE STATE OF CALIFORNIA (THE “STATE”) OR ANY POLITICAL SUBDIVISION THEREOF OTHER THAN THE COMMISSION TO THE EXTENT OF THE PLEDGE OF REVENUES DESCRIBED HEREIN, OR A PLEDGE OF THE FULL FAITH AND CREDIT OF THE STATE OR OF ANY POLITICAL SUBDIVISION OF THE STATE. THE CREDIT OR TAXING POWER (OTHER THAN AS DESCRIBED IN THE SUBORDINATE INDENTURE) OF THE COMMISSION IS NOT PLEDGED FOR THE PAYMENT OF THE 2018 SHORT-TERM NOTES. THE 2018 SHORT-TERM NOTES ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY

**OF ITS INCOME OR RECEIPTS, EXCEPT THE SALES TAX REVENUES AND CERTAIN OTHER FUNDS
PLEGDED UNDER THE SUBORDINATE INDENTURE.**

This cover page contains general information only. Investors must read the entire Official Statement to obtain information essential to making an informed investment decision.

The 2018 Short-Term Notes are offered when, as and if issued by the Commission and received by the Underwriters, subject to the approval of validity by Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission, and certain other conditions. Certain legal matters will be passed on for the Commission by its General Counsel and by Norton Rose Fulbright US LLP, Disclosure Counsel to the Commission, and for the Underwriters by their counsel, Nixon Peabody LLP. PFM Financial Advisors LLC has served as Municipal Advisor to the Commission. It is expected that the 2018 Short-Term Notes will be available for delivery through the book-entry facilities of The Depository Trust Company on or about April __, 2018.

Citigroup

BofA Merrill Lynch

Wells Fargo Securities

Dated: April __, 2018

This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy nor shall there be any sale of the 2018 Short-Term Notes by any person in any jurisdiction in which it is unlawful for such person to make such an offer, solicitation or sale. The information set forth herein has been provided by the San Diego County Regional Transportation Commission (the “Commission”) and other sources that are believed by the Commission to be reliable. The Underwriters have provided the following sentence for inclusion in this Official Statement: The Underwriters have reviewed the information in this Official Statement in accordance with, and as part of, their responsibilities to investors under the federal securities laws as applied to the facts and circumstances of this transaction, but the Underwriters do not guarantee the accuracy or completeness of such information.

No dealer, broker, salesperson or other person has been authorized to give any information or to make any representations other than those contained in this Official Statement. If given or made, such other information or representations must not be relied upon as having been authorized by the Commission or the Underwriters.

This Official Statement is not to be construed as a contract with the purchasers of the 2018 Short-Term Notes.

This Official Statement speaks only as of its date. The information and expressions of opinion herein are subject to change without notice and neither delivery of this Official Statement nor any sale made in conjunction herewith shall, under any circumstances, create any implication that there has been no change in the affairs of the Commission or other matters described herein since the date hereof. This Official Statement is submitted with respect to the sale of the 2018 Short-Term Notes referred to herein and may not be reproduced or used, in whole or in part, for any other purpose, unless authorized in writing by the Commission.

All descriptions and summaries of documents and statutes hereinafter set forth do not purport to be comprehensive or definitive, and reference is made to each document and statute for complete details of all terms and conditions. All statements herein are qualified in their entirety by reference to each such document and statute. Certain capitalized terms used but not defined herein are defined in APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE – Definitions.”

In connection with the offering of the 2018 Short-Term Notes, the Underwriters may overallocate or effect transactions which stabilize or maintain the market prices of such 2018 Short-Term Notes at levels above that which might otherwise prevail in the open market. Such stabilizing, if commenced, may be discontinued at any time. The Underwriters may offer and sell the 2018 Short-Term Notes to certain dealers, institutional investors and others at prices lower than the public offering prices stated on the inside cover page hereof and such public offering prices may be changed from time to time by the Underwriters.

CUSIP is a registered trademark of the American Bankers Association. CUSIP data herein are provided by CUSIP Global Services, managed by Standard & Poor’s Financial Services LLC on behalf of The American Bankers Association. This data is not intended to create a database and does not serve in any way as a substitute for the CUSIP Services. None of the Underwriters, the Municipal Advisor or the Commission is responsible for the selection or correctness of the CUSIP numbers set forth herein.

**CAUTIONARY STATEMENTS REGARDING
FORWARD-LOOKING STATEMENTS IN THIS OFFICIAL STATEMENT**

Certain statements included or incorporated by reference in this Official Statement constitute forward-looking statements. Such statements are generally identifiable by the terminology used such as “plan,” “expect,” “estimate,” “project,” “budget” or other similar words. The achievement of certain results or other expectations contained in such forward-looking statements involve known and unknown risks, uncertainties and other factors which may cause actual results, performance or achievements described to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. No assurance is given that actual results will meet the forecasts of the Commission in any way, regardless of the level of optimism communicated in the information. The Commission is not obligated to issue nor does it plan to issue any updates or revisions to the forward-looking statements if or when its expectations change, or events, conditions or circumstances on which such statements are based occur.

TransNet Early Action Program



- 1 SR 76:** Widen highway
- 2 SR 52:** Widen and extend highway
- 3 Mid-Coast:**
Transit: Old Town-UCSD
Transit: UTC SuperLoop
I-5/I-8 west to north connector
I-5/Genesee Ave Interchange
- 4 I-15:**
HOV/Express Lanes
Transit: Escondido-Downtown San Diego
Transit: Rancho Bernardo-Sorrento Valley
- 5 I-805:**
HOV/Express Lanes
Transit: Otay Mesa-Downtown San Diego
Transit: Otay Mesa-Sorrento Valley
- 6 North Coast:**
I-5 HOV/Express Lanes
Coastal rail double-tracking
- 7 SPRINTER:** Oceanside-Escondido light rail
- 8 Blue and Orange Line Trolley:**
Low-floor vehicles
Station upgrades
- 9 Mid-City Rapid:** Downtown San Diego-SDSU
- 10 Goods Movement:**
South Line rail upgrades
SR 905
SR 905/SR 125/SR 11 connector
- 11 SR 94/SR 125:** South to east connector

Highway Projects

- Completed
- Under Construction
- - - - - Preliminary Engineering

Transit Projects

- Completed
- Under Construction
- - - - - Preliminary Engineering
- + + + + + Light Rail Line



SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

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VICE-CHAIR: Hon. Steve Vaus

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(A) Hon. Dianne Jacob, Supervisor
(A) Ho. Kristin Gaspar, Chair

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(A) Hon. Kristin Gaspar, Chair

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(A) Mark Baza, Imperial County Transportation Commission

California Department of Transportation

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(A) Cory Binns, Acting District 11 Director
(A) Ann Fox, Deputy Director

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(A) Hon. Bill Sandke

North County Transit District

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United States Department of Defense

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(A) Steve Chung, Navy Region Southwest

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San Diego County Water Authority

Mark, Muir, Chair
(A) Jim Madaffer, Vice Chair
(A) Christy Guerin, Director

Southern California Tribal Chairmen's Association

Hon. Cody Martinez, Chairman, Sycuan Band of the
Kumeyaay Nation
Hon. Robert Smith, Chairman, Pala Band of Mission Indians

Mexico

Hon. Marcela Celorio, Cónsul General of Mexico
(A) Gaspar Orozco, Deputy Cónsul General of Mexico
Hon. Ruth Alicia Lopez, Vice Consul

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

MANAGEMENT

CHIEF DEPUTY EXECUTIVE DIRECTOR

Kim Kawada

GENERAL COUNSEL

John F. Kirk

**DIRECTOR OF MOBILITY
MANAGEMENT AND PROJECT
IMPLEMENTATION**

Jim Linthicum

DIRECTOR OF FINANCE

André Douzdzian

**DIRECTOR OF LAND USE
AND TRANSPORTATION
PLANNING**

Charles “Muggs” Stoll

CHIEF ECONOMIST

Ray Major

***TransNet* DIRECTOR**

José Nuncio

MUNICIPAL ADVISOR

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San Francisco, California

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San Francisco, California

DISCLOSURE COUNSEL

Norton Rose Fulbright US LLP
Los Angeles, California

TRUSTEE

U.S. Bank National Association
Los Angeles, California

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OFFICIAL STATEMENT

\$ _____ *

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION SUBORDINATE SALES TAX REVENUE SHORT-TERM NOTES (LIMITED TAX BONDS), 2018 SERIES A

INTRODUCTION

General

This Official Statement, including the cover page and all appendices hereto (the “Official Statement”), provides certain information concerning the issuance and sale by the San Diego County Regional Transportation Commission (the “Commission”) of its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A (the “2018 Short-Term Notes”) in the aggregate principal amount of \$ _____. All capitalized terms used and not otherwise defined herein shall have the meanings assigned to such terms in APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE” or, if not defined therein, in the Indenture.

Authority for Issuance

Pursuant to the San Diego County Regional Transportation Commission Act, Chapter 2 of Division 12.7 (Sections 132000 and following) of the Public Utilities Code of the State of California, (the “Act”), the Commission is authorized to issue indebtedness payable in whole or in part from Sales Tax Revenues (defined below). The 2018 Short-Term Notes will be issued and secured pursuant to the Subordinate Indenture, dated as of April 1, 2018 (amending and restating the Subordinate Indenture, dated as of August 1, 1991, as amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended), as supplemented and amended by the First Supplement to the Subordinate Indenture, dated as of April 1, 2018 (collectively, the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee (the “Trustee”).

The Commission is a separate legal entity from the City of San Diego, California (the “City”) and the County of San Diego, California (the “County”). See “SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION.”

Application of 2018 Short-Term Note Proceeds

The Commission will apply the proceeds of the 2018 Short-Term Notes to: (i) finance or refinance certain costs of the Commission’s Mid-Coast Corridor Transit Project (as further described herein), (ii) retire a portion of outstanding San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the “Series B Notes”), and (iii) pay the costs of issuing the 2018 Short-Term Notes. See “FINANCING PLAN” and “ESTIMATED SOURCES AND USES OF FUNDS.”

Repayment and Security for the 2018 Short-Term Notes

The 2018 Short-Term Notes are limited obligations of the Commission secured by a subordinate pledge of sales tax revenues (herein called the “Sales Tax Revenues”) derived from a one-half of one

* Preliminary, subject to change.

percent (0.5%) retail transactions and use tax (the “Sales Tax”), imposed in accordance with the Act and the California Transactions and Use Tax Law (Revenue and Taxation Code Section 7251 and following), net of an administrative fee paid to the California Department of Tax and Fee Administration (the “CDTFA”) in connection with the collection and disbursement of the Sales Tax. The Taxpayer Transparency and Fairness Act of 2017 restructured the California State Board of Equalization (the “BOE”) into three separate entities: the State Board of Equalization, the CDTFA and the Office of Tax Appeals. The CDTFA handles most of the taxes and fees previously collected by the BOE, including, as of July 1, 2017, the Sales Tax.

The Commission does not expect to hold Sales Tax Revenues in an amount sufficient to pay the principal of the 2018 Short-Term Notes at maturity. The Commission expects to pay the principal of the 2018 Short-Term Notes from the proceeds of a draw on the loan agreement the Commission entered into, on June 27, 2017 (the “TIFIA Loan Agreement”), with the U.S. Department of Transportation, acting by and through the Executive Director of the Build America Bureau (the “TIFIA Lender”), pursuant to which the TIFIA Lender has agreed to extend credit to the Commission in an amount not to exceed \$537,484,439 (the “Junior Subordinate TIFIA Loan”). See “JUNIOR SUBORDINATE TIFIA LOAN” and “RISK FACTORS – Availability of Funds to Pay 2018 Short-Term Notes” herein.

The proceeds of the Junior Subordinate TIFIA Loan are expected to be fully drawn in a single disbursement no later than April 1, 2021, and such proceeds are expected to be applied to pay the 2018 Short-Term Notes on or prior to their maturity date. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES” and “RISK FACTORS – Availability of Funds to Pay the 2018 Short-Term Notes.

The Subordinate Indenture provides that unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of the Subordinate Indenture, the Commission agrees to use its best efforts, on or before April 1, 2021, to draw on the TIFIA Loan Agreement or, to the extent sufficient funds are not available or eligible thereunder, to issue Senior Bonds under the Senior Indenture, or Notes or other Parity Debt under the Subordinate Indenture or to otherwise obtain financing to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on April 1, 2021. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES – Best Efforts Undertaking to Draw on TIFIA Loan Agreement or Obtain Financing.”

On November 3, 1987, a majority of County voters approved the San Diego County Transportation Improvement Program Ordinance and Expenditure Plan (as amended, the “1987 Ordinance”) which imposed the Sales Tax in the County for a 20-year period. Under the 1987 Ordinance, the Sales Tax was scheduled to expire on April 1, 2008. On November 2, 2004, more than two-thirds of County voters approved the San Diego County Transportation Improvement Program *TransNet* Ordinance and Expenditure Plan (the “Sales Tax Extension Ordinance” and, together with the 1987 Ordinance, the “Ordinance”) which provided for an extension of the Sales Tax through March 31, 2048. The 2018 Short-Term Notes are further secured by a pledge of certain amounts held by the Trustee under the Subordinate Indenture. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES – Pledge of Sales Tax Revenues.”

The Sales Tax is scheduled to expire on March 31, 2048. Under the Subordinate Indenture, the Trustee is required to make monthly deposits of Sales Tax Revenues in the Interest Fund and Principal Fund in advance of the next semiannual or annual payment of debt service becoming due on the 2018 Short-Term Notes, in amounts sufficient to pay such debt service, including the final amount becoming due on April 1, 20___. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES – Revenue Fund; Allocation of Sales Tax Revenues” and “THE SALES TAX – Authorization, Application and Collection of the Sales Tax.” Notwithstanding the foregoing, the Commission expects to

pay the principal of the 2018 Short-Term Notes from the proceeds of the Junior Subordinate TIFIA Loan or other financing as set forth above.

Issuance of Additional Subordinate Obligations

The Commission may issue additional commercial paper notes (“CP Notes”) and other Parity Debt (as defined herein) secured by Sales Tax Revenues on a parity with the 2018 Short-Term Notes and the Series B Notes and on a basis subordinate to the Commission’s Outstanding Senior Lien Debt (as defined herein). See SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES - Issuance of Additional Obligations.”

No Debt Service Reserve for 2018 Short-Term Notes

No debt service reserve will be funded for the 2018 Short-Term Notes.

Outstanding Senior Obligations

The Commission has outstanding \$_____ aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds) with a lien on Sales Tax Revenues senior to the pledge securing the 2018 Short-Term Notes. The Commission is also party to Interest Rate Swap Agreements and Liquidity Facilities secured by a lien on Sales Tax Revenues senior to the pledge securing the 2018 Short-Term Notes. See “OUTSTANDING OBLIGATIONS – Senior Lien Debt,” “– Interest Rate Swap Agreements” and “– Liquidity Facilities.”

The Commission and SANDAG

The Board of Directors of the San Diego Association of Governments (“SANDAG”) is designated under State legislation to serve as the San Diego County Regional Transportation Commission (the “Commission”). The Commission is authorized, acting by motion, resolution or ordinance, to enter into contracts and, by a two-thirds vote to authorize the issuance of bonds payable from proceeds of the Sales Tax.

The Commission is responsible for the implementation and administration of transportation improvement programs funded with the Sales Tax known as “*TransNet*.” The Commission is authorized to receive sales tax revenues after deduction of required CDTFA costs, approve programs and projects for funding, and adopt implementing ordinances, rules, policies, and take such other actions as may be necessary and appropriate to carry out its responsibilities.

SANDAG is the statutorily created regional transportation planning agency. In 2003, State legislation required the consolidation of the planning, programming, project development, and construction functions of the agencies currently known as San Diego Metropolitan Transit System (“MTS”) and North County Transit District (“NCTD”) into SANDAG. SANDAG is now responsible for transit planning, programming, project implementation, and construction of transit projects in the region and assists in the financing of transit projects. Neither SANDAG nor the Commission operates public transit services. MTS and NCTD operate such services within the County. SANDAG is the operator of certain express lanes on State Route 125 and has issued toll revenue debt to finance the acquisition of such toll road. The liabilities of SANDAG are not liabilities of the Commission. See “SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION.”

THE 2018 SHORT-TERM NOTES

The 2018 Short-Term Notes

The 2018 Short-Term Notes are being issued by the Commission pursuant to the Subordinate Indenture and the Act. The 2018 Short-Term Notes will be dated their date of delivery and will mature on date and in the amount, and will bear interest at the rate, shown on the cover page of this Official Statement. Interest on the 2018 Short-Term Notes will be calculated on the basis of a 360-day year consisting of twelve 30-day months. The Commission will issue the 2018 Short-Term Notes as fully registered bonds in denominations of \$5,000 or any integral multiple thereof. The Commission will pay interest on the 2018 Short-Term Notes on April 1 and October 1 of each year, commencing on October 1, 2018 (each, an “Interest Payment Date”).

The 2018 Short-Term Notes will be issued in book-entry form only and will be registered in the name of a nominee of The Depository Trust Company, New York, New York (“DTC”), which will act as securities depository for the 2018 Short-Term Notes. Investors may purchase 2018 Short-Term Notes in book-entry form only. Purchasers (“Beneficial Owners”) of the 2018 Short-Term Notes will not receive physical certificates representing their ownership interest in the 2018 Short-Term Notes purchased. Payments of principal of and interest on the 2018 Short-Term Notes will be made to DTC, and DTC will distribute such payments to its Direct Participants. “Beneficial Owner” means any Person who has the power, directly or indirectly, to vote or consent with respect to, or to dispose of ownership of any 2018 Short-Term Note, including, without limitation, any Person holding 2018 Short-Term Notes through nominees or depositories, including DTC. Disbursement of such payments to Beneficial Owners of the 2018 Short-Term Notes is the responsibility of DTC’s Direct and Indirect Participants and not the Commission. See APPENDIX E – “BOOK-ENTRY ONLY SYSTEM.”

Optional Redemption

Redemption Terms. [The 2018 Short-Term Notes shall be subject to redemption in whole or in part, at the option of the Commission, from any source of available funds, on any date on or after ____ 1, 20__, at a redemption price equal to the principal amount thereof to be redeemed, plus accrued interest thereon, if any, to the date fixed for redemption, without premium.

Conditional Redemption Notice. Any optional redemption of 2018 Short-Term Notes and notice thereof shall be conditional and if any condition stated in the notice of redemption shall not have been satisfied on or prior to the redemption date, said notice shall be of no force and effect and the Commission shall not be required to redeem the 2018 Short-Term Notes thereby called for redemption, such 2018 Short-Term Notes shall not become due and payable, and the redemption shall be cancelled and the Trustee shall within a reasonable time thereafter give notice, to the persons and in the manner in which the notice of redemption was given, that such condition or conditions were not met and that the redemption was cancelled. In addition, the Commission may, at its option, on or prior to the date fixed for optional redemption in any notice of redemption of the 2018 Short-Term Notes, rescind and cancel such notice of redemption by Written Request of the Commission to the Trustee, and any optional redemption of 2018 Short-Term Notes and notice thereof shall be rescinded and cancelled and the Trustee shall mail notice of such cancellation to the recipients of the notice of redemption being cancelled. Any optional redemption of 2018 Short-Term Notes and notice thereof shall be rescinded and cancelled if for any reason on the date fixed for optional redemption moneys are not available in the 2018 Short-Term Notes Interest Fund and the 2018 Short-Term Notes Principal Fund or otherwise held in trust for such purpose in an amount sufficient to pay in full on said date the principal of, interest, and any premium due on the 2018 Short-Term Notes called for optional redemption and such failure to optionally redeem the 2018 Short-Term Notes called for redemption shall not be a default under the Subordinate Indenture.

Selection of Notes for Redemption. If less than all of the 2018 Short-Term Notes are to be redeemed on any one date, the Trustee shall select the 2018 Short-Term Notes to be redeemed from all 2018 Short-Term Notes or such given portion thereof not previously called for redemption by lot in any manner that the Trustee in its sole discretion shall deem appropriate and fair. For purposes of such selection, the 2018 Short-Term Notes shall be deemed to be composed of multiples of minimum Authorized Denominations and any such multiple may be separately redeemed.

Notice of Redemption. Notice of redemption shall be mailed to the respective registered Holders of any 2018 Short-Term Notes designated for redemption, at their addresses on the registration books maintained by the Trustee, and to the Electronic Municipal Market Access system of the Municipal Securities Rulemaking Board, not less than twenty (20) days nor more than sixty (60) days before such redemption date. Each notice of redemption shall state the redemption date, the place or places of redemption, if less than all of the 2018 Short-Term Notes are to be redeemed, the distinctive number of the 2018 Short-Term Notes to be redeemed, and in the case of 2018 Short-Term Notes to be redeemed in part only, the respective portions of the principal amount thereof to be redeemed. Each such notice shall also state that on said date there will become due and payable on each of said 2018 Short-Term Notes the principal thereof or of said specified portion of the principal thereof in the case of a 2018 Short-Term Note to be redeemed in part only, and that from and after such redemption date interest thereon shall cease to accrue, and shall require that such 2018 Short-Term Notes be then surrendered. Each notice relating to an optional redemption will further state that such optional redemption may be rescinded by the Commission on or prior to the date set for redemption. The Trustee shall send any notice of cancellation of an optional redemption in the same manner as it sent the related notice of redemption. Neither failure to receive such notice nor any defect therein shall affect the sufficiency of such redemption.

Partial Redemption of Notes. Upon surrender of any 2018 Short-Term Note redeemed in part only, the Commission shall execute and the Trustee as authenticating agent shall authenticate and deliver to the Owner thereof, at the expense of the Commission, a new 2018 Short-Term Note or 2018 Short-Term Notes of Authorized Denominations equal in aggregate principal amount to the unredeemed portion of the 2018 Short-Term Note surrendered.

Effect of Redemption. Notice of redemption having been duly given as aforesaid, and moneys for payment of the redemption price of, together with interest accrued to the date fixed for redemption on, the 2018 Short-Term Notes (or portions thereof) so called for redemption being held by the Trustee, on the redemption date designated in such notice, the 2018 Short-Term Notes (or portions thereof) so called for redemption shall become due and payable, interest on the 2018 Short-Term Notes so called for redemption shall cease to accrue, said 2018 Short-Term Notes (or portions thereof) shall cease to be entitled to any benefit or security under the Subordinate Indenture, and the Holders of said 2018 Short-Term Notes shall have no rights in respect thereof, except to receive payment of said principal and interest accrued to the date fixed for redemption from such moneys held by the Trustee for such purpose, and such moneys shall be pledged to such payment.]

SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES

Anticipated Repayment of Principal of 2018 Short-Term Notes From TIFIA Loan Draw

The Commission does not expect to hold Sales Tax Revenues in an amount sufficient to pay the principal of the 2018 Short-Term Notes at maturity. The Commission expects to pay the principal of the 2018 Short-Term Notes from the proceeds of a draw on the TIFIA Loan Agreement, with the TIFIA Lender, pursuant to which the TIFIA Lender has agreed to extend credit to the Commission in an amount not to exceed \$537,484,439. See “JUNIOR SUBORDINATE TIFIA LOAN” and “RISK FACTORS – Availability of Funds to Pay 2018 Short-Term Notes” herein.

The Subordinate Indenture provides that unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of the Subordinate Indenture, the Commission agrees to use its best efforts, on or before April 1, 2021, to draw on the TIFIA Loan Agreement or, to the extent sufficient funds are not available or eligible thereunder, to issue Senior Bonds under the Senior Indenture, or Notes or other Parity Debt under the Subordinate Indenture or to otherwise obtain financing to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on April 1, 2021. See “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES – Best Efforts Undertaking to Draw on TIFIA Loan Agreement or Obtain Financing.”

Pledge of Sales Tax Revenues

The 2018 Short-Term Notes are limited obligations of the Commission and are payable as to principal and interest exclusively from Revenues as defined in the Subordinate Indenture, consisting of Sales Tax Revenues and any other amounts received by the Trustee after satisfaction of the Commission’s obligation to pay principal of and interest on the Senior Lien Debt and any other requirements relating to the Senior Lien Debt. “Sales Tax Revenues” means the amounts available for distribution to the Commission on and after July 1, 1988 on account of the Sales Tax after deducting amounts payable by the Commission to the CDTFA for costs and expenses for its services in connection with the Sales Tax. For a general discussion of the Sales Tax and historical and forecasted Sales Tax Revenues, see “THE SALES TAX” herein.

The Subordinate Indenture provides that the pledge of Revenues for the payment of the 2018 Short-Term Notes, and any debt or other obligations of the Commission secured by Sales Tax Revenues on a parity with the 2018 Short-Term Notes (such debt being hereinafter referred to as “Parity Debt”), shall constitute a first lien on the Revenues pledged under the Subordinate Indenture and shall be valid and binding from and after delivery by the Trustee of the 2018 Short-Term Notes or Parity Debt, without any physical delivery thereof or further act. The Subordinate Commercial Paper Notes constitute Parity Debt under the Subordinate Indenture. Under the Subordinate Indenture, the Commission has covenanted to cause the Sales Tax Revenues to be transmitted by the CDTFA directly to the trustee for the Senior Lien Debt (the “Senior Lien Bond Trustee”); the Commission has directed the Senior Lien Bond Trustee to remit all Sales Tax Revenues remaining after satisfaction of the requirements relating to the Senior Lien Debt to the Trustee. The Trustee is directed to deposit all Sales Tax Revenues received from the Senior Lien Bond Trustee in the Revenue Fund established under the Subordinate Indenture. All moneys at any time held in the Revenue Fund established under the Subordinate Indenture shall be held in trust for the benefit of the registered owners of the 2018 Short-Term Notes and Parity Debt and shall be disbursed, allocated and applied solely for the uses and purposes set forth in the Subordinate Indenture.

As of April 1, 2018, the Commission had outstanding \$1,725,705,000 aggregate principal amount of sales tax revenue bonds (the “Outstanding Senior Lien Debt”) and may determine to issue additional sales tax revenue bonds or other indebtedness having a lien upon the Sales Tax Revenues that is senior to that of the 2018 Short-Term Notes (the Outstanding Senior Bonds and any additional bonds or other indebtedness secured by a lien on Sales Tax Revenues senior to lien securing the 2018 Short-Term Notes is referred to herein as the “Senior Lien Debt”). The Commission is also party to Interest Rate Swap Agreements and Liquidity Facilities secured by a lien on Sales Tax Revenues senior to the pledge securing the 2018 Short-Term Notes. See “OUTSTANDING OBLIGATIONS – Senior Lien Debt,” “– Interest Rate Swap Agreements” “– Interest Rate Swap Agreements” and “– Liquidity Facilities.”

See APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE.”

Limited Liability

NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE COUNTY, THE STATE OR ANY POLITICAL SUBDIVISION THEREOF, OTHER THAN THE COMMISSION TO THE EXTENT OF THE PLEDGE OF REVENUES DESCRIBED HEREIN, IS PLEDGED TO THE PAYMENT OF PRINCIPAL OF OR INTEREST ON THE 2018 SHORT-TERM NOTES. NEITHER THE CREDIT NOR THE TAXING POWER (OTHER THAN AS DESCRIBED IN THE SUBORDINATE INDENTURE) OF THE COMMISSION IS PLEDGED FOR THE PAYMENT OF THE 2018 SHORT-TERM NOTES. THE 2018 SHORT-TERM NOTES ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY OF ITS INCOME OR RECEIPTS, EXCEPT THE REVENUES.

Allocation of Sales Tax Revenues for 2018 Short-Term Notes

In accordance with the Subordinate Indenture, so long as any 2018 Short-Term Notes are Outstanding and all other amounts payable thereunder remain unpaid, the Trustee will set aside in each month following receipt of the Sales Tax Revenues the moneys in the Revenue Fund in the following respective funds (each of which the Trustee shall establish, maintain and hold in trust for the benefit of the Holders of the 2018 Short-Term Notes and Parity Debt) in the following amounts, in the following order of priority, the requirements of each such fund (including the making up of any deficiencies in any such fund resulting from lack of Revenues sufficient to make any earlier required deposit) at the time of deposit to be satisfied before any deposit is made to any fund subsequent in priority; provided that on a parity with such deposits the Trustee may set aside or transfer amounts with respect to any outstanding 2018 Short-Term Notes and Parity Debt as provided in the Subordinate Indenture and the proceedings for such Parity Debt delivered to the Trustee pursuant to the Subordinate Indenture (which shall be proportionate in the event such amounts are insufficient to provide for all deposits required as of any date to be made with respect to the 2018 Short-Term Notes and Parity Debt).

2018 Short-Term Notes Interest Fund. Following receipt of the Sales Tax Revenues from the Senior Lien Bond Trustee in each month, the Trustee shall set aside in the 2018 Short-Term Notes Interest Fund as soon as practicable in such month an amount equal to one-sixth of the aggregate half-yearly amount of interest becoming due and payable on the 2018 Short-Term Notes during the next ensuing six (6) months (excluding any interest for which there are moneys deposited in the 2018 Short-Term Notes Interest Fund from the proceeds of the 2018 Short-Term Notes or other source and reserved as capitalized interest to pay such interest during said next ensuing six (6) months), until the requisite half-yearly amount of interest on all such 2018 Short-Term Notes is on deposit in such fund; provided that from the date of delivery of the 2018 Short-Term Notes until the first Interest Payment Date with respect to such 2018 Short-Term Notes the amounts set aside in such fund with respect to such 2018 Short-Term Notes shall be sufficient on a monthly pro rata basis to pay the aggregate amount of interest becoming due and payable on said Interest Payment Date. No deposit need be made into the 2018 Short-Term Notes Interest Fund if the amount contained therein is at least equal to the interest to become due and payable on the Interest Payment Date falling within the next six (6) months upon the 2018 Short-Term Notes then Outstanding and on April 1 of each year any excess amounts in the 2018 Short-Term Notes Interest Fund not needed to pay interest on such date shall be transferred to the Commission (but excluding, in each case, any moneys on deposit in the 2018 Short-Term Notes Interest Fund to pay interest on any future Interest Payment Dates following such Interest Payment Dates).

2018 Short-Term Notes Principal Fund. Following receipt of the Sales Tax Revenues in each month, the Trustee shall deposit in the 2018 Short-Term Notes Principal Fund as soon as practicable in such month an amount equal to at least one-twelfth of the aggregate yearly amount of principal payments becoming due and payable on the 2018 Short-Term Notes having annual maturity dates within the next

twelve (12) months; provided that if the Commission certifies to the Trustee that any principal payments are expected to be refunded, or constitute Excluded Principal Payments to be paid from sources of funds other than Revenues, on or prior to their respective due dates, no amounts need be set aside towards such principal to be so refunded or paid. No deposit will be made into the 2018 Short-Term Notes Principal Fund because principal payments on the 2018 Short-Term Notes constitute Excluded Principal Payments.

If five (5) days prior to any Interest Payment Date the amounts on deposit in the 2018 Short-Term Notes Interest Fund with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee shall immediately notify the Commission, in writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission hereby covenants and agrees to transfer to the Trustee from any Revenues in its possession the amount of such deficiency on or prior to the Interest Payment Date referenced in such notice.

If forty-five (45) days prior to any principal payment date the amounts on deposit in the 2018 Short-Term Notes Principal Fund with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee shall immediately notify the Commission, in writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission hereby covenants and agrees to transfer to the Trustee from any Revenues in its possession the amount of such deficiency on or prior to the principal payment date referenced in such notice.

See APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE.”

Best Efforts Undertaking to Draw on TIFIA Loan Agreement or Obtain Financing

The Subordinate Indenture provides that unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of the Subordinate Indenture, the Commission agrees to use its best efforts, on or before April 1, 2021, to draw on the TIFIA Loan Agreement or, to the extent sufficient funds are not available or eligible thereunder, to issue Senior Bonds under the Senior Indenture, or Notes or other Parity Debt under the Subordinate Indenture or to otherwise obtain financing to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on April 1, 2021. See “RISK FACTORS – Availability of Funds to Pay 2018 Short-Term Notes.”

Issuance of Additional Obligations

[discuss how much should be in the body of the POS]

The 2018 Short-Term Notes will be issued and delivered as Subordinate Obligations under the Subordinate Indenture. Except to the extent restricted by the Subordinate Indenture, the Senior Indenture and the TIFIA Loan, the Commission may issue or incur obligations payable out of Sales Tax Revenues on a basis senior to, on a parity with, or on a basis junior and subordinate to the payment of the principal, interest and reserve fund requirements for the 2018 Short-Term Notes.

Issuance of Additional Senior Lien Obligations

The Commission may by an indenture supplemental to the Senior Indenture establish one or more series of Senior Bonds (as such term is defined herein) payable from Sales Tax Revenues and secured by the pledge made under the Senior Indenture on a basis senior to the 2018 Short-Term Notes, but only upon compliance by the Commission with certain provisions of the Senior Indenture, the Subordinate Indenture and the TIFIA Loan. Some applicable provisions of the Indenture are described below:

(a) No Event of Default (as such term is defined in the Senior Indenture) shall have occurred and then be continuing.

(b) If the supplemental indenture providing for the issuance of such series of additional Bonds requires either (i) the establishment of a bond reserve fund to provide additional security for such series of bonds or (ii) that the balance on deposit in an existing bond reserve fund established under the Senior Indenture be increased, forthwith upon the receipt of the proceeds of the sale of Senior Bonds of such series, to an amount at least equal to the Bond Reserve Requirement (as such term is defined in the Senior Indenture) with respect to such series of Senior Bonds and all other Senior Bonds secured by such bond reserve fund to be considered Outstanding (as such term is defined in the Senior Indenture) upon the issuance of such additional series of Senior Bonds, the supplemental indenture providing for the issuance of such additional series of Senior Bonds shall require deposit of the amount necessary. Said deposit may be made from the proceeds of the sale of Senior Bonds of such series or from other funds of the Commission or from both such sources or in the form of a Reserve Facility as described under APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE – Senior Indenture – Definitions” and “– Establishment and Application of Funds and Accounts – Funding and Application of Bond Reserve Funds.”

(c) The Commission shall have placed on file with the Senior Bond Trustee a certificate of the Commission, certifying that the amount of Sales Tax Revenues collected during the fiscal year for which audited financial statements are available preceding the date on which such additional series of Senior Bonds will become outstanding was equal to at least 2.0 times Maximum Annual Debt Service (as such term is defined in the Senior Indenture) on all series of Senior Bonds then Outstanding (as such term is defined in the Senior Indenture) and any indebtedness, installment sale obligation, lease obligation or other obligation of the Commission the Outstanding (as such term is defined in the Senior Indenture) for borrowed money or the Initial Swaps (as such term is defined in the Senior Indenture), the Basis Rate Swap Overlays, or any other Interest Rate Swap Agreement (as such term is defined in the Senior Indenture) (excluding, in each case, fees and expenses and termination payments on Interest Rate Swap Agreements (as such term is defined in the Senior Indenture) entered into in connection with a series of Senior Bonds, in each case incurred in accordance with the provisions of the Senior Indenture described herein and having an equal lien and charge upon the Sales Tax Revenues and therefore payable on a parity with the Senior Bonds (whether or not any Senior Bonds are Outstanding (as such term is defined in the Senior Indenture) (collectively, the “Senior Obligations”), and the additional series of Senior Bonds then proposed to be issued. For purposes of calculating Maximum Annual Debt Service (as such term is defined in the Senior Indenture), principal and interest payments on Obligations (as such term is defined in the Senior Indenture) are excluded to the extent such payments are to be paid from Revenues (as such term is defined in the Senior Indenture) then held on deposit by the Senior Trustee or from other amounts on deposit, including Investment Securities (as such term is defined in the Senior Indenture) and interest to be payable thereon, with the Senior Trustee or other fiduciary in escrow specifically therefor and interest payments are excluded to the extent that such interest payments are to be paid from the proceeds of Obligations (as such term is defined in the Senior Indenture), including Investment Securities (as such term is defined in the Senior Indenture) and interest to be payable thereon, held by the Senior Trustee or other fiduciary as capitalized interest specifically to pay such interest or from pledged Subsidy Payments (as such term is defined in the Senior Indenture) the Commission expects to receive.

(d) The Commission shall deliver to the Senior Trustee and the TIFIA Lender a certificate of the Commission to the effect that (i) no Event of Default (as defined in the TIFIA Loan Agreement) has occurred and is then continuing, and (ii) no event has occurred and is then continuing that with the passage of time or the giving of notice will become an Event of Default under the Senior Indenture or under the TIFIA Loan Agreement (as such terms are defined in the 2017 TIFIA Loan Agreement);

(e) While any TIFIA Bonds (as such term is defined in the Senior Indenture) are Outstanding (as such term is defined in the Senior Indenture), the Commission shall provide to the Senior Trustee and the TIFIA Lender, prior to the issuance of such additional series of Senior Bonds, a certificate of the Commission certifying that the amount of Sales Tax Revenues collected during any 12 consecutive calendar months specified by the Commission within the most recent 18 calendar months immediately preceding the date on which such additional series of Senior Bonds will become outstanding shall have been at least equal to 1.15 times Total Maximum Annual Debt Service (as such term is defined in the Senior Indenture) on all Senior Obligations (as such term is defined in the Senior Indenture), Subordinate Obligations (as such term is defined in the Senior Indenture) and Junior Subordinate Obligations (as such term is defined in the Senior Indenture) then Outstanding (as such term is defined in the Senior Indenture) and the additional series of Senior Bonds then proposed to be issued, which certificate shall also set forth the computations upon which such certificate is based; and

(f) The Commission shall certify to the Senior Trustee and the TIFIA Lender that the issuance of any additional Senior Bonds (other than Senior Bonds issued or incurred for purposes of refunding in compliance with the requirements for the issuance of Senior Refunding Bonds described under “–Issuance of Refunding Senior Obligations” will not, in and of itself, result in a downgrade below “A-” or “A3” or withdrawal of the then-existing credit rating of any TIFIA Bonds (as such term is defined in the Senior Indenture), as confirmed by the Nationally Recognized Rating Agencies (as such term is defined in the Senior Indenture) that provided the most recent ratings of such TIFIA Bonds at the request of the Commission.

Nothing in the Senior Indenture will prevent or be construed to prevent the supplemental indenture providing for the issuance of an additional series of Senior Bonds and pledging or otherwise providing, in addition to the security given or intended to be given by the Senior Indenture, additional security for the benefit of such additional series of Senior Bonds or any portion thereof.

Issuance of Additional Subordinate Obligations

The Commission may by Supplemental Indenture to the Subordinate Indenture establish one or more additional Series of CP Notes, payable from Revenues and secured by the pledge made under the Subordinate Indenture equally and ratably with the 2018 Short-Term Notes and any other CP Notes previously issued, and the Commission may issue, and the Issuing and Paying Agent may authenticate and deliver to the purchasers thereof, CP Notes of any Series so established, in such principal amount as shall be determined by the Commission, but only, with respect to each such additional Series of CP Notes, upon compliance by the Commission with the provisions of the Subordinate Indenture and any additional requirements set forth in said Supplemental Indenture and subject to the following specific conditions. See APPENDIX C – “DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE AND THE SUBORDINATE INDENTURE.”

(a) No Event of Default shall have occurred and then be continuing under the Subordinate Indenture.

(b) The aggregate principal amount of CP Notes authorized to be issued under the Subordinate Indenture together with all outstanding Senior Lien Debt and Parity Debt shall not in combination with all outstanding debt obligations of the Commission exceed any limitation imposed by law or by any Supplemental Indenture or by Section 132309(b) of the Public Utilities Code of the State.

(c) The Commission shall place on file with the Trustee and each Administrative Agent a Certificate of the Commission certifying that the amount of Sales Tax Revenues collected during the Fiscal Year for which audited financial statements are available preceding the date on which such additional Series of CP Notes will become Outstanding shall have been at least equal to **[1.5]** times the amount of Maximum

Annual Debt Service on all Senior Lien Debt, CP Notes and Parity Debt then outstanding and the additional Series of CP Notes then proposed, which Certificate shall also set forth the computations upon which such Certificate is based, which Certificate shall also set forth the computations upon which such Certificate is based.

OUTSTANDING OBLIGATIONS

Senior Lien Debt

Pursuant to the Indenture, dated as of March 1, 2008, between the Commission and U.S. Bank National Association, as trustee (the “Trustee”), as supplemented by a First Supplemental Indenture, dated as of March 1, 2008, a Second Supplemental Indenture, dated as of July 1, 2008, a Third Supplemental Indenture, dated as of October 1, 2010, a Fourth Supplemental Indenture, dated as of June 1, 2012, a Fifth Supplemental Indenture, dated as of September 1, 2014, a Sixth Supplemental Indenture, dated as of August 1, 2016, and a Seventh Supplemental Indenture, dated as of June 1, 2017 (the “Seventh Supplemental Indenture”) and, as so supplemented and as further supplemented from time to time pursuant to its terms, is referred to herein as the “Senior Indenture,” the Commission has issued the senior lien sales tax revenue bonds summarized below. Such bonds and any additional bonds hereafter authorized by, and at any time Outstanding under, the Senior Indenture are referred to collectively herein as “Senior Bonds.”

The Commission may issue additional Senior Bonds and may issue or incur other obligations secured in whole or in part by a pledge of Sales Tax Revenues on a parity with the Senior Bonds and the regularly scheduled payments on the Initial Swaps (as defined herein), the Basis Swap Overlays (as defined herein) and any other Interest Rate Swap Agreements (as defined herein), subject to compliance with the terms and provisions set forth in the Senior Indenture.

Series 2008 Bonds. On March 27, 2008, the Commission issued its \$600,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2008 Series A, 2008 Series B, 2008 Series C and 2008 Series D (collectively, the “Series 2008 Bonds”) in the aggregate principal amount of \$600,000,000. The Series 2008 Bonds have a final stated maturity of April 1, 2038. The Series 2008 Bonds are currently Outstanding in the aggregate principal amount of \$402,300,000. The Series 2008 Bonds are variable rate demand obligations and currently bear interest at a weekly interest rate. The final maturity date for the Series 2008 Bonds is April 1, 2038. The Commission entered into certain Initial Swaps in connection with the Series 2008 Bonds, pursuant to which the Commission pays fixed rates and receives variable rates. See “OUTSTANDING OBLIGATIONS – Interest Rate Swap Agreements.” A portion of the proceeds of the Series 2012 Bonds described below refunded \$151.5 million of the Series 2008 Bonds and a corresponding notional amount of the Initial Swaps were terminated. The Series 2008 Bonds are currently the only Series of Bonds secured by a Bond Reserve Fund.

Series 2008 Bonds Reserve Fund. Pursuant to the Indenture, there has been established the Series 2008 Bonds Reserve Fund to be maintained by the Trustee as a pooled reserve fund for the 2008 Reserve Fund Eligible Bonds. The Series 2008 Bonds Reserve Fund is currently funded in the amount of \$[17,334,733]. The “2008 Reserve Fund Eligible Bonds” are the Series 2008 Bonds and any other Series of Additional Bonds or Refunding Bonds or portions thereof (in each case, payable on a parity with the Series 2008 Bonds from, and secured as to payment on a parity with the Series 2008 Bonds by the Revenues and other funds) issued and designated, by a Supplemental Indenture, to be secured by and entitled to the pledge and benefit of the Series 2008 Bonds Reserve Fund. The Commission has not designated any outstanding Bonds, other than the Series 2008 Bonds as 2008 Reserve Fund Eligible Bonds.

Series 2010 Bonds. On November 10, 2010, the Commission issued its \$338,960,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series A (Taxable Build America Bonds) (the “2010 Series A Bonds”). The 2010 Series A Bonds are currently outstanding in the aggregate principal amount of

\$338,960,000. The 2010 Series A Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

On November 10, 2010, the Commission issued its \$11,040,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series B (the “2010 Series B Bonds” and, together with the 2010 Series A Bonds, the “Series 2010 Bonds”). The 2010 Series B Bonds are currently outstanding in the aggregate principal amount of \$6,235,000. The 2010 Series B Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2030.

The 2010 Series A Bonds were issued as “Build America Bonds” bearing taxable interest rates that were expected to be offset by a cash subsidy from the United States Treasury (the “Subsidy Payments”) pledged thereto under the Senior Indenture. The amount of any Subsidy Payments to be received in connection with the 2010 Series A Bonds is subject to change by the federal government. On March 1, 2013, the federal government announced the implementation of certain automatic spending cuts known as “sequestration.” In Fiscal Year 2016-17, sequestration reduced Subsidy Payments to the Commission by approximately \$480,361. The Commission expects future reductions in Subsidy Payments to occur due to the sequester, but is unable to predict the amount or duration of such reductions. Further, Subsidy Payments will only be paid if the 2010 Series A Bonds continue to qualify as Build America Bonds. The Commission does not believe that failure to receive the Subsidy Payments in whole or in part will materially and adversely impact the Commission’s ability to pay debt service on the 2010 Series A Bonds or other obligations, including the 2018 Short-Term Notes. See “RISK FACTORS – Loss of Subsidy Payments.”

Series 2012 Bonds. On June 14, 2012, the Commission issued its \$420,585,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2012 Series A (the “Series 2012 Bonds”). The Series 2012 Bonds are currently Outstanding in the aggregate principal amount of \$324,400,000. The Series 2012 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048. Proceeds of the Series 2012 Bonds refunded a portion of the Series 2008 Bonds in the aggregate principal amount of \$151,500,000.

Series 2014 Bonds. On September 10, 2014, the Commission issued its \$350,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds) 2014 Series A (the “Series 2014 Bonds”). The Series 2014 Bonds are currently Outstanding in the aggregate principal amount of \$336,130,000. The Series 2014 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

Series 2016 Bonds. On August 17, 2016, the Commission issued its \$325,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds) 2016 Series A (the “Series 2016 Bonds”). The Series 2016 Bonds are currently Outstanding in the aggregate principal amount of \$317,680,000. The Series 2016 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

Interest Rate Swap Agreements

Initial Swaps. In November 2005, the Commission entered into three interest rate swap agreements (the “Initial Swaps”) in an initial aggregate notional amount of \$600,000,000 or \$200,000,000 each. The Initial Swaps became effective as of April 1, 2008, and the notional amounts amortize in tandem with the amortization of the Series 2008 Bonds. The Commission’s obligation to make regularly scheduled payments to the counterparties under the Initial Swaps is payable from and secured by Sales Tax Revenues on a parity basis with the Senior Bonds. None of the Initial Swaps obligates the Commission to post any collateral.

Pursuant to the terms of the Initial Swaps, the Commission agreed to pay to the counterparties a fixed rate of interest and the counterparties agreed to pay the Commission a floating rate of interest on the first day of each month, commencing May 1, 2008. Under certain conditions, the Initial Swaps may be terminated, at which time the Commission may be required to make a termination payment to the applicable

counterparty. Termination payments payable in accordance with the provisions of the Initial Swaps are secured by a lien on the Sales Tax Revenues subordinate to the lien which secures the Senior Bonds, any parity obligations allowed pursuant to the Senior Indenture and other Subordinate Obligations, including the 2018 Short-Term Notes and the Subordinate Commercial Paper Notes. A portion of the proceeds of the Series 2012 Bonds refunded \$151.5 million of the Series 2008 Bonds and a corresponding notional amount of the Initial Swaps were terminated. As of March 1, 2018, if the Initial Swaps were terminated in full, the Commission would owe a termination payment of approximately \$_____.

The swap counterparties under the Initial Swaps, the fixed rate of interest paid by the Commission, and the floating rate of interest paid by the swap counterparties are as follows:

<u>Name of Counterparty</u>	<u>Current Notional Amount</u>	<u>Rate</u>	<u>Floating Rate Received by Commission</u>
Goldman Sachs Mitsui Marine Derivative Products, L.P.	\$134,100,000	3.8165%	65% of USD One-Month LIBOR until April 1, 2018; USD SIFMA Swap Index thereafter
Bank of America, N.A.	\$134,100,000	3.8165%	65% of USD One-Month LIBOR until April 1, 2018; USD SIFMA Swap Index thereafter
Bank of America, N.A.	\$134,100,000	3.4100%	65% of USD One-Month LIBOR

Basis Rate Swap Overlays. In March 2009, the Commission entered into two SIFMA/LIBOR floating-to-floating swaps (the “Basis Rate Swap Overlays”), each with Barclays Bank PLC (“Barclays”) and each with the initial notional amount of \$156,600,000. Pursuant to the terms of the Basis Rate Swap Overlays, the Commission agreed to pay to Barclays the SIFMA Swap Index and Barclays agreed to pay the Commission 107.4% of 3-month LIBOR on the first day of each month, commencing on May 1, 2018. The Commission’s obligation to make regularly scheduled swap payments to Barclays under the Basis Rate Swap Overlays is payable from and secured by Sales Tax Revenues on parity with the Senior Bonds. Under certain circumstances, the Basis Rate Swap Overlays may be terminated, at which time the Commission may be required to make a termination payment to the applicable counterparty; as of March 1, 2018, if the Basis Rate Swap Overlays were terminated in full, the Commission would be owed approximately \$_____. Under the terms of the Basis Rate Swap Overlays, the Commission may terminate the agreement and cash settle with prior written notice. Termination payments payable in accordance with the provisions of the Basis Rate Swap Overlays are secured by a lien on the Sales Tax Revenues subordinate to the lien that secures the Senior Bonds, any parity obligations and Subordinate Obligations, including the 2018 Short-Term Notes.

The Financial Conduct Authority (“FCA”) of the United Kingdom, which has regulated LIBOR since April of 2013, has announced its intention to retire the benchmark interest rate setting mechanism (“LIBOR Retirement”) by 2021. The FCA has suggested that there may be a transitional period following LIBOR Retirement during which LIBOR will be maintained as a shadow benchmark rate for use in current transactions. Certain agreements that rely on LIBOR without an alternative index upon LIBOR Retirement may need to be amended with the consent of the parties and/or bondholders. The Commission will review its agreements and take appropriate action as the situation with respect to LIBOR Retirement develops. The Commission cannot predict the financial implications, if any, from LIBOR Retirement.

Liquidity Facilities

The 2008 Series A Bonds and the 2008 Series B Bonds are supported by a Standby Bond Purchase Agreement by and among JPMorgan Chase Bank, National Association, the Commission and the Trustee,

as amended, including by a Sixth Amendment to Standby Bond Purchase Agreement, dated March 1, 2017 (as amended, the “JPMorgan Liquidity Facility”). The JPMorgan Liquidity Facility will expire on March 24, 2019, prior to the final maturity of the 2008 Series A Bonds and the 2008 Series B Bonds, unless extended or terminated in accordance with its terms.

The 2008 Series C Bonds are supported by a Standby Bond Purchase Agreement dated as of November 1, 2017 (the “Bank of America Liquidity Facility”), by and among Bank of America, N.A., the Commission and the Trustee. The Bank of America Liquidity Facility will expire on November 2, 2020, prior to the final maturity of the 2008 Series C Bonds, unless extended or terminated in accordance with its terms.

The 2008 Series D Bonds are supported by a Standby Bond Purchase Agreement by and among State Street Bank and Trust Company, the Commission and the Trustee (the “State Street Liquidity Facility” and, together with the JPMorgan Liquidity Facility and the Bank of America Liquidity Facility, the “2008 Liquidity Facilities” and each a “2008 Liquidity Facility”). The State Street Liquidity Facility will expire on June 4, 2019, prior to the final maturity of the 2008 Series D Bonds, unless extended or terminated in accordance with its terms.

The Commission is unable to predict the cost or availability of alternate credit or liquidity arrangements to replace any of the 2008 Liquidity Facilities upon their expiration or termination. See “RISK FACTORS – “Acceleration of Liquidity Facility Bonds.”

Subordinate Commercial Paper Notes and CP Letter of Credit

In 2005, the Commission authorized the issuance from time to time of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds) (the “Subordinate Commercial Paper Notes”) secured by a lien on the Sales Tax Revenues that is subordinate to the lien of the Bonds and any Parity Obligations. The total principal amount of Subordinate Commercial Paper Notes that are authorized to be issued may not exceed \$100,000,000. As of March 1, 2018, \$_____ in aggregate principal amount of Subordinate Commercial Paper Notes was outstanding, of which \$_____ is expected to be retired with proceeds of the 2018 Short-Term Notes. The payment of principal of and interest on the Subordinate Commercial Paper Notes up to \$75,000,000 is supported by an irrevocable, transferable direct-pay letter of credit issued by MUFG Union Bank, N.A. (the “CP Letter of Credit”). The CP Letter of Credit is stated to expire on September 16, 2018. The Commission’s obligation to reimburse MUFG Union Bank, N.A. for draws under the CP Letter of Credit is secured by a lien on the Sales Tax Revenues on a parity with the lien securing the Subordinate Commercial Paper Notes and the 2018 Short-Term Notes.

Under a Memorandum of Understanding, dated as of June 1, 2008 (the “Certificate Purchase MOU”), by and between the Commission and NCTD, the Commission agreed to issue \$34,000,000 in Subordinate Commercial Paper Notes to purchase outstanding Certificates of Participation evidencing payments by NCTD under a Lease Agreement, dated as of July 1, 2004 (the “NCTD Certificates”), the proceeds of which funded the NCTD “SPRINTER” rail line. Under the Certificate Purchase MOU, while the Commission holds the NCTD Certificates, they bear interest at a rate equal to the weighted average interest rate on the Subordinate Commercial Paper Notes and are subject to an amortization schedule of approximately level debt service payments through September 1, 2034, corresponding to the amortization schedule of an interest rate swap agreement NCTD entered into in connection with the NCTD Certificates. The Commission is not obligated to make any payments under such interest rate swap agreement. The NCTD Certificates are currently outstanding in an aggregate principal amount of \$25,550,000.

JUNIOR SUBORDINATE TIFIA LOAN

General

On June 27, 2017, the Commission entered into the TIFIA Loan Agreement, pursuant to which the TIFIA Lender has agreed to make the Junior Subordinate TIFIA Loan to the Commission in an amount not to exceed \$537,484,439. The proceeds of the Junior Subordinate TIFIA Loan are expected to be applied to the payment of federally eligible costs of the Project, including repayment of the 2018 Short-Term Notes. The Junior Subordinate TIFIA Loan will bear interest at a fixed rate of 2.72% and will mature no later than October 1, 2045. The Junior Subordinate TIFIA Loan is secured by a lien and charge on Sales Tax Revenues that is subordinate to the liens and charges securing the Senior Lien Debt and the Subordinate Obligations. The Junior Subordinate TIFIA Loan is not secured by a springing lien.

The TIFIA Loan Agreement may be found at: <http://www.sandag.org/organization/about/investors/BondDocuments/BondOfficialStatements/2017Agreement.pdf>.

Disbursement Requirements

The proceeds of the Junior Subordinate TIFIA Loan are expected to be fully drawn by the Commission in a single disbursement no later than April 1, 20___. Any requests to disburse the Junior Subordinate TIFIA Loan proceeds must be submitted by the Commission to the TIFIA Lender in the form of a requisition attached to the TIFIA Loan Agreement. Disbursement of Junior Subordinate TIFIA Loan proceeds is subject to certain conditions precedent, including, among others, the following:

- (a) the Commission shall have delivered all required invoices and records evidencing Eligible Project Costs relating to the Mid-Coast Corridor Transit Project;
- (b) all required insurance policies are in full force and effect;
- (c) no event of default or prospective event of default under the TIFIA Loan Agreement has occurred and is continuing;
- (d) all representations and warranties are true, correct and complete as of the date of disbursement; and
- (e) no material adverse effect, or any event or condition that could reasonably be expected to result in a material adverse effect, shall have occurred and be continuing.

Events of Default and Remedies

Certain Definitions used under this Caption.

“Pledged Revenues” means (a) all Sales Tax Revenues, (b) all regularly-scheduled amounts (but not termination payments) owed or paid to the Commission by any Qualified Counterparty under any Interest Rate Swap Agreement after offset for the regularly-scheduled amounts (but not termination payments) owed or paid by the Commission to such Qualified Counterparty under such Interest Rate Swap Agreement, (c) any additional revenues or assets of the Commission to be included in the definition of Pledged Revenues pursuant to a Supplemental Indenture; provided, however, that after making the required monthly deposits of Pledged Revenues from the Revenue Fund pursuant to Section 5.02 of the Indenture and Section 8(d) (Security and Priority; Flow of Funds), any remaining amounts transferred to the Commission pursuant to Section 5.02(B) of the Indenture, shall be released from the lien of the Indenture and shall no longer constitute Pledged Revenues.

“Indenture Documents” means the Senior Indenture, the Seventh Supplemental Indenture, each Supplemental Indenture executed on or after the effective date of the TIFIA Loan Agreement, the Subordinate Indenture, each Interest Rate Swap Agreement, each Credit Enhancement, and each other agreement, instrument and document executed and delivered pursuant to or in connection with any of the foregoing.

“MTS” means the San Diego Metropolitan Transit System, a public agency in the State.

“MTS Direct Agreement” means the Direct Agreement, dated June 27, 2017, by and among the TIFIA Lender, the Borrower and MTS.

“SANDAG Direct Agreement” means the Direct Agreement, dated June 27, 2017, by and among the TIFIA Lender, the Commission and SANDAG.

“TIFIA Loan Documents” means the TIFIA Loan Agreement, the TIFIA Bond, each Direct Agreement, the Seventh Supplemental Indenture and the other Indenture Documents.

Events of Default. The following events constitute events of default under the TIFIA Loan Agreement:

(i) Payment Default. The Commission shall fail to pay any of the principal amount of or interest on the TIFIA Loan, when and as the payment thereof shall be required under the TIFIA Loan Agreement or the TIFIA Bond (as defined herein) or on October 1, 2045, the final maturity date (each such failure, a “Payment Default”).

(ii) Covenant Default. (A) The Commission shall fail to observe or perform any covenant, agreement or obligation of the Commission under the TIFIA Loan Agreement, the TIFIA Bond or any other TIFIA Loan Document (other than in the case of any Payment Default or any Development Default), (B) SANDAG shall fail to observe or perform any covenant, agreement or obligation of SANDAG under the SANDAG Direct Agreement or (C) MTS shall fail to observe or perform any covenant, agreement or obligation of MTS under the MTS Direct Agreement, and any such failure described in clauses (A), (B) or (C) shall not be cured within thirty (30) days after receipt by the applicable Commission Related Party from the TIFIA Lender of written notice thereof; provided, however, that if such failure is capable of cure but cannot reasonably be cured within such thirty (30) day cure period, then no Event of Default shall be deemed to have occurred or be continuing under Section 20(a)(ii) of the TIFIA Loan Agreement (*Covenant Default*), and such thirty (30) day cure period shall be extended by up to one hundred fifty (150) additional days, if and so long as (x) within such thirty (30) day cure period the Commission, SANDAG or MTS, as applicable, shall commence actions reasonably designed to cure such failure and shall diligently pursue such actions until such failure is cured, and (y) such failure is cured within one hundred eighty (180) days of the date of the notice of default from the TIFIA Lender.

(iii) Development Default. A Development Default shall occur, in which case the TIFIA Lender may (A) suspend the disbursement of TIFIA Loan proceeds under the TIFIA Loan Agreement and (B) pursue such other remedies as provided in Section 20 of the TIFIA Loan Agreement (*Events of Default and Remedies*). If so requested by the TIFIA Lender in connection with a Development Default, the Commission shall immediately repay any unexpended TIFIA Loan proceeds previously disbursed to the Commission.

(iv) Misrepresentation Default. Any of the representations, warranties or certifications of (A) the Commission made in or delivered pursuant to the TIFIA Loan Documents (or in any certificates delivered by the Commission in connection with the TIFIA Loan

Documents), (B) SANDAG made in or delivered pursuant to the SANDAG Direct Agreement (or in any certificates delivered by SANDAG in connection with the SANDAG Direct Agreement) or (C) MTS made in or delivered pursuant to the MTS Direct Agreement (or in any certificates delivered by MTS in connection with the MTS Direct Agreement), shall prove to have been false or misleading in any material respect when made or deemed made (or any representation and warranty that is subject to a materiality qualifier shall prove to have been false or misleading in any respect); provided that no Event of Default shall be deemed to have occurred under Section 20(a)(iv) of the TIFIA Loan Agreement (*Misrepresentation Default*) if and so long as:

- (1) such misrepresentation is not intentional;
- (2) in the case of the Commission, such misrepresentation is not a misrepresentation in respect of Section 14(h) (No Debarment), Section 14(j) (Compliance with Federal Requirements), Section 14(k) (Transportation Improvement Program), Section 14(p) (Information), Section 14(q) (OFAC; Anti-Corruption Laws), Section 14(x) (Financial Statements) or Section 14(cc) (Patriot Act);
- (3) in the case of SANDAG, such misrepresentation is not a misrepresentation in respect of Sections 5(g), 5(i), 5(m) or 5(n) of the SANDAG Direct Agreement;
- (4) in the case of MTS, such misrepresentation is not a misrepresentation in respect of Sections 4(g), 4(i), 4(m) or 4(n) of the MTS Direct Agreement;
- (5) in the reasonable determination of the TIFIA Lender, such misrepresentation has not had, and would not reasonably be expected to result in, a material adverse effect;
- (6) in the reasonable determination of the TIFIA Lender, the underlying issue giving rise to the misrepresentation is capable of being cured;
- (7) the underlying issue giving rise to the misrepresentation is cured by the applicable Commission Related Party within thirty (30) days from the date on which such Commission Related Party first became aware (or reasonably should have become aware) of such misrepresentation; and
- (8) the applicable Commission Related Party diligently pursues such cure during such thirty (30) day period.

(v) Acceleration of Secured Obligations or Other Material Indebtedness. Any acceleration shall occur of the maturity of any (A) Secured Obligations or (B) any indebtedness or other payment obligations of the Commission secured by Pledged Revenues in an aggregate principal amount equal to or greater than \$1,000,000 that is senior to, or in parity with, the TIFIA Loan in right of payment or in right of security ("Other Material Indebtedness"), or any other indebtedness shall not be paid in full upon the final maturity thereof. For the avoidance of doubt, swap termination payments and term-outs of Secured Obligations that occur in accordance with the terms of such Secured Obligations shall not be considered acceleration.

(vi) Cross Default. (A) Any of the representations, warranties or certifications of the Commission made in or delivered pursuant to the Indenture Documents, or made in or delivered pursuant to the documents (the "Other Loan Documents") under which any Secured Obligations is created or incurred, shall prove to be false or misleading in any material respect (each an "Other Indebtedness Misrepresentation Default"), or any default shall occur in respect of

the performance of any covenant, agreement or obligation of the Commission under the Indenture Documents or the Other Loan Documents, and such default shall be continuing after the giving of any applicable notice and the expiration of any applicable grace period specified in the Indenture Documents or the Other Loan Documents (as the case may be) with respect to such default (each an “Other Indebtedness Covenant Default”), if the effect of such Other Indebtedness Misrepresentation Default or Other Indebtedness Covenant Default shall be to permit the immediate acceleration of the maturity of any or all of the Secured Obligations, and, in the case of any such Other Indebtedness Misrepresentation Default or Other Indebtedness Covenant Default, the Commission shall have failed to cure such Other Indebtedness Misrepresentation Default or Other Indebtedness Covenant Default or to obtain an effective written waiver thereof in accordance with the terms of such Secured Obligations. For the avoidance of doubt, swap termination payments and term-outs of Secured Obligations that occur in accordance with the terms of such Secured Obligations shall not be considered acceleration.

(B) A Commission Related Party shall default in the timely performance of any covenant, agreement or obligation under any Related Document to which it is party or any Related Document shall be terminated prior to its scheduled expiration (unless in any case such default or termination could not reasonably be expected to have a material adverse effect), and the applicable Commission Related Party shall have failed to cure such default or to obtain an effective written waiver or revocation thereof prior to the expiration of the applicable grace period specified in any such Related Document, or to obtain an effective revocation of such termination (as the case may be); provided, however, that no Event of Default shall be deemed to have occurred or be continuing under Section 20(a)(vi)(B) of the TIFIA Loan Agreement (*Cross Default*) if, in the case of any termination of a Principal Project Contract, the applicable Commission Related Party replaces such Principal Project Contract with a replacement agreement (1) entered into with another counterparty that (x) is of similar or greater creditworthiness and experience as the counterparty being replaced was at the time the applicable Principal Project Contract was originally executed (or otherwise reasonably acceptable to the TIFIA Lender) and (y) is not, at the time of such replacement, suspended or debarred or subject to a proceeding to suspend or debar from bidding, proposing or contracting with any federal or state department or agency, (2) on substantially the same terms and conditions as the Principal Project Contract being replaced (or otherwise reasonably acceptable to the TIFIA Lender) and (3) effective as of the date of termination of the Principal Project Contract being replaced. For the avoidance of doubt, swap termination payments and term-outs of Secured Obligations that occur in accordance with the terms of such Secured Obligations shall not be considered acceleration.

(vii) Judgments. One or more judgments (A) for the payment of money that are payable from Sales Tax Revenues and the aggregate amount not otherwise fully covered by insurance (for which the insurer has acknowledged and not disputed coverage) is in excess of \$1,000,000 (inflated annually by CPI) or (B) that would reasonably be expected to result in a material adverse effect shall, in either case, be rendered against a Commission Related Party, and the same shall remain undischarged for a period of thirty (30) consecutive days during which time period execution shall not be effectively stayed, or any action shall be legally taken by a judgment creditor to attach or levy upon all or any portion of the Trust Estate to enforce any such judgment.

(viii) Failure to Maintain Existence. The Commission shall fail to maintain its existence as a public entity, unless at or prior to the time the Commission ceases to exist in such form a successor public agency or governing body has been created by the State pursuant to a valid and unchallenged State law and has succeeded to the assets of the Commission and has assumed all of the obligations of the Commission under the TIFIA Loan Documents and the Indenture Documents, including the payment of all secured obligations.

(ix) Occurrence of a bankruptcy related event. (A) A bankruptcy related event shall occur with respect to the Commission or (B) a bankruptcy related event shall occur with respect to any Commission Related Party (other than the Commission) or any Principal Project Party; provided, that: (1) a bankruptcy related event in connection with a Principal Project Party shall not constitute an Event of Default if the relevant Commission Related Party shall have promptly provided evidence satisfactory to the TIFIA Lender demonstrating that any substitute Principal Project Party has sufficient financial resources and operating expertise to complete the Principal Project Contract to which such principal project party was a party; and (2) after the substantial completion date, the occurrence of a bankruptcy related event in connection with any Principal Project Party shall not constitute an Event of Default if at the time of such occurrence, (x) each applicable warranty period shall have ended and no claim against any warranty under the applicable principal project contract shall exist or remain outstanding, or (y) if any applicable warranty period has not yet ended or any claim against any warranty remains outstanding, the Commission promptly provides evidence satisfactory to the TIFIA Lender showing that SANDAG or MTS has (I) sufficient moneys to correct any defect or nonconforming work of such principal project party, and (II) a plan to carry out such works referred to in clause (I) hereof.

(x) Project Abandonment. Any Commission Related Party shall abandon the Project.

(xi) Invalidity of TIFIA Loan Documents. (A) Any TIFIA Loan Document ceases to be in full force and effect (other than as a result of the termination thereof in accordance with its terms) or becomes void, voidable, illegal or unenforceable, or any Commission Related Party contests in any manner the validity or enforceability of any TIFIA Loan Document to which it is a party or denies it has any further liability under any TIFIA Loan Document to which it is a party, or purports to revoke, terminate or rescind any TIFIA Loan Document to which it is a party; or (B) any Indenture Document ceases (other than as expressly permitted thereunder) to be effective to grant a valid and binding security interest on any material portion of the Trust Estate other than as a result of actions or a failure to act by, and within the control of, the Trustee or any Secured Party, and with the priority purported to be created thereby.

(xii) Cessation of Operations. Operation of the Project shall cease for a continuous period of not less than one hundred eighty (180) days unless such cessation of operations shall occur by reason of an Uncontrollable Force that is not due to the fault of any Commission Related Party (and which none of the Commission Related Parties could reasonably have avoided or mitigated).

Remedies. Upon the occurrence of an Event of Default described in Section 20(a)(iii) of the TIFIA Loan Agreement (Development Default), all obligations of the TIFIA Lender thereunder with respect to the disbursement of any undisbursed amounts of the TIFIA Loan shall immediately be deemed terminated.

Upon the occurrence of any bankruptcy related event with respect to the Commission, all obligations of the TIFIA Lender thereunder with respect to the disbursement of any undisbursed amounts of the TIFIA Loan shall automatically be deemed terminated, and, if an Event of Default described in the TIFIA Loan Agreement (Acceleration of Secured Obligations or Other Material Indebtedness) shall occur or if the TIFIA Lender has a right to accelerate the TIFIA Loan pursuant to the TIFIA Loan Agreement (Additional Rights), the Outstanding TIFIA Loan Balance, together with all interest accrued thereon and all fees, costs, expenses, indemnities and other amounts payable under the TIFIA Loan Agreement, the TIFIA Bond or the other TIFIA Loan Documents, shall automatically become immediately due and payable, without presentment, demand, notice, declaration, protest or other requirements of any kind, all of which are hereby expressly waived. Upon the occurrence of any other Event of Default, the TIFIA Lender, by written notice to the Commission, may (i) suspend or terminate all of its obligations thereunder with

respect to the disbursement of any undisbursed amounts of the TIFIA Loan and (ii) if an Event of Default described in Section 20(a)(v) of the TIFIA Loan Agreement (Acceleration of Secured Obligations or Other Material Indebtedness) shall occur or if the TIFIA Lender has a right to accelerate the TIFIA Loan pursuant to Section 17(n) of the TIFIA Loan Agreement (Additional Rights), declare the unpaid principal amount of the TIFIA Bond to be, and the same shall thereupon forthwith become, immediately due and payable, together with the interest accrued thereon and all fees, costs, expenses, indemnities and other amounts payable under the TIFIA Loan Agreement, the TIFIA Bond or the other TIFIA Loan Documents, all without presentment, demand, notice, protest or other requirements of any kind, all of which are hereby expressly waived.

Whenever any Event of Default thereunder shall have occurred and be continuing, the TIFIA Lender shall be entitled and empowered to institute any actions or proceedings at law or in equity for the collection of any sums due and unpaid thereunder or under the TIFIA Bond or the other TIFIA Loan Documents, and may prosecute any such judgment or final decree against the Commission and collect in the manner provided by law out of the property of the Commission the moneys adjudged or decreed to be payable, and the TIFIA Lender shall have all of the rights and remedies of a creditor, including all rights and remedies, to the extent applicable to the Trust Estate, of a secured creditor under the Uniform Commercial Code and may take such other actions at law or in equity as may appear necessary or desirable to collect all amounts payable by Commission under the TIFIA Loan Agreement, the TIFIA Bond or the other TIFIA Loan Documents then due and thereafter to become due, or to enforce performance and observance of any obligation, agreement or covenant of the Commission under the TIFIA Loan Agreement, the TIFIA Bond or the other TIFIA Loan Documents; provided, however, that any monetary judgment against the Commission shall be payable solely from the Trust Estate or from any other funds made available by the Commission, in its discretion.

Whenever any Event of Default under the TIFIA Loan Agreement shall have occurred and be continuing, the TIFIA Lender may suspend or debar the Commission from further participation in any Government program administered by the TIFIA Lender and to notify other departments and agencies of such default.

No action taken pursuant to this Section of the TIFIA Loan Agreement (Events of Default and Remedies) shall relieve Commission from its obligations pursuant to the TIFIA Loan Agreement, the TIFIA Bond or the other TIFIA Loan Documents, all of which shall survive any such action.

The parties to the TIFIA Loan Agreement acknowledge and agree that the rights and remedies of the TIFIA Lender as the Holder of the TIFIA Bond, including any rights and remedies with respect to the payment thereof, shall be governed exclusively by the Senior Indenture. In addition to the rights and remedies of Holders set forth in the Senior Indenture, the parties further acknowledge and agree in the TIFIA Loan Agreement that the TIFIA Loan shall be made under and subject to, the terms and conditions set forth in the TIFIA Loan Agreement and the rights and remedies of the TIFIA Lender, including the right to enforce the representations, warranties and covenants made by the Commission exclusively for the benefit of the TIFIA Lender, shall be governed exclusively by those remedies set forth in TIFIA Loan Agreement. In the event of a conflict between the Senior Indenture and the TIFIA Loan Agreement, the provisions of the TIFIA Loan Agreement shall be given precedence; provided, however, in the event there exists a conflict between the provisions of the TIFIA Loan Agreement and the Senior Indenture and performance with the provisions of the TIFIA Loan Agreement is contrary to or inconsistent with the rights of the Holders of other secured obligations under the Senior Indenture, then the provisions of the Senior Indenture shall be given precedence and performance with the provisions thereof shall not constitute a violation of the TIFIA Loan Agreement. Subject to the immediately previous sentence, the Commission shall comply with all provisions of the Senior Indenture and with all documents entered into or delivered in connection with this transaction.

FINANCING PLAN

The Commission will apply the proceeds of the 2018 Short-Term Notes to: (i) finance certain costs of the Commission's Mid-Coast Corridor Transit Project, including all or a portion of (a) upgrades to signaling and traction power systems along existing trolley tracks from the Santa Fe Depot to the Old Town Transit Center, (b) construction of new double track between the Old Town Transit Center and the UTC Transit Center in University City, (c) construction of new stations; (d) construction of park-and ride facilities with parking spaces; (e) construction of transfer facilities; and (f) acquisition of new low-floor light rail transit vehicles (collectively, the "Project"), (ii) retire a portion of outstanding San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B, and (iii) pay the costs of issuing the 2018 Short-Term Notes. See "ESTIMATED SOURCES AND USES OF FUNDS." Construction for the Project commenced in the fall of 2016 and is expected to be completed by 2021.

ESTIMATED SOURCES AND USES OF FUNDS

The estimated sources and uses of proceeds of the 2018 Short-Term Notes are shown below:

Estimated Sources of Funds:

Principal Amount of 2018 Short-Term Notes	\$
Premium	
Total	<u>\$</u>

Estimated Uses of Funds:

Deposit to Project Fund	\$
Retirement of Series B Notes	
Underwriters' Discount	
Costs of Issuance ⁽¹⁾	
Total	<u>\$</u>

⁽¹⁾ Includes rating agency, municipal advisory, legal and Trustee fees, printing costs and other miscellaneous expenses.

PROJECTED DEBT SERVICE SCHEDULE

The table on the following page shows the annual debt service requirements with respect to the Senior Bonds and the 2018 Short-Term Notes (treating the principal thereof as Excluded Principal Payments as defined in the Subordinate Indenture).

FISCAL YEAR	DEBT SERVICE TABLE													
	Senior Lien										Subordinate Lien			Total Debt Service
	2008A	2008B	2008C	2008D	2010A(1)	2010B(1)	2012A	2014A	2016A	Total Senior Lien Debt Service (1)	Commercial Paper Notes (2)	Interest on 2018 Notes (3)	Total Subordinate Lien Debt Service	
2019	3,838,445	3,838,445	3,702,166	3,429,608	13,486,182	974,350	33,537,500	21,761,450	20,664,000	105,232,145	6,505,000	18,750,000	25,255,000	130,487,145
2020	3,838,445	3,838,445	3,702,166	3,429,608	13,486,182	975,550	33,539,750	21,763,450	20,665,000	105,238,595	6,504,750	18,750,000	25,254,750	130,493,345
2021	3,838,445	3,838,445	3,702,166	3,429,608	13,486,182	590,550	33,924,750	21,762,700	20,664,000	105,236,845	6,505,750	18,750,000	25,255,750	130,492,595
2022	3,838,445	3,838,445	3,702,166	3,429,608	13,486,182	589,750	33,921,250	21,763,700	20,665,500	105,235,045	6,502,750		6,502,750	111,737,795
2023	8,458,867	8,458,867	8,323,638	8,053,180	13,486,182	593,350	15,433,000	21,765,700	20,663,750	105,236,534	6,505,750		6,505,750	111,742,284
2024	8,430,446	8,430,446	8,301,551	8,043,763	13,486,182	591,150	15,521,750	21,762,950	20,668,250	105,236,487	6,504,250		6,504,250	111,740,737
2025	8,470,822	8,470,822	8,348,483	8,103,804	13,486,182	592,800	15,337,250	21,764,950	20,668,000	105,243,113	6,503,250		6,503,250	111,746,363
2026	8,502,612	8,502,612	8,387,132	8,156,173	13,486,182	589,800	15,182,500	21,760,700	20,667,500	105,235,211	6,502,500		6,502,500	111,737,711
2027	8,376,769	8,376,769	8,268,420	8,051,721	13,486,182	590,800	15,656,000	21,764,700	20,666,000	105,237,360	6,506,750		6,506,750	111,744,110
2028	8,471,632	8,471,632	8,370,566	8,168,434	13,486,182	590,600	15,246,250	21,760,700	20,667,750	105,233,745	6,505,500		6,505,500	111,739,245
2029	8,480,523	8,480,523	8,387,129	8,200,343	13,486,182	589,600	15,185,750	21,763,200	20,666,750	105,239,999	6,503,750		6,503,750	111,743,749
2030	8,480,826	8,480,826	8,395,410	8,224,579	13,486,182	592,800	15,147,500	21,760,950	20,667,250	105,236,323	6,506,250		6,506,250	111,742,573
2031	8,472,543	8,472,543	8,395,409	8,241,143	13,486,182		15,740,000	21,763,200	20,663,250	105,234,269	6,507,500		6,507,500	111,741,769
2032	8,455,672	8,455,672	8,387,126	8,250,034	13,486,182		15,771,250	21,763,700	20,664,000	105,233,635	6,507,250		6,507,250	111,740,885
2033	8,504,737	8,504,737	8,445,100	8,325,826	13,486,182		15,542,250	21,761,450	20,663,250	105,233,532	6,505,250		6,505,250	111,738,782
2034	8,467,830	8,467,830	8,417,492	8,316,815	13,486,182		15,650,250	21,765,450	20,665,000	105,236,848	6,506,250		6,506,250	111,743,098
2035	8,496,858	8,496,858	8,456,141	8,374,705	13,486,182		15,498,250	21,764,200	20,668,000	105,241,194	6,504,750		6,504,750	111,745,944
2036	8,514,437	8,514,437	8,483,747	8,422,365	13,486,182		15,388,250	21,761,700	20,666,000	105,237,118	6,505,500		6,505,500	111,742,618
2037	8,520,567	8,520,567	8,500,309	8,459,795	13,486,182		15,322,750	21,761,700	20,668,000	105,239,870	6,503,000		6,503,000	111,742,870
2038	8,589,770	8,589,770	8,580,369	8,561,569	13,486,182		14,999,000	21,762,700	20,667,500	105,236,859	6,507,000		6,507,000	111,743,859
2039					41,926,182		20,879,250	21,763,200	20,663,250	105,231,882	6,506,750		6,506,750	111,738,632
2040					41,889,641		20,878,250	21,761,700	20,664,000	105,193,591	6,507,000		6,507,000	111,700,591
2041					41,844,534		20,884,500	21,761,700	20,668,000	105,158,734	6,507,250		6,507,250	111,665,984
2042					41,804,467		20,881,000	21,761,450	20,663,500	105,110,417	6,507,000		6,507,000	111,617,417
2043					41,762,452		20,881,500	21,764,200	20,664,250	105,072,402	6,505,750		6,505,750	111,578,152
2044					41,716,698		20,879,756	21,762,950	20,663,250	105,022,654	6,503,000		6,503,000	111,525,654
2045					41,670,414		20,879,225	21,760,950	20,663,750	104,974,339	6,503,250		6,503,250	111,477,589
2046					41,621,612		20,878,244	21,764,063	20,663,750	104,927,668	6,505,750		6,505,750	111,433,418
2047					41,568,302		20,885,238	21,765,375	20,666,250	104,885,164	6,504,750		6,504,750	111,389,914
2048					41,513,494		20,888,000	21,762,988	20,664,000	104,828,481	6,504,750		6,504,750	111,333,231
Total	151,048,690	151,048,690	149,256,686	145,672,677	687,041,425	7,861,100	590,360,213	652,887,825	619,962,750	3,155,140,055	195,158,000	56,250,000	251,408,000	3,406,548,055

(1) Net of BAB subsidy after accounting for sequestration of 6.6%

(2) Assuming amortization of the full \$100 million authorized under the Commercial Paper program

(3) Based on 5% coupons and \$375 million estimated par amount; subject to change

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

General

The Commission was organized pursuant to the Act and is responsible for providing improvements to the transportation system and other public infrastructure systems in the County funded with the Sales Tax. To carry out this responsibility, the Commission adopted in 1987 the initial San Diego County Transportation Improvement Program Ordinance (Commission Ordinance 87-1 – Proposition A, 1987) (referred to herein as the “1987 Ordinance”). In 2004, the Commission adopted the San Diego County Transportation Improvement Program *TransNet* Ordinance and Expenditure Plan (Commission Ordinance 04-01), referred to herein as the “2004 Sales Tax Extension Ordinance,” which provides for an extension of the retail transactions and use tax implemented by the initial 1987 Ordinance for a 40-year period commencing on April 1, 2008. See “– The Expenditure Plan” below. The Commission Board is composed of the SANDAG Board of Directors. However, the liabilities of SANDAG are not liabilities of the Commission. SANDAG employees carry out the work of the Commission. The Commission has no employees.

On January 1, 2003, Senate Bill 1703 took effect, changing the structure of SANDAG from a Joint Powers Authority to a State-created regional government agency. The effect of this legislation was to make SANDAG a permanent rather than voluntary association of local governments and to increase SANDAG’s responsibilities and powers. The SANDAG Board of Directors consists of voting representatives from the County and 18 incorporated cities within the County. On October 11, 2017, Governor Jerry Brown signed into law Assembly Bill 805, which will change the voting mechanisms of the Board of Directors of SANDAG and provide additional audit requirements. Supplementing the voting members of the SANDAG Board of Directors are advisory representatives from Imperial County, the U.S. Department of Defense, Caltrans, San Diego Unified Port District, MTS, NCTD, San Diego County Water Authority, Southern California Tribal Chairmen’s Association, and Mexico. Policy Advisory Committees assist the SANDAG Board of Directors in carrying out the agency’s work program. The SANDAG Board of Directors is also assisted by a professional staff of approximately 250 planners, engineers, research specialists, and supporting staff. Senate Bill 1703 also required the consolidation of the planning, programming, project development, and construction functions of MTS and NCTD into SANDAG. SANDAG is responsible for transit planning, project implementation, and construction of regional transit projects in the County. Neither the Commission nor SANDAG operates transit services. Transit operations in the County are the responsibility of MTS and NCTD.

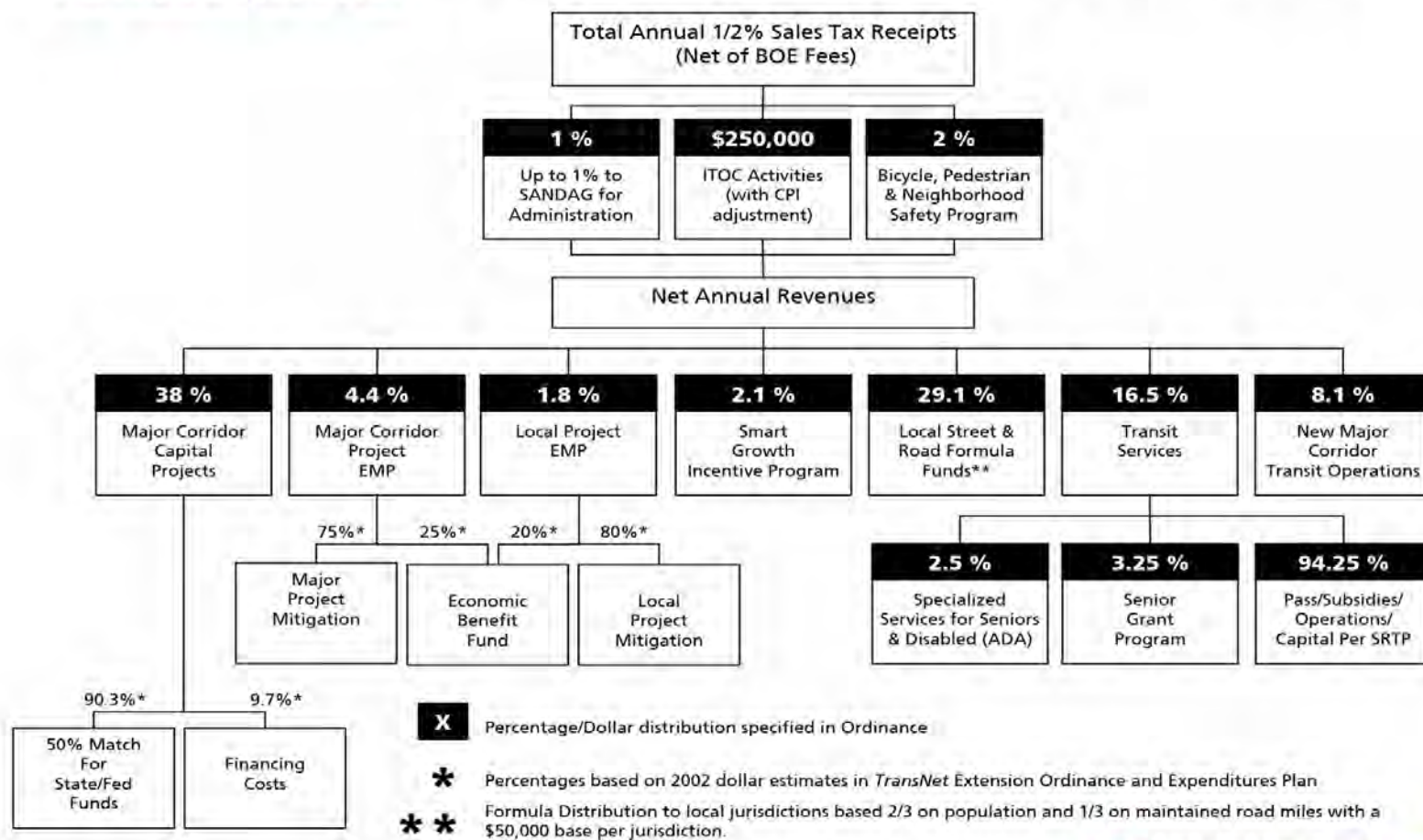
On October 28, 2011, the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy (“2050 RTP”), which describes a plan for investing local, State and federal transportation funds expected to come into the region over the next 40 years. The Commission issued a progress report regarding the 2050 RTP in April 2015. Pending litigation against SANDAG broadly alleges that the programmatic Environmental Impact Report (“EIR”) prepared for the 2050 RTP is inconsistent with the California Environmental Quality Act. Among other things, the Plaintiffs’ request injunctive relief, which, if granted, could stay construction of projects listed in the 2050 RTP until after SANDAG corrects any alleged deficiencies in the EIR. Certain projects managed by the Commission are included in the 2050 RTP. The Commission believes that the likelihood of any stay prohibiting work on projects already under construction is remote.

The Expenditure Plan

The 1987 Ordinance and the 2004 Sales Tax Extension Ordinance each outline a series of projects (together, the “Expenditure Plan”) to be completed during the term of the Sales Tax. The Expenditure Plan may be found at: <http://www.sandag.org/index.asp?publicnoticeid=227&fuseaction=notices.detail>. The Expenditure Plan is not incorporated herein by reference. The Ordinance specifies that Sales Tax Revenues are to be applied according to the following diagram.

Extension

Allocation of Funds—FY09 to FY48



To implement the Expenditure Plan, the Commission annually adopts finance plan updates (each, a “*TransNet* Plan of Finance”) that describe major program revenue, cost and project budget and schedule assumptions. Each *TransNet* Plan of Finance adopted by the Commission sets forth projected cash flow and borrowing requirements during the term of the program covered by such plan. The *TransNet* Early Action Program (depicted in the map entitled “*TransNet* Early Action Program at the front of this Official Statement) includes various highway and transit improvements in the Interstates 5, 15, 805 corridors; State Route 52 and 76 corridors; implementation of the Mid-Coast Light Rail Project; trolley vehicle and station upgrades along the Blue and Orange Lines; and double tracking improvements in the coastal rail corridor to be financed by the proceeds of Bonds, Sales Tax Revenues, and eligible federal, state, and local revenues.

In response to changing conditions, the *TransNet* Plan of Finance is updated on an annual basis. The update includes the latest project cost estimates, actual revenues received, and estimated revenue projections. The update allows the Commission to assess the strength of the program and appropriate changes to the implementation of the Project. In response to economic conditions during which costs have decreased while sales tax collections have increased, the Board has accelerated projects to take advantage of a construction bid environment offering bids significantly below engineering estimates. During periods when costs were rising faster than revenues, the Commission has deferred the implementation of certain projects to allow the *TransNet* Plan of Finance to remain focused on the highest priority projects.

At its October 27, 2017 meeting, the SANDAG Board unanimously approved the 2016-17 *TransNet* Plan of Finance continuing the implementation of major transportation projects in the region.

As a guiding principle, the Commission’s primary borrowing is focused on capital programs: (1) Major Corridor Capital Projects; (2) Major Corridor Environmental Mitigation Program (“EMP”); and (3) Local Project EMP. The remaining Sales Tax Revenues are allocated to current expenses for the remaining programs. From time to time, at the request of member agencies (local jurisdictions), the Commission may borrow for local street and road capital improvements, with the debt service for these improvements paid from each respective agency’s share of Local Street & Road Formula Funds.

Future Financings

The Commission manages the implementation of its capital program based on project readiness and the availability of federal and State funds, and may advance or slow down the delivery of projects in response to current conditions. No assurance can be given regarding the amount of additional Senior Bonds that may be issued by the Commission in the future, subject to the limitations of the Indenture. However, the Commission anticipates issuing additional Senior Bonds or other obligations from time to time to fund transportation projects authorized under the Expenditure Plan. The Commission currently expects to issue an aggregate amount of additional Senior Bonds or Subordinate Bonds in the range of \$___ to \$___ million through calendar year 2023. The issuance of additional Senior Bonds or other obligations is subject to the requirements of the Indenture. In addition, the Commission expects to issue \$537.48 million in Parity Debt, including the 2018 Short-Term Notes, through calendar year 2021.

The Commission is also authorized to issue up to \$100,000,000 in the aggregate principal amount of Subordinate Commercial Paper Notes. See “OUTSTANDING OBLIGATIONS – Subordinate Commercial Paper Notes and CP Letter of Credit.”

Executive Staff

The SANDAG staff serves as staff to the Commission. Key staff members, the position held by each and a brief statement of the background of each staff member are set forth below. The office of Executive Director is vacant following the retirement of Gary L. Gallegos on August 18, 2017. The

Commission is currently conducting a search for its next Executive Director. Under the Commission's Board of Directors' policy, the Chief Deputy Executive Director has all of the authority of the Executive Director.

Kim Kawada, *Chief Deputy Executive Director*. Ms. Kawada's major responsibilities include managing the ongoing operations of SANDAG. She is responsible for overseeing the day-to-day activities of an agency with more than a \$1 billion budget and about 350 employees, including the Administration, Finance, Land Use and Transportation Planning, Mobility Management and Project Implementation, Operations, Technical Services, and *TransNet* Departments. She joined SANDAG in 1995, serving in a variety of leadership roles at the agency for more than 23 years. Ms. Kawada works with other local, regional, state, and federal agencies on regional infrastructure planning, programming and implementation issues. She has extensive experience working with elected leaders throughout the region to build consensus to achieve wide-ranging regional goals. Prior to her current role, Ms. Kawada served as *TransNet* and Legislative Affairs Program Director managing and directing the operations of the SANDAG *TransNet* program and federal and state legislative affairs. Ms. Kawada has played an instrumental role in many of the agency's programs and projects, ranging from long-term transportation planning to budgeting to setting public policy priorities. Her leadership on legislative efforts enabled SANDAG to operate new toll and managed lanes to expand travel choices, and to use innovative project delivery methods to save money and accelerate completion. She is a graduate of Brown University with a Bachelor of Arts in American History.

John F. Kirk, *General Counsel*. Mr. Kirk was appointed General Counsel for SANDAG and the Commission in January 2012. Mr. Kirk was originally hired by SANDAG as Deputy General Counsel in June 2006. Between 1990 and 2006 Mr. Kirk served the City of San Diego as a Deputy City Attorney. Mr. Kirk holds a Bachelors' degree from Wabash College and a Juris Doctorate from Pepperdine University's School of Law.

André Douzjian, *Director of Finance*. Mr. Douzjian serves as SANDAG's Chief Financial Officer and directs all financial and budgeting functions for SANDAG and the Commission. Mr. Douzjian returned to SANDAG in June of 2012. During the previous 12 years, Mr. Douzjian worked in the capacity of Chief Financial Officer for two privately-held staffing companies, where he was a co-founder and shareholder of those businesses. Prior to that, Mr. Douzjian was the Financial Services Manager at SANDAG, a position that he held for almost ten years, from 1991 to 2000. Prior to his employment at SANDAG, Mr. Douzjian was a Senior Accountant for KPMG, LLP, a certified accounting firm. Mr. Douzjian received a Bachelor of Business Administration (B.A.) degree in Accounting in 1988 from the University of San Diego and a Master's degree in Business Administration (M.B.A.) with an emphasis in Finance in 1996 from San Diego State University and is a Certified Public Accountant. Mr. Douzjian is a member of the Government Finance Officers Association.

Jim Linthicum, *Director of Mobility Management and Project Implementation*. Mr. Linthicum is directly responsible for the implementation of all capital improvement projects, including *TransNet* funded projects, under the control of the Commission. He is accountable for the scope, schedule, and cost of regional transportation projects and coordinates these efforts with federal, State, and local transportation agencies. Mr. Linthicum transferred to SANDAG from MTS in 2003 as a result of the consolidation of project development and construction functions into SANDAG. Prior to his employment at MTS, Mr. Linthicum worked for the California Department of Transportation for 24 years. Mr. Linthicum holds a B.S. degree in Civil Engineering from Pennsylvania State University.

Charles "Muggs" Stoll, *Director of Land Use and Transportation Planning*. Mr. Stoll is responsible for development and implementation of SANDAG's Regional Comprehensive Plan and Regional Transportation Plan and oversees planning and project development activities in the areas of

transportation, public transit, land use, public facilities, environmental management, and interregional and binational collaboration. Mr. Stoll joined SANDAG in April 2007 after spending more than 20 years with the California Department of Transportation at its San Diego District Office where he gained experience in many functional units. His career involved primarily project development functions, including assignments in construction as a Resident Engineer, Project Director with responsibility for all phases of development of the proposed tollway portion of future State Route 125 (South Bay Expressway), Deputy District Director of the Environmental Division, the District's Capital Program Chair Deputy, and an eight-week acting assignment as the Chief of Staff to the Director of Caltrans in Sacramento. Mr. Stoll received a Bachelor of Science (B.S.) degree in Civil Engineering in 1983 and a Master's degree in Business Administration (M.B.A.) in 1985. Both degrees were earned at San Diego State University. He has been a Registered Engineer in the State since 1988.

Ray Major, Chief Economist. Mr. Major originally joined SANDAG in 1987 as a Research Analyst and economist responsible for SANDAG's econometric and economic impact models, custom analytic research projects, and for developing the San Diego region's comprehensive Economic Prosperity Strategy. He left SANDAG in 1994 and joined the Nielsen companies where he served as a senior executive holding numerous positions including Chief Marketing Officer, Chief Customer Officer, and product strategist. Mr. Major oversaw the product development of Claritas, a major provider of demographic and segmentation data. As General Manager of Integras, he ran the division of Claritas specializing in Business Intelligence (BI) and predictive analytics, geo-spatial and economic modeling services. In 2010, Mr. Major moved to Halo BI, a state-of-the-art business intelligence and predictive modeling software and service provider where he served as CMO, COO, and CEO. Mr. Major rejoined SANDAG in 2015 where he now serves as the Chief Economist. Mr. Major holds both graduate and undergraduate degrees in economics from San Diego State University, with an emphasis in developmental economics, and econometrics.

José Nuncio, TransNet Director. Mr. Nuncio manages and directs the operations of the SANDAG TransNet Department and is responsible for the programming of federal, state, local and TransNet funds, revenue forecasts for the agency's long-range transportation plans, internal and external accountability and communication through the TransNet Dashboard and staffing for the Independent Taxpayer Oversight Committee. Mr. Nuncio joined SANDAG in April 2002 after spending more than 10 years with the California Department of Transportation at its San Diego District Office where he gained experience in the areas of programming, project management and development, and international border affairs. Mr. Nuncio received a Bachelor of Science (B.S.) in Aerospace Engineering from the University of Michigan in 1989 and a Master of Science (M.S.) in Structural Engineering in 1991 from the University of California at San Diego. Mr. Nuncio has been a Registered Civil Engineer in the State of California since 1995.

Independent Examination of Measure A Revenue Estimates

In November 2016, the Commission's Board of Directors endorsed Measure A, which sought to establish a new half-cent retail sales tax for the San Diego region. The supporters of Measure A campaigned for its passage with the representation that the additional sales tax would generate roughly \$18 billion in revenue, which would be used for transportation needs throughout the region. The estimates of potential revenue from the passage of Measure A were over-estimated, a fact that was reported by the press in October 2016. The following month, Measure A was defeated at the polls.

The Commission's Board of Directors commissioned an independent inquiry on April 14, 2017, to determine which individuals within Commission knew that the revenue estimates were overstated, when those individuals gained that knowledge, and with whom that information was shared. A report on the independent inquiry was presented to the Commission's Board of Directors on August 4, 2017. The report found that a computer input error in 2004 caused projections of sales tax receipts to be erroneously high. Several staff members questioned the projections and advised against using them. However, it was not until

two days after the November 2016 election that staff discovered the source of the error. The report found that no one at Commission intended to misrepresent the revenue forecast and makes a series of policy and procedural recommendations to avoid such issues in the future. The Commission's Board of Directors subsequently implemented a 7-Point Data Accuracy and Modeling Work Plan as well as a "Plan of Excellence" to carry out ideas discussed by the Board of Directors and recommendations from the report as well as from the San Diego Taxpayers Association regarding improvements to SANDAG operations. The report is available on the Commission website as part of the Commission's Board of Directors' special meeting agenda minutes for the August 4, 2017, and information regarding the 7-Point Data Accuracy and Modeling Work Plan as well as a "Plan of Excellence" can be found at <http://www.sandag.org/index.asp?subclassid=125&fuseaction=home.subclasshome>.

The public reaction to the circumstances surrounding the November 2016 election has had an impact on the Commission. On October 11, 2017, Governor Jerry Brown signed into law AB 805 which made changes including modifications to the Commission's voting mechanisms. In addition, Executive Director Gary L. Gallegos retired effective August 18, 2017. Under the Board of Directors' policy, the Chief Deputy Executive Director of the Commission has all of the authority of the Executive Director. The Commission is currently conducting a search for its new Executive Director. It remains possible that the Commission will continue to experience additional changes as a result of the reaction, including in the governance or management of the Commission. See "RISK FACTORS - Governance and Management – Changes in State Law."

THE SALES TAX

Authorization, Application and Collection of the Sales Tax

The Commission is authorized by the Act to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County in accordance with California's Transactions and Use Tax Law (Revenue and Taxation Code Sections 7251 *et seq.*), upon authorization by a majority of the electors voting on the issue. On November 3, 1987, the voters approved the 1987 Ordinance which imposed the Sales Tax in the County for a twenty-year period. On November 2, 2004, more than two-thirds of the voters approved the Sales Tax Extension Ordinance which, among other things, extended the collection of the tax to March 31, 2048. The Ordinance imposes the Sales Tax on the gross receipts of retailers from the sale of tangible personal property sold in the County and upon the storage, use or other consumption in the County of such property purchased from any retailer for storage use or other consumption in the County, subject to certain limited exceptions described below.

Collection of the Sales Tax is administered by the CDTFA, which replaced the BOE for this purpose. The CDTFA, after deducting a fee for administering the Sales Tax, remits the remaining Sales Tax Revenues to the Trustee which are then applied to satisfy the Commission's obligations with respect to the Bonds and Parity Obligations. The remaining Sales Tax Revenues are then remitted to the Trustee for the Commission's Subordinate Obligations, including the 2018 Short-Term Notes and the Subordinate Commercial Paper Notes. After payment of debt service requirements on the Subordinate Obligations, any remaining unapplied Sales Tax Revenues are then remitted to the Trustee for payment of certain fees and expenses and the Junior Subordinate TIFIA Loan and thereafter to the Commission. The fee charged by the CDTFA is determined by the CDTFA pursuant to statute. The fee charged by the CDTFA to the Commission for collection of the Sales Tax for Fiscal Year 2017 was \$3,300,880. The fee that the CDTFA is authorized to charge for collection of the Sales Tax is determined by State legislation and may be increased or decreased by legislative action. There can be no assurances that the amount of this fee or the method for determining the amount of the fee will remain the same.

The CDTFA disburses collected sales tax monthly to sales taxing jurisdictions such as the Commission through a five-step procedure. First, the CDTFA calculates 90% of the same quarter disbursement from the prior year. Second, the CDTFA multiplies this number by the quarterly growth rate provided by the State Department of Finance. Third, the CDTFA divides the quarterly projection into three monthly disbursements of 30%, 30% and 40%. Fourth, the disbursement for the first month of each quarter is adjusted by a true-up for the previous quarter to reconcile actual sales tax collections with the disbursements made in accordance with the preceding formula. Fifth, a quarterly administration fee is subtracted from the first month's disbursement. From time to time there will be corrections made by the CDTFA for prior periods.

The Sales Tax is imposed in addition to a 7.25 percent sales and use tax levied statewide by the State and local sales tax measures enacted by cities, as described below under “– Other Sales Taxes Imposed in the County.” In general, the statewide sales tax applies to the gross receipts of retailers from the sale of tangible personal property. The statewide use tax is imposed on the storage, use or other consumption in the State of property purchased from a retailer for such storage, use or other consumption. Since the use tax does not apply to cases where the sale of the property is subject to the sales tax, the application of the use tax generally is to purchases made outside of the State for use within the State, subject to certain exceptions. Many categories of transactions are exempt from the Statewide sales and use tax and from the Sales Tax. The most important are: sales of food products for home consumption; prescription medicine; edible livestock and their feed; seed and fertilizer used in raising food for human consumption; and gas, electricity and water when delivered to consumers through mains, lines, and pipes. In addition, “Occasional Sales” (i.e., sales of property not held or used by a seller in the course of activities for which he or she is required to hold a seller's permit) are generally exempt from the statewide sales and use tax and from the Sales Tax. Action by the State legislature or by voter initiative could change the transactions and items upon which the Statewide sales and use tax and the Sales Tax are imposed. Such changes or amendments could have either an adverse or beneficial impact on the Sales Tax Revenues. The Commission is not currently aware of any proposed legislative change, which would have a material adverse effect on Sales Tax Revenues. See also “RISK FACTORS – Proposition 218.”

Historical Sales Tax Revenues

The Commission began receiving distributions of the Sales Tax from the BOE in June, 1988. The CDTFA now handles most of the taxes and fees previously collected by the BOE. The following table shows the Sales Tax remitted to the Commission during the Fiscal Years ended June 30, 1990 through June 30, 2017.

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**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
HISTORICAL SALES TAX REVENUES**

<u>Fiscal Year Ended June 30</u>	<u>Sales Tax Revenues⁽¹⁾</u>	<u>% Change From Prior Fiscal Year</u>
1990	\$113,758,624	--
1991	109,806,529	(3.5)%
1992	106,105,958	(3.4)
1993	111,783,116	5.4
1994	111,461,846	(0.3) ⁽²⁾
1995	114,303,387	2.5
1996	123,511,934	8.1
1997	131,592,528	6.5
1998	145,754,155	10.8
1999	156,909,677	7.7
2000	172,274,619	9.8
2001	189,795,888	10.2
2002	192,836,199	1.6
2003	200,600,386	4.0
2004	213,230,634	6.3
2005	228,562,785	7.2
2006	243,317,789	6.5
2007	247,924,304	1.9
2008	244,406,219	(1.4)
2009	221,991,360	(9.2)
2010	204,191,747	(8.0)
2011	221,304,014	8.4
2012	236,947,113	7.1
2013	247,221,162	4.3
2014	260,114,931	5.2
2015	268,840,549	3.4
2016	275,500,023	2.5
2017	284,456,260	3.3

⁽¹⁾ Cash basis, net of BOE/CDTFA administrative fee.

⁽²⁾ Reflects, in part, effect of increase in BOE administration fee in 1994.

Source: San Diego County Regional Transportation Commission.

Sales Tax Revenues received by the Commission through January of the Fiscal Year ending June 30, 2018 were \$169,816,579, compared with \$162,462,515 for the same period during the Fiscal Year ended June 30, 2017.

Other Sales Taxes Imposed in the County

With limited exceptions, the Sales Tax is imposed upon the same transactions and items subject to the 7.25 percent sales and use tax levied statewide by the State. The State Legislature or the voters of the State, through the initiative process, could change or limit the transactions and items upon which the statewide sales tax and the Sales Tax are imposed. Any such change or limitation could have an adverse impact on the Sales Tax Revenues collected. See “RISK FACTORS – Other Sales Taxes.”

In addition to the statewide sales and use tax and the Sales Tax, the following sales and use taxes are imposed in certain cities within the County. No portion of the statewide sales and use tax or the following taxes imposed in certain cities within the County are pledged to the repayment of the 2018 Short-Term Notes.

<u>Sales and Use Tax</u>	<u>Tax Rate</u>	<u>Effective Date</u>	<u>Termination Date</u>
City of Chula Vista Temporary Transactions and Use Tax	0.50%	04/01/17	04/01/27
City of Del Mar Transactions and Use Tax	1.00	07/01/17	N/A
City of El Cajon Service Preservation Transactions and Use Tax	0.50	04/01/09	03/31/29
City of La Mesa Transactions and Use Tax	0.75	04/01/09	03/31/29
City of National City Transactions and Use Tax	1.00	10/01/06	09/30/36
City of Vista Transactions and Use Tax	0.50	04/01/07	03/31/37

Source: *California City and County Sales and Use Tax Rates* (July 1, 2017), CDTFA.

For information concerning historical taxable sales in the County, see the table entitled “County of San Diego, Taxable Sales Transactions” in APPENDIX B – “Information Regarding the County of San Diego.”

COMMISSION INVESTMENT PORTFOLIO

Funds of the Commission are invested pursuant to an investment policy adopted by the Commission Board, which permits the Commission to invest in some (but not all) of the types of securities authorized by State law for the investment of funds of local agencies. The securities in which the Commission currently is authorized to invest include United States treasury notes, bonds and bills, bonds, notes, bills, warrants and obligations issued by certain agencies of the United States, bankers acceptances, commercial paper of prime quality, certificates of deposit, medium term corporate notes, shares of beneficial interest issued by a California joint powers authority, the State’s local agency investment fund, the San Diego County local agency investment fund, collateralized repurchase agreements, and other securities authorized under State law as appropriate for public fund investments and not specifically prohibited by the investment policy. The investment policy (which is subject to change in the future) does not allow investment in reverse repurchase agreements, mortgage interest strips, inverse floaters or securities lending or any investment that fails to meet the credit or portfolio limits of the investment policy at the time of investment.

Funds held by the Trustee under the Indenture are invested in Investment Securities (as defined in Appendix C) by the Trustee in accordance with instructions from the Commission. The instructions from the Commission currently restrict those investments to investments permitted by the investment policy adopted by the Commission Board described above (except that the Trustee is permitted to invest a greater percentage of funds in specific securities than the investment policy would otherwise permit).

The value of the various investments in the portfolio will fluctuate on a daily basis as a result of a multitude of factors, including generally prevailing interest rates and other economic conditions. Further, such values may vary based on credit quality, ratings, or other factors. Therefore, there can be no assurance that the values of the various investments in the portfolio will not vary significantly from the values described below. Further, the values specified in the following tables were based upon estimates of market values provided to the Commission by a third party as of June 30, 2017. Accordingly, there can be no assurance that if these securities had been sold on June 30, 2017, the portfolio would have received the values specified. In addition, under certain provisions of the Indenture, funds and accounts held under the Indenture must be invested in certain specified Investment Securities that include investment agreements and other investments not described above.

As of December 31, 2017, the average maturity of the Commission's portfolio was 389 days, with an average yield of approximately 1.33 percent.

INVESTMENT PORTFOLIO INFORMATION as of December 31, 2017

	Percent of Portfolio (Market Value)	Par Value	Market Value
Cash or Cash Equivalents	22.7%	\$127,853,022	\$127,853,022
State of California Local			
Agency Investment Fund	1.6	9,118,027	9,118,027
United States Agencies	39.6	225,346,744	223,319,996
Corporate Medium Term Notes	19.3	109,911,998	109,079,900
Commercial Paper	0.8	4,218,928	4,230,204
Supra-National Agency Bonds/Notes	2.5	14,175,404	14,029,005
Certificates of Deposit	6.7	37,995,027	37,880,619
Asset-Backed Securities	2.3	13,202,607	13,136,318
Certificates of Participation	4.5	25,550,000	25,550,000
TOTAL	100.0%	\$567,371,757	\$564,197,091

Source: The Commission.

RISK FACTORS

Availability of Funds to Pay the 2018 Short-Term Notes

The Subordinate Indenture provides that unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of the Subordinate Indenture, the Commission agrees to use its best efforts, on or before April 1, 2021, to draw on the TIFIA Loan Agreement or, to the extent sufficient funds are not available or eligible thereunder, to issue Senior Lien Bonds, or Notes or other Parity Debt under the Senior Indenture or the Subordinate Indenture, as applicable, or to otherwise obtain financing to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on April 1, 2021. No assurance can be given that the Commission will satisfy all conditions to disbursement under the TIFIA Loan Agreement, or that the TIFIA Lender will honor a properly presented disbursement request under the TIFIA Loan Agreement. In addition, if the Commission is unable to obtain proceeds of the Junior Subordinate TIFIA Loan, no assurances can be given that capital markets access will be available for the Commission

to issue Senior Bonds under the Senior Indenture, or Notes or other Parity Debt under the Subordinate Indenture, to repay the principal of the 2018 Short-Term Notes on April 1, 20__.

Economy of the County and the State

The 2018 Short-Term Notes are secured by a pledge of Sales Tax Revenues, which consist of the Sales Tax less an administrative fee paid to the CDTFA. The level of Sales Tax Revenues collected at any time is dependent upon the level of retail sales within the County, which level of retail sales is, in turn, dependent upon the level of economic activity in the County and in the State generally. As a result, any substantial deterioration in the level of economic activity within the County or in the State could have an adverse impact upon the level of Sales Tax Revenues and therefore upon the ability of the Commission to pay principal of and interest on the 2018 Short-Term Notes. For information relating to economic conditions within the County and the State, see APPENDIX B – “INFORMATION REGARDING THE COUNTY OF SAN DIEGO.”

Other Sales Taxes

With limited exceptions, the Sales Tax is imposed upon the same transactions and items subject to the 7.25% sales and use tax levied statewide by the State. The State Legislature or the voters of the State, through the initiative process, could change or limit the transactions and items upon which the statewide sales tax and the Sales Tax are imposed. Any such change or limitation could have an adverse impact on the Sales Tax Revenues collected. In addition, the Sales Tax is imposed generally on the same transactions and items subject to sales and use taxes levied by certain cities within the County. See “THE SALES TAX – Other Sales Taxes Imposed in the County.”

Acceleration of Liquidity Facility Bonds

The amortization period applicable to the Liquidity Facility Bonds may be accelerated under certain circumstances. “Liquidity Facility Bonds” are Series 2008 Senior Lien Bonds tendered for purchase and not successfully remarketed, that are then purchased by a Liquidity Provider pursuant to the applicable 2008 Liquidity Facility. Such Liquidity Provider purchases may occur as a result of, among other things, adverse market conditions leading to failed remarketings or the Commission’s inability to obtain replacement credit or liquidity arrangements upon the expiration or termination of the existing 2008 Liquidity Facilities. See “OUTSTANDING OBLIGATIONS – Liquidity Facilities.” The Commission’s obligation to reimburse the Liquidity Providers on account of their purchase of any of the Series 2008 Bonds may, under specified circumstances, be paid over a period of five years or, if earlier, by no later than the last day of the purchase period, and may, under certain circumstances, become immediately due and payable on the one hundred eightieth (180th) day following the date on which any Series 2008 Senior Lien Bond became a Liquidity Facility Bond. Liquidity Facility Bonds are payable on a parity with the Senior Lien Bonds.

Parity with Variable Rate Bonds

The Series 2008 Bonds are variable rate bonds. The calculation of interest on the Series 2008 Bonds is set weekly. Potential fluctuations in interest rates could result in higher net interest rates on the Series 2008 Bonds. The Series 2008 Bonds are subject to tender provisions and remarketing by the remarketing agents for such Series 2008 Bonds. Upon a failure to remarket the Series 2008 Bonds, the Series 2008 Bonds will be purchased pursuant to the 2008 Liquidity Facilities, in which event the Series 2008 Bonds could bear interest at materially higher interest rates. Furthermore, in the event of early termination of the Initial Swaps, the Commission would no longer receive the variable rate payments from the counterparties thereunder and the Commission may be liable for substantial termination fees which, though subordinate to the 2018 Short-Term Notes, could have a material adverse effect on the Commission.

Loss of Subsidy Payments

The 2010 Series A Bonds were issued as “Build America Bonds.” The amount of any Subsidy Payments are subject to legislative changes by the United States Congress. On March 1, 2013, the federal government announced the implementation of certain automatic spending cuts known as “sequestration.” In Fiscal Year 2016-17, sequestration reduced Subsidy Payments to the Commission by approximately \$480,361. The Commission expects future reductions in Subsidy Payments to occur due to the sequester, but is unable to predict the amount or duration of such reductions. Further, Subsidy Payments will only be paid if the 2010 Series A Bonds continue to qualify as Build America Bonds. For the 2010 Series A Bonds to remain Build America Bonds, the Commission must comply with certain covenants with respect to the 2010 Series A Bonds, the use and investment of proceeds thereof and the use of property financed thereby. Thus, it is possible that the Commission may not receive the Subsidy Payments. Subsidy Payments are also subject to offset against amounts that may, for unrelated reasons, be owed by the Commission to any agency of the United States of America. The Commission does not believe that failure to receive all or a portion of the Subsidy Payments or any offset to the Subsidy Payments will materially and adversely impact the Commission’s ability to pay interest on the 2010 Series A Bonds or other obligations. The failure to receive all or any portion of the Subsidy Payment does not affect the Commission’s obligation to pay debt service on the 2010 Series A Bonds.

Loss of Tax Exemption

As discussed under “TAX MATTERS,” interest on the 2018 Short-Term Notes could become includable in federal gross income, possibly from the date of issuance of the 2018 Short-Term Notes, including as a result of acts or omissions of the Commission subsequent to the issuance of the 2018 Short-Term Notes. Should interest become includable in federal gross income, the 2018 Short-Term Notes are not subject to redemption by reason thereof and will remain outstanding until maturity or earlier redemption.

Bankruptcy Considerations

The Commission may be authorized to file for Chapter 9 municipal bankruptcy under certain circumstances. Should the Commission file for bankruptcy, there could be adverse effects on the holders of the 2018 Short-Term Notes.

If the Sales Tax Revenues are “special revenues” under the Bankruptcy Code, then Sales Tax Revenues collected after the date of the bankruptcy filing should be subject to the lien of the Indenture. “Special revenues” are defined to include taxes specifically levied to finance one or more projects or systems, excluding receipts from general property, sales, or income taxes levied to finance the general purposes of the governmental entity. The Sales Tax was levied to finance the projects described in the San Diego County Transportation Improvement Program *TransNet* Ordinance and Expenditure Plan (under this caption, the “Projects”), and some of these Projects are described in broad terms. In addition, the Projects are not owned by the Commission. No assurance can be given that a court would not hold that the Sales Tax Revenues are not special revenues. Were the Sales Tax Revenues determined not to be “special revenues,” then Sales Tax Revenues collected after the commencement of a bankruptcy case would likely not be subject to the lien of the Indenture. The holders of the 2018 Short-Term Notes may not be able to assert a claim against any property of the Commission other than the Sales Tax Revenues, and were these amounts no longer subject to the lien of the Indenture following commencement of a bankruptcy case, then there could thereafter be no amounts from which the holders of the 2018 Short-Term Notes are entitled to be paid.

The Bankruptcy Code provides that special revenues can be applied to necessary operating expenses of the project or system from which the special revenues are derived, before they are applied to other obligations. This rule applies regardless of the provisions of the transaction documents. The law is not clear as to whether, or to what extent, Sales Tax Revenues would be considered to be “derived” from the Projects. To the extent that Sales Tax Revenues are determined to be both special revenues and derived from the Projects, the Commission may be able to use Sales Tax Revenues to pay necessary operating expenses connected with the Projects, before the remaining Sales Tax Revenues are turned over to the Trustee to pay amounts owed to the holders of the 2018 Short-Term Notes. It is not clear precisely which expenses would constitute necessary operating expenses.

If the Commission is in bankruptcy, the parties (including the holders of the 2018 Short-Term Notes) may be prohibited from taking any action to collect any amount from the Commission or to enforce any obligation of the Commission, unless the permission of the bankruptcy court is obtained. These restrictions may also prevent the Trustee from making payments to the holders of the 2018 Short-Term Notes from funds in the Trustee’s possession. The procedure pursuant to which Sales Tax Revenues are paid directly by the CDTFA to the Trustee may no longer be enforceable, and the Commission may be able to require the CDTFA to pay Sales Tax Revenues directly to the Commission.

The Commission as a debtor in bankruptcy may be able to borrow additional money that is secured by a lien on any of its property (including Sales Tax Revenues), which lien could have priority over the lien of the Indenture, or to cause some Sales Tax Revenues to be released to it, free and clear of lien of the Indenture, in each case provided that the bankruptcy court determines that the rights of the Trustee and the holders of the 2018 Short-Term Notes will be adequately protected. The Commission may also be able, without the consent and over the objection of the Trustee and the holders of the 2018 Short-Term Notes, to alter the priority, interest rate, payment terms, collateral, maturity dates, payment sources, covenants (including tax-related covenants), and other terms or provisions of the Indenture and the 2018 Short-Term Notes, provided that the bankruptcy court determines that the alterations are fair and equitable.

There may be delays in payments on the 2018 Short-Term Notes while the court considers any of these issues. There may be other possible effects of a bankruptcy of the Commission that could result in delays or reductions in payments on the 2018 Short-Term Notes, or result in losses to the holders of the 2018 Short-Term Notes. Regardless of any specific adverse determinations in a Commission bankruptcy proceeding, the fact of a Commission bankruptcy proceeding could have an adverse effect on the liquidity and value of the 2018 Short-Term Notes.

Proposition 218

On November 5, 1996, voters in the State approved an initiative known as the Right to Vote on Taxes Act (“Proposition 218”). Proposition 218 added Articles XIIC and XIID to the California Constitution. Article XIIC requires majority voter approval for the imposition, extension or increase of general taxes and two-thirds voter approval for the imposition, extension or increase of special taxes by a local government, which is defined to include local or regional governmental agencies such as the Commission. In 2004, the Sales Tax Extension Ordinance received the approval of more than 2/3 of the voters as required by Article XIIC. However, Article XIIC also removes limitations that may have applied to the voter initiative power with regard to reducing or repealing previously authorized taxes. In the opinion of the Commission, however, any attempt by the voters to use the initiative provisions under Proposition 218 to rescind or reduce the levy and collection of the Sales Tax in a manner which would prevent the payment of debt service on the 2018 Short-Term Notes would violate the Impairment Clause of the United States Constitution and, accordingly, would be precluded. However, it is likely that the interpretation and application of this provision of Proposition 218 will ultimately be determined by the courts.

Governance and Management – Changes in State Law

SANDAG was created in the 1970s as a Joint Powers Authority made up of various cities in the County of San Diego that desired to voluntarily carry out regional planning activities as a joint enterprise. SANDAG's governance structure was codified into State Law by State statute in 2002. The State Legislature can alter the governance and structure of SANDAG. On October 11, 2017, Governor Jerry Brown signed into law AB 805 which changed the voting mechanisms of the Board of Directors of SANDAG and provide additional audit requirements. The State Legislature can adopt further statutory changes that could materially impact the composition of the Board of Directors or composition of management, or impose new requirements or standards, any of which could cause material changes for SANDAG policy objectives or how it operates.

Further Initiatives

Proposition 218 was adopted as a measure that qualified for the ballot pursuant to the State's initiative process. From time to time other initiative measures could be adopted, which may affect the Commission's ability to levy and collect the Sales Tax.

ABSENCE OF MATERIAL LITIGATION

No litigation is pending or, to the best knowledge of the Commission, threatened against the Commission concerning the validity of the 2018 Short-Term Notes. The Commission is not aware of any litigation pending or threatened against the Commission questioning the political existence of the Commission or contesting the Commission's ability to impose and collect the Sales Tax.

TAX MATTERS

In the opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission ("Bond Counsel"), based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the 2018 Short-Term Notes is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (the "Code") and is exempt from State of California personal income taxes. Bond Counsel is of the further opinion that interest on the 2018 Short-Term Notes is not a specific preference item for purposes of the federal alternative minimum tax. A complete copy of the proposed form of opinion of Bond Counsel is set forth in Appendix F hereto.

To the extent the issue price of any maturity of the 2018 Short-Term Notes is less than the amount to be paid at maturity of such 2018 Short-Term Notes (excluding amounts stated to be interest and payable at least annually over the term of such 2018 Short-Term Notes), the difference constitutes "original issue discount," the accrual of which, to the extent properly allocable to each Beneficial Owner thereof, is treated as interest on the 2018 Short-Term Notes which is excluded from gross income for federal income tax purposes and State of California personal income taxes. For this purpose, the issue price of a particular maturity of the 2018 Short-Term Notes is the first price at which a substantial amount of such maturity of the 2018 Short-Term Notes is sold to the public (excluding bond houses, brokers, or similar persons or organizations acting in the capacity of underwriters, placement agents or wholesalers). The original issue discount with respect to any maturity of the 2018 Short-Term Notes accrues daily over the term to maturity of such 2018 Short-Term Notes on the basis of a constant interest rate compounded semiannually (with straight-line interpolations between compounding dates). The accruing original issue discount is added to the adjusted basis of such 2018 Short-Term Notes to determine taxable gain or loss upon disposition (including sale, redemption, or payment on maturity) of such 2018 Short-Term Notes. Beneficial Owners of the 2018 Short-Term Notes should consult their own tax advisors with respect to the tax consequences

of ownership of 2018 Short-Term Notes with original issue discount, including the treatment of Beneficial Owners who do not purchase such 2018 Short-Term Notes in the original offering to the public at the first price at which a substantial amount of such 2018 Short-Term Notes is sold to the public.

2018 Short-Term Notes purchased, whether at original issuance or otherwise, for an amount higher than their principal amount payable at maturity (or, in some cases, at their earlier call date) (“Premium 2018 Short-Term Notes”) will be treated as having amortizable bond premium. No deduction is allowable for the amortizable bond premium in the case of bonds, like the Premium 2018 Short-Term Notes, the interest on which is excluded from gross income for federal income tax purposes. However, the amount of tax-exempt interest received, and a Beneficial Owner’s basis in a Premium Bond, will be reduced by the amount of amortizable bond premium properly allocable to such Beneficial Owner. Beneficial Owners of Premium 2018 Short-Term Notes should consult their own tax advisors with respect to the proper treatment of amortizable bond premium in their particular circumstances.

The Code imposes various restrictions, conditions and requirements relating to the exclusion from gross income for federal income tax purposes of interest on obligations such as the 2018 Short-Term Notes. The Commission has made certain representations and covenanted to comply with certain restrictions, conditions and requirements designed to ensure that interest on the 2018 Short-Term Notes will not be included in federal gross income. Inaccuracy of these representations or failure to comply with these covenants may result in interest on the 2018 Short-Term Notes being included in gross income for federal income tax purposes, possibly from the date of original issuance of the 2018 Short-Term Notes. The opinion of Bond Counsel assumes the accuracy of these representations and compliance with these covenants. Bond Counsel has not undertaken to determine (or to inform any person) whether any actions taken (or not taken), or events occurring (or not occurring), or any other matters coming to Bond Counsel’s attention after the date of issuance of the 2018 Short-Term Notes may adversely affect the value of, or the tax status of interest on, the 2018 Short-Term Notes. Accordingly, the opinion of Bond Counsel is not intended to, and may not, be relied upon in connection with any such actions, events or matters.

Although Bond Counsel is of the opinion that interest on the 2018 Short-Term Notes is excluded from gross income for federal income tax purposes and is exempt from State of California personal income taxes, the ownership or disposition of, or the accrual or receipt of amounts treated as interest on, the 2018 Short-Term Notes may otherwise affect a Beneficial Owner’s federal, state or local tax liability. The nature and extent of these other tax consequences depends upon the particular tax status of the Beneficial Owner or the Beneficial Owner’s other items of income or deduction. Bond Counsel expresses no opinion regarding any such other tax consequences.

Current and future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the 2018 Short-Term Notes to be subject, directly or indirectly, in whole or in part, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent Beneficial Owners from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals or clarification of the Code or court decisions may also affect, perhaps significantly, the market price for, or marketability of, the 2018 Short-Term Notes. Prospective purchasers of the 2018 Short-Term Notes should consult their own tax advisors regarding the potential impact of any pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel is expected to express no opinion.

The opinion of Bond Counsel is based on current legal authority, covers certain matters not directly addressed by such authorities, and represents Bond Counsel’s judgment as to the proper treatment of the 2018 Short-Term Notes for federal income tax purposes. It is not binding on the Internal Revenue Service (“IRS”) or the courts. Furthermore, Bond Counsel cannot give and has not given any opinion or assurance about the future activities of the Commission, or about the effect of future changes in the Code, the

applicable regulations, the interpretation thereof or the enforcement thereof by the IRS. The Commission has covenanted, however, to comply with the requirements of the Code.

Bond Counsel's engagement with respect to the 2018 Short-Term Notes ends with the issuance of the 2018 Short-Term Notes, and, unless separately engaged, Bond Counsel is not obligated to defend the Commission or the Beneficial Owners regarding the tax-exempt status of the 2018 Short-Term Notes in the event of an audit examination by the IRS. Under current procedures, parties other than the Commission and their appointed counsel, including the Beneficial Owners, would have little, if any, right to participate in the audit examination process. Moreover, because achieving judicial review in connection with an audit examination of tax-exempt bonds is difficult, obtaining an independent review of IRS positions with which the Commission legitimately disagrees, may not be practicable. Any action of the IRS, including but not limited to selection of the 2018 Short-Term Notes for audit, or the course or result of such audit, or an audit of bonds presenting similar tax issues may affect the market price for, or the marketability of, the 2018 Short-Term Notes, and may cause the Commission or the Beneficial Owners to incur significant expense.

LEGAL MATTERS

The validity of the 2018 Short-Term Notes and certain other legal matters are subject to the approving opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission. A complete copy of the proposed form of opinion of Bond Counsel is attached as Appendix F hereto. Bond Counsel undertakes no responsibility for the accuracy, completeness or fairness of this Official Statement. Certain legal matters will be passed upon for the Commission by its General Counsel and by Norton Rose Fulbright US LLP, as Disclosure Counsel, and for the Underwriters by their counsel, Nixon Peabody LLP. Compensation paid to Bond Counsel, Disclosure Counsel and Underwriters' Counsel is contingent on the successful issuance of the 2018 Short-Term Notes.

CONTINUING DISCLOSURE

The Commission has agreed to execute a continuing disclosure agreement (the "Continuing Disclosure Agreement"), which provides for disclosure obligations on the part of the Commission while the 2018 Short-Term Notes remain Outstanding. Under the Continuing Disclosure Agreement, the Commission will covenant for the benefit of owners of the 2018 Short-Term Notes to provide certain financial information and operating data relating to the Commission by not later than two hundred and ten (210) days after the end of the prior fiscal year, commencing with the fiscal year ending June 30, 2018 (the "Annual Reports"), and to provide notices of the occurrence of certain enumerated events (the "Notice Events") in a timely manner. The Annual Reports and the Notice Events will be filed with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access system. These covenants will be made to assist the Underwriters of the 2018 Short-Term Notes in complying with the Rule 15c2-12, as amended (the "Rule") adopted by the U.S. Securities and Exchange Commission under the Securities Exchange Act of 1934, as amended. See APPENDIX D – "FORM OF CONTINUING DISCLOSURE AGREEMENT."

RATINGS

S&P Global Ratings and Fitch Ratings have assigned ratings on the 2018 Short-Term Notes of “___” and “___,” respectively. The ratings described above reflect only the views of such organizations and any desired explanation of the significance of such ratings should be obtained from the rating agency furnishing the same, at the following addresses: S&P Global Ratings, 55 Water Street, New York, New York 10041 and Fitch Ratings, 33 Whitehall Street, New York, New York 10004. Such ratings are not recommendations to buy, sell or hold securities. Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies and assumptions of its own. There is no assurance such ratings will continue for any given period of time or that such ratings will not be revised downward or withdrawn entirely by the rating agencies, if in the judgment of such rating agencies, circumstances so warrant. Any such downward revision or withdrawal of any of such ratings may have an adverse effect on the market price of the 2018 Short-Term Notes.

UNDERWRITING

Purchase of the 2018 Short-Term Notes

The Commission has entered into a Note Purchase Agreement (the “Purchase Agreement”) with respect to the 2018 Short-Term Notes with Citigroup Global Markets Inc., on behalf of itself and as representative of the underwriters named therein and set forth on the cover page hereof (collectively, the “Underwriters”), pursuant to which the Underwriters will agree, subject to certain conditions, to purchase the 2018 Short-Term Notes for reoffering at a price of \$_____, which represents the aggregate principal amount of the 2018 Short-Term Notes, [plus an original issue premium of \$_____] less an Underwriters’ discount of \$_____. Citigroup Global Markets Inc. is a dealer for the Subordinate Commercial Paper Notes and is an Underwriter of the 2018 Short-Term Notes. Bank of America, N.A. is a swap counterparty and provider of the Bank of America Liquidity Facility. Merrill Lynch, Pierce, Fenner & Smith Incorporated is an Underwriter of the 2018 Short-Term Notes. Bank of America, N.A. and Merrill Lynch, Pierce, Fenner & Smith Incorporated are both subsidiaries of BAC North America Holding Company. **[confirm]**

The Purchase Agreement provides that the Underwriters will purchase all of the 2018 Short-Term Notes if any are purchased. The 2018 Short-Term Notes may be offered and sold by the Underwriters to certain dealers and others at yields higher than the public offering yields indicated on the inside cover hereof, and such public offering yields may be changed from time to time by the Underwriters. The Underwriters agree to make a public offering of the 2018 Short-Term Notes. The Underwriters may over-allot or effect transactions which stabilize or maintain the market price of the 2018 Short-Term Notes at levels above that which might otherwise prevail in the open market. Such stabilizing, if commenced, may be discontinued at any time.

In June 2013, the Commission commenced an action against a number of banks, including entities affiliated with Citigroup Global Markets Inc., one of the Underwriters of the 2018 Short-Term Notes, alleging that the defendants conspired to suppress U.S. dollar London Interbank Offered Rate (“LIBOR”) by collectively submitting U.S. dollar LIBOR rates to the British Bankers’ Association that were artificially low between August 2007 and March 2011. The Commission alleges that the suppression of U.S. dollar LIBOR deprived it of its rightful rate of return on various interest rate swap transactions, and asserts a variety of claims including antitrust claims seeking treble damages. The defendants deny such allegations. Since it was commenced in June 2013, this action has been stayed pending a final determination on motions to dismiss that were filed in similar U.S. dollar LIBOR actions pending before Judge Naomi Reice Buchwald in New York federal district court. On August 4, 2015, Judge Buchwald issued a decision, following which the parties agreed all claims by the Commission against the Citigroup and J.P. Morgan

defendants would be dismissed either on the merits or for lack of personal jurisdiction. On May 23, 2016, however, the U.S. Court of Appeals for the Second Circuit vacated the dismissal of the antitrust claims and remanded for further consideration of the issue by the district court.

The following two paragraphs have been provided by and are being included in this Official Statement at the request of the Underwriters. The Commission does not assume any responsibility for the accuracy or completeness of such statements or information.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include securities trading, commercial and investment banking, financial advisory, investment management, principal investment, hedging, financing and brokerage activities. Certain of the Underwriters and their respective affiliates have, from time to time, performed, and may in the future perform, various investment banking services for the Commission, for which they received or will receive customary fees and expenses.

In the ordinary course of their various business activities, the Underwriters and their respective affiliates may make or hold a broad array of investments and actively trade debt and equity securities (or related derivative securities) and financial instruments (which may include bank loans and/or credit default swaps) for their own account and for the accounts of their customers and may at any time hold long and short positions in such securities and instruments. Such investment and securities activities may involve securities and instruments of the Commission. Certain of the Underwriters or their respective affiliates may also communicate independent investment recommendations, market color or trading ideas and/or publish or express independent research views in respect of such securities or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such securities and instruments.

Retail Brokerage Arrangements

The following two paragraphs have been provided by and are being included in this Official Statement at the request of Wells Fargo Securities. The Commission does not assume any responsibility for the accuracy or completeness of such statements or information.

Wells Fargo Securities is the trade name for certain securities-related capital markets and investment banking services of Wells Fargo & Company and its subsidiaries, including Wells Fargo Bank, National Association, which conducts its municipal securities sales, trading and underwriting operations through the Wells Fargo Bank, NA Municipal Products Group, a separately identifiable department of Wells Fargo Bank, National Association, registered with the Securities and Exchange Commission as a municipal securities dealer pursuant to Section 15B(a) of the Securities Exchange Act of 1934.

Wells Fargo Bank, National Association, acting through its Municipal Products Group (“WFBNA”), one of the underwriters of the 2018 Short-Term Notes, has entered into an agreement (the “WFA Distribution Agreement”) with its affiliate, Wells Fargo Clearing Services, LLC (which uses the trade name “Wells Fargo Advisors”) (“WFA”), for the distribution of certain municipal securities offerings, including the 2018 Short-Term Notes. Pursuant to the WFA Distribution Agreement, WFBNA will share a portion of its underwriting or remarketing agent compensation, as applicable, with respect to the 2018 Short-Term Notes with WFA. WFBNA has also entered into an agreement (the “WFSLLC Distribution Agreement”) with its affiliate Wells Fargo Securities, LLC (“WFSLLC”), for the distribution of municipal securities offerings, including the 2018 Short-Term Notes. Pursuant to the WFSLLC Distribution Agreement, WFBNA pays a portion of WFSLLC’s expenses based on its municipal securities transactions. WFBNA, WFSLLC, and WFA are each wholly-owned subsidiaries of Wells Fargo & Company.

MUNICIPAL ADVISOR

The Commission has retained PFM Financial Advisors LLC, San Francisco, California, as municipal advisor (the “Municipal Advisor”) in connection with the 2018 Short-Term Notes. The Municipal Advisor is an independent registered municipal advisor. The Municipal Advisor has not undertaken to make an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information contained in this Official Statement.

FINANCIAL STATEMENTS AND INDEPENDENT ACCOUNTANTS

Financial information relating to the Commission is included in the Commission’s Audited Basic Financial Statements for the Fiscal Year Ended June 30, 2017, which are included as part of Appendix A to this Official Statement. The financial statements of the Commission included in Appendix A have been audited by Davis Farr LLP, Certified Public Accountants (the “Auditors”), as stated in their report appearing in Appendix A. The Auditors were not requested to consent to the inclusion of their report in Appendix A, nor have they undertaken to update their report or to take any action intended or likely to elicit information concerning the accuracy, completeness or fairness of the statements made in this Official Statement, and no opinion is expressed by the Auditors with respect to any event subsequent to the date of their report.

MISCELLANEOUS

This Official Statement is not to be construed as a contract or agreement between the Commission and holders of any of the 2018 Short-Term Notes. All quotations from and summaries and explanations of the Indenture, the Act and of other statutes and documents contained herein, do not purport to be complete, and reference is made to said documents and statutes for full and complete statements of their provisions.

Any statements in this Official Statement involving matters of opinion are intended as such and not as representations of fact.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

By: _____
Chief Deputy Executive Director

APPENDIX A

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
AUDITED FINANCIAL STATEMENTS
FOR THE FISCAL YEAR ENDED JUNE 30, 2017**

APPENDIX B

INFORMATION REGARDING THE COUNTY OF SAN DIEGO

Set forth below is certain information with respect to the County of San Diego (the “County”). Such information was obtained from the County and from other sources the Commission believes to be reliable as of the latest date when such information was available. The Commission takes no responsibility for the accuracy or completeness of such information.

ECONOMIC AND DEMOGRAPHIC INFORMATION

General

The County is the southernmost major metropolitan area in the State of California (the “State”). The County covers 4,261 square miles, extending 70 miles along the Pacific Coast from the Mexican border to Orange County and inland 75 miles to Imperial County. Riverside and Orange Counties form the northern boundary. The County is approximately the size of the State of Connecticut.

The topography of the County varies from broad coastal plains and fertile inland valleys to mountain ranges in the east which rise to an elevation of 6,500 feet. Eastern slopes of these mountains form the rim of the Anza-Borrego Desert and the Imperial Valley. The Cleveland National Forest occupies much of the interior portion of the County. The climate is stable in the coastal and valley regions where most of the population and resources are located. The average annual rainfall in the coastal areas is approximately 10 inches.

The County possesses a diverse economic base consisting of large sectors in high technology, tourism, health care, government, and a large military presence.

San Diego’s has several important job centers, including its downtown, which is currently undergoing a building boom and features tourism, professional, and government jobs; Sorrento Valley/Torrey Mesa, a hub for high-tech and health care; Kearney Mesa, the manufacturing and industrial center, and Uptown-Mission Valley, with a concentration of retail.

The San Diego Convention Center includes 2.6 million total gross square feet and estimates by the San Diego Convention Center Corporation indicate that the San Diego Convention Center generated approximately \$654 million in direct attendee spending during fiscal year 2017. In fiscal year 2017, there were 109 events held at the Convention Center (comprising 62 City-wide events and 47 secondary events) with approximately 793,960 people in attendance. The San Diego Convention Center Corporation estimates that the Convention Center’s operations generate more than a \$1.1 billion of regional economic activity.

The County is also growing as a major center for culture and education. Over 30 recognized art organizations, including the Old Globe Theatre productions, the La Jolla Chamber Orchestra, as well as museums and art galleries, are located in the County. Higher education is provided through community colleges and colleges, universities, and graduate level schools, referenced below under “Education.”

In addition to the City, other principal cities in the County include Carlsbad, Chula Vista, Oceanside, El Cajon, Escondido, San Marcos, and Vista. Most County residents live within 20 miles of the coast. Farther inland are agricultural areas, principally ornamental products and avocados, while the easternmost portion of the County has a dry, desert-like topography.

Population

There are 18 incorporated cities in the County, and a number of unincorporated communities. The County population as of January 1, 2017 was estimated to be approximately 3,316,192, making it the second largest County by population in California. The County's 2017 population increased 0.90% from 2016. January 2018 figures are not yet available. By the year 2025, the County's population is projected to exceed 3.5 million.

The following table shows changes in the population in the County, the State and the United States for the years 2006 to 2017.

POPULATION⁽¹⁾ (In Thousands)						
Year	San Diego County	Percent Change	State of California	Percent Change	United States	Percent Change
2006	2,976	0.30%	37,086	1.12%	299,398	1.01%
2007	2,998	0.74	37,472	1.04	301,140	0.58
2008	3,033	1.17	37,884	1.10	304,374	1.07
2009	3,064	1.02	38,293	1.08	307,006	0.86
2010	3,095	1.01	37,224	(2.79)	310,408	1.11
2011	3,121	0.84	37,537	0.92	312,720	0.74
2012	3,153	1.03	37,881	0.92	315,058	0.75
2013	3,195	1.33	38,239	0.95	317,288	0.71
2014	3,230	1.10	38,567	0.86	319,672	0.75
2015	3,264	1.05	38,908	0.88	321,931	0.71
2016	3,286	0.77	39,189	0.89	324,142	0.69
2017	3,316	0.90	39,523	0.90	326,359 ⁽²⁾	0.68 ⁽²⁾

⁽¹⁾ For 2006-2009 and 2011-2017, population statistics are as of January 1. For 2010, population statistics are as of April 1.

⁽²⁾ Projected.

Source: California State Department of Finance for 2006-2009, 2011-2016, and 2016-17; U.S. Census Bureau, Population Division.

Employment

The County's total annual average labor force, the number of persons who work or are available for work, during 2016 was approximately 1,570,400. The annual average number of employed civilian workers in the labor force for the same year was approximately 1,497,000. The following table sets forth information regarding the size of the civilian labor force, employment and unemployment rates for the County, the State and the United States for the full years 2012 through 2016. This employment data shows that San Diego has been adding jobs and is trending towards a lower unemployment rate faster than the rest of the State. In 2016, the County enjoyed a lower unemployment than the State at 4.7%, which was an improvement from the 2015 unemployment rate of 5.2%. 2017 figures are not yet available.

**CIVILIAN LABOR FORCE, EMPLOYMENT AND UNEMPLOYMENT
ANNUAL AVERAGES 2012-2016⁽¹⁾
By Place of Residence
(In Thousands)**

	2012	2013	2014	2015	2016
County of San Diego					
Labor Force	1,540.4	1,543.2	1,543.7	1,554.8	1,570.4
Employment	1,399.9	1,422.5	1,444.5	1,474.4	1,497.0
Unemployment Rate	9.1%	7.8%	6.4%	5.2%	4.7%
State of California					
Labor Force	18,523.8	18,624.3	18,755.0	18,983.2	19,102.7
Employment	16,607.7	16,958.7	17,348.6	17,723.3	18,065.0
Unemployment Rate	10.4%	8.9%	7.5%	6.2%	5.4%
United States of America					
Labor Force	154,975.0	155,389.0	155,904.0	157,126.0	159,640.0
Employment	142,469.0	143,929.0	146,306.0	148,839.0	152,111.0
Unemployment Rate	8.1%	7.4%	6.2%	5.3%	4.7%

⁽¹⁾ Data not seasonally adjusted. Unemployment rate is based on unrounded data. March 2016 Benchmark.

Sources: County and State Data – California Employment Development Department; National Data – U.S. Department of Labor, Bureau of Labor Statistics.

The following table sets forth the annual average civilian employment within the County by employment sector for 2012 through 2016. 2017 figures are not yet available.

**SAN DIEGO COUNTY
LABOR FORCE AND INDUSTRY EMPLOYMENT
ANNUAL AVERAGES
2012-2016**

Employment Sector	2012	2013	2014	2015	2016
Total, All Industries	1,289,000	1,327,500	1,355,900	1,395,500	1,431,600
Total Farm	9,800	9,800	9,400	9,100	9,000
Total Nonfarm	1,279,200	1,317,700	1,346,500	1,386,800	1,422,600
Total Private	1,051,400	1,088,200	1,114,600	1,150,700	1,180,500
Goods Producing	151,600	160,300	165,800	176,400	184,200
Construction	56,900	60,900	63,800	70,200	76,100
Manufacturing	94,300	99,000	101,600	106,200	107,800
Service Providing	1,127,600	1,157,400	1,180,700	1,210,400	1,238,400
Private Service Providing	899,800	928,000	948,700	974,200	996,300
Trade, Transportation & Utilities	207,700	212,400	215,000	219,200	221,600
Retail Trade	137,200	141,300	144,300	146,800	147,400
Transportation, Warehousing & Utilities	27,300	27,200	27,000	28,400	29,400
Information	24,500	24,300	24,400	23,800	23,600
Financial Activities	70,100	70,800	69,400	71,200	73,000
Professional & Business Services	216,200	221,600	224,900	230,200	234,000
Professional, Scientific & Technical Services	120,700	121,500	124,400	126,300	129,200
Educational & Health Services	170,400	181,000	186,000	192,700	198,500
Health Care & Social Assistance	141,400	151,500	156,400	163,300	168,600
Leisure & Hospitality	161,700	168,600	177,000	183,900	190,700
Accommodation & Food Services	136,900	142,700	150,400	156,300	161,900
Government	227,800	229,500	231,900	236,200	242,100
Federal Government	46,800	46,500	45,800	46,000	46,500
State Government	42,600	43,100	44,100	45,700	47,500
Local Government	138,500	139,900	142,000	144,500	148,100

Source: California Employment Development Department - San Diego County (San Diego-Carlsbad MSA) Historical Annual Average Data.

Major Employers

The County is host to a diverse mix of major employers representing industries ranging from education and health services, to diversified manufacturing, military, financial services, retail trade and amusement and recreation. The following table lists the County's major employers.

COUNTY OF SAN DIEGO MAJOR EMPLOYERS (2017)

<u>Employer</u>	<u>Organization Description</u>	<u>Number of Employees⁽¹⁾</u>
1. University of California, San Diego	Higher education, research, healthcare	32,524 ⁽²⁾
2. Sharp HealthCare	Health care, hospitals, medical groups, health services, health plans	17,962
3. Scripps Health	Hospitals, hospice, home health care services, outpatient centers and clinics, physicians' offices	15,238
4. Qualcomm	Computer and technical devices	12,600
5. City of San Diego	Municipal government, public agency	11,544
6. Kaiser Permanente	Nonprofit health maintenance hospital, outpatient medical, urgent care, medical offices	8,965
7. UC San Diego Health	Academic health system	8,923
8. San Diego Community College District	Higher education institution that includes City, Mesa and Miramar colleges and continuing education	6,817
9. San Diego State University	Higher education	5,921
10. General Atomics Aeronautical Systems Inc.	Remotely piloted aircraft systems, radars and electro-optic and related missions systems solutions	5,888
11. Rady Children's Hospital – San Diego	Health care for children of all ages – newborns to young adults; regional pediatric center	5,279
12. YMCA of San Diego County	Programs and services focused on youth development, healthy living and social responsibility	5,172
13. Northrop Grumman Corp.	Unmanned systems, Cyber solutions, C4ISR, Logistics	4,978
14. Semptra Energy	Energy services holding company	4,782
15. BD (Becton, Dickinson and Co.) ⁽³⁾	BD is a medical technology company helping to advance discover, diagnostics and delivery of care	3,975
16. Veterans Affairs San Diego Healthcare System	Health care for veterans in inpatient, outpatient settings	3,805
17. SeaWorld San Diego	Marine park	3,740
18. University of San Diego	Private university	3,565
19. Barona Resort & Casino	Gaming and hospitality	3,176
20. Grossmont-Cuyamaca Community College District	Higher education institution	2,779

⁽¹⁾ Estimates based on company reports. Because industries use different standards for what is considered an employee, totals may include contract, per diem and other classifications.

⁽²⁾ Total local employee count is as of October 1, 2017.

Source: San Diego Business Journal's Book of Lists (whose sources are the companies and the Employment Development Department. Some organizations and companies declined to participate or did not return a survey by press time).

Regional Economy

Economic activity and population growth in the local economy are closely related. Helping to sustain the County's economy is the performance of many industries, including Biotechnology, Wireless Communications, Defense Manufacturing and Uniformed Personnel, and Leisure and Hospitality. The table below sets forth the San Diego-Carlsbad Metropolitan Statistical Area's Gross Domestic Product, which is an estimate of the value for all goods and services produced in the region, from 2012 through 2016. Annual figures for 2017 are not yet available.

SAN DIEGO-CARLSBAD METROPOLITAN STATISTICAL AREA GROSS DOMESTIC PRODUCT 2012-2016

Year	Gross Domestic Product (In Billions) ⁽¹⁾	Annual Percent Change (year over year)
2012	\$189.2	3.3%
2013	198.5	4.9
2014	205.1	3.3
2015	210.7	2.7
2016	215.3	2.2

⁽¹⁾ Shown in current dollars reflecting the Census Bureau's midyear population estimates available as of March 2017.
Source: Bureau of Economic Analysis, U.S. Department of Commerce.

The table below sets forth the assessed valuation of property within the County subject to taxation for Fiscal Years 2008-09 through 2016-17.

ASSESSED VALUATION OF PROPERTY SUBJECT TO AD VALOREM TAXATION Fiscal Years 2008-09 through 2016-17 (In Thousands)

Fiscal Year	Land	Improvements	Personal Property	Gross Assessed Valuation	Exemption ⁽¹⁾	Net Assessed Valuation for Tax Purposes ⁽²⁾
2008-09	\$184,573,765	\$217,641,565	\$14,496,587	\$416,711,917	\$10,336,971	\$406,374,945
2009-10	177,035,056	215,309,621	15,194,665	407,539,342	11,244,820	396,294,522
2010-11	173,642,233	214,286,031	14,639,554	402,567,818	11,790,769	390,777,049
2011-12	174,658,242	216,383,122	14,483,422	405,524,786	12,537,490	392,987,296
2012-13	173,840,948	217,588,947	14,693,957	406,123,852	13,165,008	392,958,844
2013-14	179,943,404	224,701,971	15,195,049	419,840,424	13,856,802	405,983,622
2014-15	192,003,349	236,234,389	15,347,042	443,584,780	14,344,037	429,240,743
2015-16	203,701,281	249,298,560	15,491,395	468,491,236	15,175,726	453,315,510
2016-17	215,835,633	261,594,164	16,324,650	493,754,447	19,514,046	474,240,401

⁽¹⁾ Exemption figures include veterans, church, welfare, religious, college and cemetery exemptions.

⁽²⁾ Figures include local secured, unsecured manufactured home and possessory interest, state unitary and redevelopment valuation, if any.

Source: County of San Diego, Auditor and Controller.

Building Activity

Annual total building permit valuation and the annual unit total of new residential permits from 2012 through 2016 are shown in the following table. Annual 2017 figures are not yet available.

COUNTY OF SAN DIEGO BUILDING PERMIT ACTIVITY 2012 – 2016

	2012	2013	2014	2015	2016
Valuation (\$ in Millions):					
Residential	\$1,610	\$2,060	\$1,818	\$2,447	\$2,472
Non-Residential	<u>1,222</u>	<u>1,401</u>	<u>1,921</u>	<u>1,863</u>	<u>1,782</u>
Total ⁽¹⁾	\$2,832	\$3,461	\$3,739	\$4,310	\$6,270
New Housing Units:					
Single Family	2,100	2,539	2,276	3,136	2,420
Multiple Family	<u>4,319</u>	<u>5,803</u>	<u>4,327</u>	<u>6,869</u>	<u>7,680</u>
Total ⁽¹⁾	6,419	8,342	6,603	10,005	10,100

⁽¹⁾ Totals may not sum due to rounding.

Source: Construction Industry Research Board.

Commercial Activity

The following table sets forth information regarding taxable sales in the County for the years 2012 through 2016. 2017 figures are not yet available.

COUNTY OF SAN DIEGO TAXABLE SALES 2012 through 2016 (\$ in Thousands)

Type of Business	2012	2013	2014	2015	2016
Motor Vehicle and Parts Dealers	\$ 5,851,723	\$ 6,355,973	\$ 6,753,234	\$ 7,294,830	\$ 7,552,836
Home Furnishings and Appliance Stores	962,420	1,015,878	1,047,805	2,431,314	2,555,889
Electronics and Appliance Stores ⁽²⁾	1,261,183	1,297,063	1,272,567	_(2)	_(2)
Bldg. Materials. And Garden Equip & Supplies	2,204,608	2,376,043	2,474,612	2,631,077	2,744,043
Food and Beverage Stores	2,087,821	2,179,811	2,291,807	2,456,465	2,427,634
Health and Personal Care Stores ⁽²⁾	876,663	915,651	919,455	_(2)	_(2)
Gasoline Stations	4,595,421	4,515,941	4,514,898	3,795,002	3,359,889
Clothing and Clothing Accessories Stores	3,208,810	3,425,325	3,482,100	3,562,794	3,573,188
Sporting Goods, Hobby, Book, and Music Stores ⁽²⁾	1,003,947	1,031,505	1,033,870	_(2)	_(2)
General Merchandise Stores	4,695,436	4,784,812	4,845,900	4,398,638	4,305,597
Miscellaneous Store Retailers	1,473,767	1,539,376	1,594,890	_(2)	_(2)
Nonstore Retailers	265,508	556,994	641,091	_(2)	_(2)
Other Retail Group ⁽²⁾	_(2)	_(2)	_(2)	4,463,781	4,682,868
Food Services and Drinking Places	5,665,929	5,954,220	6,385,266	6,955,660	7,374,383
Total Retail and Food Services	34,153,236	35,948,592	37,257,495	37,989,566	38,576,363
All Other Outlets	13,793,799	14,348,737	15,454,144	16,196,021	16,831,504
TOTAL ALL OUTLETS	<u>\$47,947,035</u>	<u>\$50,297,329</u>	<u>\$52,711,639</u>	<u>\$54,185,588</u>	<u>\$55,407,866</u>

⁽¹⁾ Data represents the first two quarters only.

⁽²⁾ Beginning in 2015, the taxable sales report combines Electronics, Health, Sporting Goods, and Miscellaneous Retailers into a broad Other Retail Group.

Source: California State Board of Equalization, Taxable Sales in California.

Personal Income

The following table summarizes the median household income for the County, the State, and the United States for the years 2013 through 2017. Annual 2017 figures are not yet available.

MEDIAN HOUSEHOLD INCOME⁽¹⁾ 2013 through 2017⁽¹⁾

Year	San Diego County	California	United States
2013	\$48,634	\$47,307	\$41,358
2014	49,302	48,340	43,715
2015	51,447	50,072	45,445
2016	55,146	53,589	46,738
2017 ⁽¹⁾	58,408	55,681	48,043

⁽¹⁾ As of August 2017.
Source: Claritas, LLC.

Transportation

Surface, sea and air transportation facilities serve County residents and businesses. Interstate 5 parallels the coast from Mexico to the Los Angeles area and beyond. Interstate 15 runs inland, leading to Riverside and San Bernardino Counties, Las Vegas, and Salt Lake City. Interstate 8 runs eastward through the southern United States.

The San Diego International Airport (Lindbergh Field) is located approximately three miles northwest of the downtown area and sits on 614 acres. The facilities are owned and maintained by the San Diego County Regional Airport Authority and are leased to commercial airlines and other tenants. The airport is California's third most active commercial airport, serving over 20 million passengers annually, and served by 18 passenger carriers and three cargo carriers. In addition to San Diego International Airport, there are two naval air stations and seven general aviation airports located in the County.

Public transportation in the County is provided by two transit operators, the San Diego Metropolitan Transit System ("MTS") and North County Transit District (NCTD). MTS operates the light rail system that provides transportation for commuters and tourists from Downtown San Diego to San Ysidro (adjacent to Tijuana), and from Downtown San Diego to the southern part of the County and East County and includes the newest connection at San Diego State University. MTS also provides fixed route and paratransit services. NCTD operates the 43-mile Coaster Commuter rail line from Oceanside to downtown San Diego as well as the Sprinter light rail that runs from Oceanside to Escondido. Like MTS, NCTD also provides fixed route and paratransit bus services.

San Diego is the terminus of the Santa Fe Railway's main line from Los Angeles. Amtrak passenger service is available at San Diego, with stops at Solana Beach and Oceanside in the North County. San Diego rail corridor is part of the Los Angeles-San Luis Obispo-San Diego Corridor which is the second busiest rail corridor in the nation. San Diego's harbor is one of the world's largest natural harbors. The Port of San Diego is administered by the San Diego Unified Port District, which includes the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado.

Visitor and Convention Activity

An excellent climate, proximity to Mexico, extensive maritime facilities, and such attractions as the San Diego Zoo and Wild Animal Park, Sea World, Cabrillo National Monument, and Palomar Observatory allow San Diego to attract visitor and convention business each year. The development of the 4,600-acre Mission Bay Park at San Diego and the construction of meeting and convention facilities at the San Diego community concourse have contributed to the growth in tourism. The visitor business is expected to continue to increase steadily.

The following table depicts total visitor spending in San Diego County since 2008.

**TOTAL VISITOR SPENDING
SAN DIEGO COUNTY
2006 – 2017
(\$ billions)**

Year	Amount
2008	\$ 7.91
2009	6.96
2010	7.08
2011	7.49
2012	7.98
2013	8.39
2014	9.21
2015	9.92
2016	10.40
2017	10.41

Source: San Diego Tourism Authority.

Contributing to the growth in total visitor spending has been an increase in convention activity, as displayed in the table below. The convention center has hosted the annual Comic-Con International Convention, the 1996 Republican National Convention and the 2007 California Democratic Party Convention.

**SAN DIEGO CONVENTION CENTER
2008 – 2017**

<u>Calendar Year</u>	<u>Estimated Spending</u>	<u>Number of Conventions</u>	<u>Total Delegate Attendance</u>
2008	\$666,328,990	68	633,900
2009	541,904,169	71	519,400
2010	567,413,270	64	543,900
2011	578,931,514	74	566,700
2012	621,304,790	67	561,500
2013	559,947,727	75	524,400
2014	593,105,421	76	527,600
2015	620,092,228	71	553,300
2016	721,000,000	67	697,518
2017	653,500,000	62	793,960

Note: Table includes only the San Diego Convention Center, it does not include other sources of convention activity in the San Diego region.

Source: San Diego Tourism Authority.

Major attractions located in the County include the world-renowned San Diego Zoo, the San Diego Zoo Safari Park, Legoland, California and Sea World. The San Diego Padres play home games at PETCO Park, a \$449.4 million project, located on 18 acres, with a capacity of 42,000. Other attractions include the Cabrillo National Monument on Point Loma, Balboa Park, home to the Zoo and a host of other cultural and recreational activities, downtown's historic Gaslamp Quarter, and the Old Town State Park. The cruise ship industry is another important sector of the local visitor industry.

There are over 90 golf courses in the County, including the La Costa Golf Course, scene of the Tournament of Champions in 2006 and the championship Torrey Pines Golf Course, where the U.S. Open was held in 2008. Torrey Pines is also slated to host the U.S. Open for the second time in 2021.

The County benefits from its proximity to Mexico, with its sporting attractions such as Jai Alai, thoroughbred racing and ocean fishing, as well as the shopping and entertainment venues of Tijuana. Tijuana may be reached from downtown San Diego by the Red Trolley, and within a short drive from the center of the City, visitors may take in the many beaches, mountains and desert areas within the County.

Education

Forty-two independent school districts provide educational programs for the elementary and secondary public school children in the County. Each school system is governed by a locally elected board of education and administered by a superintendent or other chief administrative officer appointed by the board. In the County there are three types of school districts: elementary, union high and unified. Elementary districts educate elementary students, union high districts for the most part educate secondary students, and unified districts educate both elementary and secondary students. There are currently 12 unified, 24 elementary and 6 union high school districts in the County.

Additionally, there are five community college districts in the County that are locally operated and administered two-year institutions of higher education. They offer Associates in Arts and Associates in Science degrees and have extensive vocational curricula. These community college districts have students at numerous campuses, adult and community centers.

Among the institutions of higher education offering bachelors and graduate programs in metropolitan San Diego are: San Diego State University; the University of California, San Diego; National University; the University of San Diego; Point Loma Nazarene University; California State University – San Marcos; Alliant International University; the University of Phoenix; Thomas Jefferson School of Law, and California Western School of Law.

Impact of Military Spending

Military and related defense spending are significant factors in the County economy. Military installations include Marine Corps Base Camp Joseph H. Pendleton; the Marine Corps Recruit Depot; Marine Corps Air Station at Miramar; Naval Air Station North Island; Naval Station San Diego; and Naval Submarine Base, San Diego.

The San Diego Military Economic Impact Study (the “Military Study”) released in October 2017 by the San Diego Military Advisory Council estimates that approximately 22% of the jobs in the County for the federal fiscal year ending September 30, 2017 were directly and indirectly related to the military. According to the Military Study, as of September 30, 2017, there were approximately 115,700 active duty and reserve military personnel and 24,100 full-time civilian workers directly employed by the military throughout the County. The Military Study concludes that overall spending in the County related to the military in the federal fiscal year ended September 30, 2017 represented approximately 22% of the County’s total gross regional product.

Given the substantial role that the military plays in the local economy, significant reductions in defense spending or the relocation of military bases out of the area could negatively impact the local economy and, in turn, reduce revenues to the Commission from such major sources as property taxes, sales taxes and transient occupancy taxes. Any direct impact on the Commission operations or finances is uncertain and the Commission is unable to predict the extent of any negative impact on the area economy as a result of reduced military spending.

[insert appendix C]

[insert appendix D]

APPENDIX E

BOOK-ENTRY ONLY SYSTEM

Introduction

Unless otherwise noted, the information contained under the subcaption “– General” below has been provided by DTC. Commission makes no representations as to the accuracy or completeness of such information. Further, Commission undertakes no responsibility for and makes no representations as to the accuracy or the completeness of the content of such material contained on DTC’s websites as described under “– General,” including, but not limited to, updates of such information or links to other Internet sites accessed through the aforementioned websites. The Beneficial Owners of the 2018 Short-Term Notes should confirm the following information with DTC, the Direct Participants or the Indirect Participants.

NEITHER COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, TO INDIRECT PARTICIPANTS OR TO ANY BENEFICIAL OWNER WITH RESPECT TO (A) THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC, ANY DIRECT PARTICIPANT OR ANY INDIRECT PARTICIPANT; (B) ANY NOTICE THAT IS PERMITTED OR REQUIRED TO BE GIVEN TO THE OWNERS OF THE 2018 SHORT-TERM NOTES UNDER THE RESOLUTIONS; (C) THE SELECTION BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY PERSON TO RECEIVE PAYMENT IN THE EVENT OF A PARTIAL REDEMPTION OF THE 2018 SHORT-TERM NOTES, IF APPLICABLE; (D) THE PAYMENT BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY AMOUNT TO THE OWNERS OF THE 2018 SHORT-TERM NOTES; (E) ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS THE OWNER OF 2018 SHORT-TERM NOTES; OR (F) ANY OTHER MATTER REGARDING DTC.

General

The Depository Trust Company (“DTC”), New York, NY, will act as securities depository for the 2018 Short-Term Notes. The 2018 Short-Term Notes will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered 2018 Short-Term Note certificate will be issued for each maturity of the 2018 Short-Term Notes and will be deposited with DTC.

DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others

such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). S&P Global Ratings has rated DTC “AA+.” The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com. The information set forth on such website is not incorporated herein by reference.

Purchases of the 2018 Short-Term Notes under the DTC system must be made by or through Direct Participants, which will receive a credit for the 2018 Short-Term Notes on DTC’s records. The ownership interest of each actual purchaser of each 2018 Short-Term Note (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the 2018 Short-Term Notes are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the 2018 Short-Term Notes, except in the event that use of the book-entry system for the 2018 Short-Term Notes is discontinued.

To facilitate subsequent transfers, all 2018 Short-Term Notes deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the 2018 Short-Term Notes with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the 2018 Short-Term Notes. DTC’s records reflect only the identity of the Direct Participants to whose accounts such 2018 Short-Term Notes are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of the 2018 Short-Term Notes may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the 2018 Short-Term Notes, such as redemptions, tenders, defaults, and proposed amendments to the 2018 Short-Term Notes documents. For example, Beneficial Owners of the 2018 Short-Term Notes may wish to ascertain that the nominee holding the 2018 Short-Term Notes for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

[Redemption notices shall be sent to DTC. If less than all of the 2018 Short-Term Notes of like maturity are being redeemed, DTC’s practice is to determine by lot the amount of the interest of each Direct Participant in such issue to be redeemed.]

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the 2018 Short-Term Notes unless authorized by a Direct Participant in accordance with DTC’s MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Commission as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.’s consenting or voting rights to those Direct Participants to whose accounts the 2018 Short-Term Notes are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal of, premium, if any, and interest on the 2018 Short-Term Notes will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from Commission or the Trustee, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Direct and Indirect Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Trustee, or Commission, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal of, premium, if any, and interest on the 2018 Short-Term Notes to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of Commission or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

NEITHER COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS WITH RESPECT TO THE PAYMENTS OR THE PROVIDING OF NOTICE TO DIRECT PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS.

Commission, the Trustee and the Underwriters cannot and do not give any assurances that DTC, the DTC Participants or others will distribute payments of principal or interest on the 2018 Short-Term Notes paid to DTC or its nominee as the registered owner, or will distribute any notices, to the Beneficial Owners, or that they will do so on a timely basis or will serve and act in the manner described in this Official Statement. Commission, the Trustee and the Underwriters are not responsible or liable for the failure of DTC or any DTC Participant to make any payment or give any notice to a Beneficial Owner with respect to the 2018 Short-Term Notes or for an error or delay relating thereto.

DTC may discontinue providing its services as depository with respect to the 2018 Short-Term Notes at any time by giving reasonable notice to Commission or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, 2018 Short-Term Notes certificates are required to be printed and delivered.

Commission may decide to discontinue use of the system of book-entry only transfers through DTC (or a successor securities depository). In that event, 2018 Short-Term Notes certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC's book-entry system has been obtained from sources that Commission believes to be reliable, but Commission takes no responsibility for the accuracy thereof.

BENEFICIAL OWNERS WILL NOT RECEIVE PHYSICAL DELIVERY OF 2018 SHORT-TERM NOTES AND WILL NOT BE RECOGNIZED BY THE TRUSTEE AS OWNERS THEREOF, AND BENEFICIAL OWNERS WILL BE PERMITTED TO EXERCISE THE RIGHTS OF OWNERS ONLY INDIRECTLY THROUGH DTC AND THE DTC PARTICIPANTS.

[insert appendix F]

SUBORDINATE INDENTURE

between

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

and

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

Dated as of April 1, 2018

(Amending and Restating the Subordinate Indenture, dated as of August 1, 1991, as previously amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended)

Relating To
San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds)
and Parity Debt

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SUBORDINATE INDENTURE

This SUBORDINATE INDENTURE, dated as of April 1, 2018 (as amended and supplemented, this “Indenture”), between the SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, a public entity duly established and existing under the laws of the State of California (the “Commission”), and U.S. BANK NATIONAL ASSOCIATION, a national banking association duly organized and existing under and by virtue of the laws of the United States of America, as trustee (the “Trustee”), amending and restating the Subordinate Indenture, dated as of August 1, 1991, as previously amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended;

W I T N E S S E T H:

WHEREAS, the Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan on July 31, 1987 (as amended, the “1987 Ordinance”), pursuant to the provisions of Sections 132000 through 132314, inclusive, of the Public Utilities Code of the State of California, which 1987 Ordinance provided for the imposition of a retail transactions and use tax (the “retail transactions and use tax”) applicable in the incorporated and unincorporated territory of the County of San Diego (the “County”) in accordance with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code at the rate of one-half of one percent (1/2%) for a period not to exceed twenty (20) years;

WHEREAS, by its terms the 1987 Ordinance became effective at the close of the polls on November 3, 1987, the day of the election at which the proposition imposing the retail transactions and use tax was adopted by a majority vote of the electors voting on such proposition;

WHEREAS, in order to provide for the extension of the initial term of the retail transactions and use tax for a period of forty (40) years, the Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (the “Sales Tax Extension Ordinance,” and, together with the 1987 Ordinance, hereinafter collectively referred to as the “Ordinance”) on May 28, 2004;

WHEREAS, by its terms the Sales Tax Extension Ordinance became effective on November 3, 2004, the day following the date of the election at which the proposition providing for the extension of the retail transactions and use tax was approved by at least two-thirds of the electors voting on such proposition;

WHEREAS, pursuant to Section 132310 of the California Public Utilities Code, the Commission is authorized to issue limited tax bonds (defined to include indebtedness and securities of any kind or class, including commercial paper notes), secured by and payable from revenues of the retail transactions and use tax;

WHEREAS, in order to provide for the issuance, authentication and delivery of certain limited tax bonds in the form of commercial paper notes, the Commission entered into that certain Amended and Restated Subordinate Indenture, dated as of November 1, 2005 (as amended and supplemented to the date hereof, the “Existing Indenture”), by and between the Commission

and the Trustee, pursuant to which the Commission authorized and reauthorized the issuance, authentication and delivery of three series of commercial paper notes designated the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series A (the “Series A Notes”), the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the “Series B Notes”) and the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series C (the “Series C Notes”);

WHEREAS, pursuant to a First Supplement to the Existing Indenture, dated March 27, 2008 (the “2008 First Supplement”), and other documents, the Commission permanently reduced the Commitment Amounts of the Series A Notes and the Series C Notes, terminated related dealer and support agreements, and provided continuing authorization of only a single series of Notes, the Series B Notes;

WHEREAS, in order to provide liquidity for payment of the Series B Notes, the Commission has entered into a Reimbursement Agreement, dated as of September 1, 2012 (as amended and extended, and as more fully defined in Section 1.02 hereof, the “Series B Support Agreement”), by and among the Commission and MUFG Union Bank, N.A. (f/k/a Union Bank, N.A.) (as more fully defined in Section 1.02 hereof, the “Series B Bank”), pursuant to which the Series B Bank extended a support facility in the form of an irrevocable transferable letter of credit (as more fully defined in Section 1.02 hereof, the “Series B Support Facility”) which Series B Support Facility could be drawn upon by the Issuing and Paying Agent to pay principal of and interest on the Series B Notes;

WHEREAS, in order to provide for the offering and sale of the Series B Notes, the Commission entered into a Dealer Agreement, dated as of November 1, 2005 (as more fully defined in Section 1.02 hereof, the “Series B Dealer Agreement”), between the Commission and Citigroup Global Markets Inc., as dealer (as more fully defined in Section 1.02 hereof, the “Series B Dealer”);

WHEREAS, in order to provide for the issuance, authentication and delivery of certain limited tax bonds payable on a basis senior to the Series B Notes (as more fully defined in Section 1.02 of the Indenture, the “Bonds”) and any obligations of the Commission on a parity with the Series B Notes (as more fully defined in Section 1.02 of the Indenture, the “Parity Obligations”), the Commission entered into that certain Indenture, dated as of March 1, 2008 (as more fully defined herein and as amended and supplemented, the “Bond Indenture”), by and between the Commission and the Trustee;

WHEREAS, pursuant to the Bond Indenture, and a third supplemental indenture thereto, the Commission issued its Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series A (Taxable Build America Bonds) (the “2010 Build America Bonds”) which qualified the Commission to receive federal subsidy payments under Sections 54AA and 6431 of the Code;

WHEREAS, the issuance of the 2010 Build America Bonds required certain amendments be made to the Bond Indenture pursuant to a supplement to the Bond Indenture and

conforming amendments be made to the Existing Indenture pursuant to a second supplement to the Existing Indenture, dated as of October 1, 2010 (the “2010 Second Supplement”);

WHEREAS, the Commission has entered into a TIFIA Loan Agreement, dated as of June 27, 2017 (the “TIFIA Loan Agreement”), by and between the Commission and the United States Department of Transportation, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau (the “TIFIA Lender”) in anticipation of financing on a long-term basis certain costs of the Mid-Coast Corridor Transit Project (the “Mid-Coast Project”), comprising a portion of the Project (as defined herein);

WHEREAS, the Existing Indenture provides that the Commission may issue indebtedness having an equal lien and charge upon the Revenues and payable on a parity with the Notes (as more fully defined herein, “Parity Debt”) and amend the Existing Indenture to make modifications or adjustments necessary, appropriate or desirable to provide for the issuance of such Parity Debt;

WHEREAS, the Commission has determined to provide for the issuance of a series of short-term notes pursuant to, and as Parity Debt under, this Indenture and a first supplement to this Indenture, dated as of April 1, 2018 (the “First Supplement”), for the purpose of providing funds to (i) finance the Mid-Coast Project Costs, (ii) refund a portion of the outstanding CP Notes, and (iii) pay for the Costs of Issuance, all as provided in the First Supplement;

WHEREAS, concurrently with the execution and delivery of the First Supplement, the Commission desires to provide at this time for the execution and delivery of this Indenture in order to make modifications and adjustments necessary, appropriate and desirable to provide for the issuance of Parity Debt, to incorporate into the provisions of this Indenture the amendments effected by the 2008 First Supplement and 2010 Second Supplement, and to conform certain provisions of the Existing Indenture to the provisions of the Bond Indenture;

WHEREAS, this Indenture will become effective on [____], 2018, a date on which all Notes Outstanding mature and new Series B Notes will be issued, the proceeds of which will be applied to pay all such Outstanding Notes, subject to receipt by the Commission of written consent to this Indenture from the Series B Bank and the TIFIA Lender;

WHEREAS, the execution and delivery of this Indenture has in all respects been duly and validly authorized by a resolution duly passed and approved by the Commission; and

WHEREAS, all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in connection with the execution and the entering into of this Indenture do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the parties hereto are now duly authorized to execute and enter into this Indenture;

NOW, THEREFORE, THIS SUBORDINATE INDENTURE WITNESSETH, that in order to secure the payment of the principal of and the interest on all Notes and Parity Debt at any time issued, authenticated and delivered hereunder and to provide the terms and conditions under which all property, rights and interests hereby assigned and pledged are to be dealt with and disposed of, and to secure performance and observance of the terms, conditions, stipulations,

covenants, agreements, trusts, uses and purposes hereinafter expressed, and in consideration of the premises and of the material covenants herein contained and of the purchase and acceptance of the Notes and Parity Debt by the Owners thereof, respectively, and for other valuable consideration, the receipt of which is hereby acknowledged, the Commission does hereby agree and covenant with the Trustee for the benefit of the respective Owners, from time to time, of the Notes and the Parity Debt, or any part thereof, and each Bank, as follows:

ARTICLE I

EQUALITY OF SECURITY; DEFINITIONS; CONTENT OF CERTIFICATES AND OPINIONS

SECTION 1.01 Equality of Security. In consideration of the acceptance of the Notes and evidences of Parity Debt by the Owners thereof from time to time, this Indenture shall be deemed to be and shall constitute a contract among the Commission, the Trustee and the Owners from time to time of the Notes and Parity Debt and the covenants and agreements herein set forth to be performed by or on behalf of the Commission or the Trustee shall be for the equal and proportionate benefit, security and protection of each Bank and all Owners of the Notes and Parity Debt, without preference, priority or distinction as to security or otherwise of any of the Notes or evidences of Parity Debt over any of the others by reasons of the series, time of issue, sale or negotiation thereof or for any cause whatsoever, except as expressly provided therein or herein. Nothing herein shall prevent additional security being provided to particular Notes or Parity Debt under any Supplemental Indenture.

SECTION 1.02 Definitions. Unless the context otherwise requires, the terms defined in this Section shall, for all purposes of this Indenture and of any Supplemental Indenture and of any certificate, opinion or other document herein mentioned, have the meanings herein specified, to be equally applicable to both the singular and plural forms of any of the terms herein defined. Unless otherwise defined in this Indenture, all terms used herein shall have the meanings assigned to such terms in the Law.

Accreted Value

“Accreted Value” means, with respect to any Capital Appreciation Bond, the principal amount thereof plus the interest accrued thereon, compounded at the approximate interest rate thereon on each date specified therein. The Accreted Value at any date shall be the amounts set forth in the accreted value table as of such date, if such date is a compounding date, and if not, as of the immediately preceding compounding date.

Administrative Agent

“Administrative Agent” means the entity, acting as administrative agent under a Support Agreement, or its successor as administrative agent; provided, however, that, in the event that either (i) no Administrative Agent has been appointed under a Support Agreement or (ii) utilization of an Administrative Agent is discontinued under any Support Agreement, all references contained herein to “Administrative Agent” shall be deemed to be references to the Bank which has entered into such Support Agreement with the Commission.

Advance

“Advance” means each advance of funds from a Support Facility, in accordance with the terms of the Support Agreement entered into in connection with such Support Facility.

Advice

“Advice” means a notice or a written instrument, executed by the Issuing and Paying Agent for a Series of Notes and delivered to the Depository for such Series of Notes, which specifies the amount by which the indebtedness evidenced by the Master Note delivered in connection with such Series of Notes is to be increased or decreased on any particular date, and which includes such other information as may be required pursuant to the systems and procedures of the Depository applicable to implementation of its book-entry program for obligations of the character of such Series of Notes.

Alternate Facility

“Alternate Facility” means a replacement Support Facility provided pursuant to the provisions of Section 6.11 and the instruments pursuant to which such Support Facility is provided.

Annual Debt Service

“Annual Debt Service” means for any Fiscal Year the aggregate amount (without duplication) of principal and interest on all Senior Lien Debt, Notes and Parity Debt becoming due and payable during such Fiscal Year calculated using the principles and assumptions set forth under the definition of Debt Service.

Assumed Debt Service

“Assumed Debt Service” means for any Fiscal Year the aggregate amount of principal and interest which would be payable on all Senior Lien Debt, Notes and Parity Debt if each Excluded Principal Payment were amortized for a period commencing on the date of calculation of such Assumed Debt Service and ending on the earlier of (i) the Tax Expiration Date, and (ii) the date which is thirty (30) years from such date of calculation, on a substantially level debt service basis, calculated based on a fixed interest rate equal to the rate at which the Commission could borrow for such period, as certified by a certificate of a financial advisor or investment banker, delivered to the Trustee, who may rely conclusively on such certificate, such certificate to be delivered within thirty (30) days of the date of calculation;

Authorized Representative

“Authorized Representative” means the Chair of the Board of Directors, Executive Director, the Chief Deputy Executive Director, the Director of Finance, the TransNet Program Manager, or any other person designated to complete and deliver Issuance Requests and who has been identified in a Certificate of the Commission delivered to the Issuing and Paying Agent and whose signature has likewise been certified to the Issuing and Paying Agent.

Available Amount

“Available Amount” means the initial amount available to be drawn on a Support Facility as set forth in such. Support Facility or the Support Agreement entered into in connection with such Support Facility, as applicable, as such amount may be reduced and/or reinstated pursuant to the terms of such Support Facility or the Support Agreement entered into in connection with such Support Facility, as applicable, and available to be drawn under such Support Facility.

Bank

“Bank” means a provider or the providers of a Support Facility securing a Series of Notes.

Bank Loan

“Bank Loan” means each loan of funds made by a Bank to repay an Advance, in accordance with the terms of the Support Agreement entered into by such Bank with the Commission.

Board

“Board” means the Board of Directors of the Commission.

Bond Indenture

“Bond Indenture” means that certain Indenture, dated as of March 1, 2008, by and between the Commission and the Trustee, as amended and supplemented.

Bond Reserve Costs

“Bond Reserve Costs” means the amounts, including fees, expenses and accrued interest, owing to the provider of a surety bond, insurance policy or letter of credit which is used to satisfy all or a portion of a bond reserve requirement established pursuant to a Bond Indenture.

Bond Trustee

“Bond Trustee” means the financial institution designated as trustee under the Bond Indenture or its successor as trustee under the Bond Indenture.

Bonds; Capital Appreciation Bonds; Current Interest Bonds; Serial Bonds; Term Bonds

“Bonds” means the San Diego County Regional Transportation Commission Sales Tax Revenue Bonds (Limited Tax Bonds) authorized by, and at any time outstanding pursuant to, the Bond Indenture.

“Capital Appreciation Bonds” means the Bonds of any Series designated as Capital Appreciation. Bonds in the supplemental indenture providing for the issuance of such Series and on which interest is compounded and paid at maturity or on prior redemption.

“Current Interest Bonds” means the Bonds of any Series designated as Current Interest Bonds in the supplemental indenture providing for the issuance of such Series of Bonds and which pay interest at least semiannually excluding the first payment of interest thereon.

“Serial Bonds” means Bonds, maturing in specified years, for which no Mandatory Sinking Account Payments are provided.

“Term Bonds” means Bonds payable at or before their specified maturity date or dates from Mandatory Sinking Account Payments established for that purpose and calculated to retire such Bonds on or before their specified maturity date or dates.

Business Day

“Business Day” means, except as otherwise provided in the Supplemental Indenture pursuant to which a Series of Notes is issued or the instrument establishing any Parity Debt, for so long as DTC shall be the Depository for any Series of Notes, any day on which DTC is scheduled to be open for money market instrument settlement services, and is other than: (1) a Saturday, Sunday, or a day on which banking institutions in the State or the State of New York are authorized or obligated by law or executive order to be closed; (2) a day on which the New York Stock Exchange is authorized or obligated by law or executive order to be closed; and (3) for purposes of payments and other actions relating to Notes secured by a Support Facility, a day upon which commercial banks are authorized or obligated by law or executive order to be closed in the city in which demands for payment are to be presented pursuant to such Support Facility.

Certificate, Statement, Request, Requisition or Order of the Commission

“Certificate,” “Statement,” “Request,” “Requisition” and “Order” of the Commission mean, respectively, a written certificate, statement, request, requisition or order signed in the name of the Commission by its Executive Director, Chief Deputy Executive Director, Director of Finance, TransNet Program Manager, or any other person authorized by the Executive Director to execute such instruments. Any such instrument and supporting opinions or representations, if any, may, but need not, be combined in a single instrument with any other instrument, opinion or representation, and the two or more so combined shall be read and construed as a single instrument. If and to the extent required by Section 1.03, each such instrument shall include the statements provided for in Section 1.03.

Certificate Agreement

“Certificate Agreement” means the Book-Entry-Only Money Market Instrument (Master Note Program) Certificate Agreement, dated as of November 6, 2003, between the Issuing and Paying Agent and DTC.

Code

“Code” means the Internal Revenue Code of 1986, and the regulations applicable thereto or issued thereunder, or any successor to the Internal Revenue Code of 1986. Reference to any particular Code section shall, in the event of such a successor Code, be deemed to be reference to the successor to such Code section.

Commission

“Commission” means San Diego County Regional Transportation Commission, a public entity of the State, duly organized and existing under the Law.

Corporate Trust Office

“Corporate Trust Office” or “corporate trust office” means the corporate trust office of the Trustee at 633 West 5th Street, 24th Floor, Los Angeles, California 90071, Attention: Corporate Trust Division, or such other or additional offices as may be designated by the Trustee.

Costs of Issuance

“Costs of Issuance” means all items of expense directly or indirectly payable by or reimbursable to the Commission and related to the authorization, execution, sale and delivery of a Series of Notes or Parity Debt, including but not limited to advertising and printing costs, costs of preparation and reproduction of documents, filing and recording fees, travel expenses and costs relating to rating agency meetings and other meetings concerning the Notes or Parity Debt, initial fees and charges of the Trustee and the Issuing and Paying Agent, legal fees and charges, fees and disbursements of consultants and professionals, including fees of the Dealers, underwriters fees and discounts, financial advisor fees and expenses, rating agency fees, fees and charges for preparation, execution, transportation and safekeeping of Notes or other evidences of Parity Debt, surety, insurance, liquidity and credit enhancements costs, including without limitation fees and expenses payable to a Bank under a Support Agreement, and any other cost, charge or fee in connection with the issuance of a Series of Notes or Parity Debt.

Counterparty

“Counterparty” means an entity which has entered into an Interest Rate Swap Agreement with the Commission.

Dealer

“Dealer” means any dealer for a Series of Notes which has been appointed by the Commission and which has entered into a Dealer Agreement with the Commission with respect to such Series of Notes.

Dealer Agreement

“Dealer Agreement” means any agreement entered into by the Commission with a Dealer in connection with a Series of Notes, as originally executed and as it may from time to time be supplemented or amended pursuant to its terms.

Debt Service

“Debt Service” means, when used with respect to all Senior Lien Debt, Notes and Parity Debt (for purposes of this definition of “Debt Service,” herein collectively referred to as “Obligations”), as of any date of calculation and with respect to any Fiscal Year, the sum of (1) the interest falling due on such Obligations during such Fiscal Year and (2) the principal or Mandatory Sinking Account Payments required with respect to such Obligations during such Fiscal Year; computed on the assumption that no portion of such Obligations shall cease to be Outstanding during such Fiscal Year except by reason of the application of such scheduled payments; provided, however, that for the purposes of such computation:

(a) Excluded Principal Payments (and the interest related thereto provided such interest is being paid from the same source as the Excluded Principal Payments) shall be excluded from such calculation and Assumed Debt Service shall be included in such calculation;

(b) in determining the principal amount due in each Fiscal Year, payment shall (unless a different subsection of this definition applies for purposes of determining principal maturities or amortization) be assumed to be made in accordance with any amortization schedule established for such Obligations, including any Mandatory Sinking Account Payments or any scheduled redemption or payment of Obligations on the basis of Accreted Value, and for such purpose, the redemption payment or payment of Accreted Value shall be deemed a principal payment and interest that is compounded and paid as Accreted Value shall be deemed due on the scheduled redemption or payment date of such Capital Appreciation Bond;

(c) if any Obligations bear, or if any Obligations proposed to be issued will bear interest at a variable interest rate for which an Interest Rate Swap Agreement is not in place and the interest on which is excluded or expected to be excluded from gross income for federal income tax purposes, the interest rate on such Obligations for periods when the actual interest rate cannot yet be determined shall be calculated at an interest rate equal to twelve percent (12%) per annum;

(d) if any Obligations bear, or if any Obligations proposed to be issued will bear, interest at a variable interest rate for which an Interest Rate Swap Agreement is not in place and interest on which is included or expected to be included in gross income for federal income tax purposes, the interest rate on such Obligations shall be calculated at an interest rate equal to twelve percent (12%) per annum;

(e) with respect to any Obligations bearing interest, or expected to bear interest, at a variable interest rate for which an Interest Rate Swap Agreement is in place providing for a fixed rate of interest to maturity or for a specific term with respect to such Obligations, the interest rate on such Obligations shall be assumed to be the synthetic fixed interest rate specified in such Interest Rate Swap Agreement for such term; provided that if, pursuant to a Certificate of the Commission filed with the Trustee, the sum of (i) interest payable on such Obligations, plus (ii) amounts payable by the Commission under such Interest Rate Swap Agreement, less (iii) amounts receivable by the Commission under such Interest Rate Swap Agreement, is expected to be greater than the interest payable on the Obligations to which such Interest Rate Swap Agreement relates (i.e., if such Interest Rate Swap Agreement is an "off-market" Interest Rate Swap Agreement), then, in such instance, such excess amounts payable by the Commission under such Interest Rate Swap Agreement shall be included in the calculation of Debt Service;

(f) with respect to any Obligations bearing interest, or expected to bear interest, at a fixed interest rate for which an Interest Rate Swap Agreement is in place providing for a net variable interest rate with respect to such Obligations for a specific term, the interest rate on such Obligations shall be assumed to be equal for such term to the sum of (i) the fixed interest rate or rates to be paid on the Obligations, minus (ii) the fixed interest rate receivable by the Commission under such Interest Rate Swap Agreement, plus (iii) the average interest rate of the index on which the Interest Rate Swap Agreement is based, as identified in a Certificate of the Commission, or, if not based on an identifiable index, then the SIFMA Swap Index, in each case, over the five (5) years preceding the date of calculation;

(g) if any Obligations feature an option, on the part of the owners or an obligation under the terms of such Obligations, to tender all or a portion of such Obligations to the Commission, the Trustee or other fiduciary or agent, and requires that such Obligations or portion thereof be purchased if properly presented, then for purposes of determining the amounts of principal and interest due in any Fiscal Year on such Obligations, the options or obligations of the owners of such Obligations to tender the same for purchase or payment prior to the stated maturity or maturities shall be ignored and not treated as a principal maturity; and

(h) principal and interest payments on Obligations shall be excluded to the extent such payments are to be paid from Revenues then held on deposit by the Trustee or from other amounts on deposit, including Investment Securities and interest to be payable thereon, with the Trustee or other fiduciary in escrow specifically therefor and interest payments shall be excluded to the extent that such interest payments are to be paid from the proceeds of Obligations, including Investment Securities and interest to be payable thereon, held by the Trustee or other fiduciary as capitalized interest specifically to pay such interest or from pledged Subsidy Payments the Commission expects to receive.

Defeasance Securities

"Defeasance Securities" means: (i) U.S. Treasury Certificates, Notes and Bonds, including State and Local Government Series securities; (ii) direct obligations of the U.S. Treasury which have been stripped by the U.S. Treasury itself; (iii) Resolution Funding Corp. securities ("REFCORP"), provided, however, only the interest component of REFCORP strips which have been stripped by request to the Federal Reserve Bank of New York in book entry

form are acceptable; (iv) pre-refunded municipal bonds rated “Aaa” by Moody’s and “AAA” by S&P, provided, however, that if such municipal bonds are rated only by S&P, then such pre-refunded municipal bonds must have been pre-refunded with cash, direct United States or United States guaranteed obligations, or “AAA” rated pre-refunded municipal bonds; (v) obligations issued by the following agencies, which are backed by the full faith and credit of the United States: (a) Farmers Home Administration (FmHA) - certificates of beneficial ownership; (b) General Services Administration - participation certificates; (c) U.S. Maritime Administration - Guaranteed Title XI financing; (d) Small Business Administration guaranteed participation certificates and guaranteed pool certificates; (e) GNMA guaranteed MSB and participation certificates; and (f) U.S. Department of Housing and Urban Development (HUD) Local Authority Bonds, or (vi) certain obligations of government-sponsored agencies that are not backed by the full faith and credit of the United States limited to: (a) Federal Home Loan Mortgage Corp. (FHLMC) debt obligations; (b) Farm Credit System (formerly Federal Land Banks, Federal Intermediate Credit Banks, and Banks for Cooperatives) consolidated system-wide bonds and notes; (c) Federal Home Loan Banks (FHL Banks) consolidated debt obligations; (d) Federal National Mortgage Association (FNMA) debt obligations; (e) Student Loan Marketing Association (SLMA) debt obligations; and (f) Financing Corp. (FICO) debt obligations.

Depository

“Depository” means DTC or any other qualified securities depository selected as set forth in Section 2.10 hereof.

DTC

“DTC” means The Depository Trust Company, New York, New York, and its successors and assigns.

Event of Default

“Event of Default” means any of the events specified in Section 7.01 and Section 22.01.

Excluded Principal Payments

“Excluded Principal Payments” means each payment of principal (or the principal component of lease or installment purchase payments) of Senior Lien Debt, Notes or Parity Debt which the Commission determines (in a Supplemental Bond Indenture, this Indenture, a Supplemental Indenture or other document delivered on a date not later than the date of issuance of such Senior Lien Debt, Notes or Parity Debt) that the Commission intends to pay with moneys which are not Senior Lien Revenues or Revenues, as applicable (such as commercial paper, balloon indebtedness or bond anticipation notes), but from future debt obligations of the Commission, grants received from the State or federal government, or any agency or instrumentality thereof, or any other source of funds of the Commission, upon which determination of the Commission the Trustee may conclusively rely. No such determination shall affect the security for such Senior Lien Debt, Notes or Parity Debt or the obligation of the Commission to pay such payments from Revenues or Senior Lien Revenues, as applicable, or

with respect to Senior Lien Debt, from the bond reserve fund, if any, established under the Bond Indenture. No payment of principal of Senior Lien Debt, Notes or Parity Debt may be determined to be an Excluded Principal Payment unless it is due on or prior to the Tax Expiration Date.

Fiscal Year

“Fiscal Year” means the period beginning on July 1 of each year and ending on the next succeeding June 30, or any other twelve-month period hereafter selected and designated as the official fiscal year period of the Commission which designation shall be provided to the Trustee in a Certificate of the Commission.

Fitch

“Fitch” means Fitch Ratings, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term “Fitch” shall be deemed to refer to any other nationally recognized securities rating agency selected by the Commission.

Holder or Noteholder or Noteowner or Owner

“Holder” or “Noteholder” or “Noteowner” or “Owner,” whenever used herein with respect to a Note, means the person in whose name such Note is registered, and whenever used herein with respect to any evidence of Parity Debt, means the person in whose name such Parity Debt is registered.

Indenture

“Indenture” means this Subordinate Indenture, dated as of April 1, 2018, between the Trustee and the Commission, as originally executed or as it may from time to time be supplemented or amended by any Supplemental Indenture delivered pursuant to the provisions hereof.

Interest Fund

“Interest Fund” means the fund by that name established pursuant to Section 5.02.

Interest Rate Swap Agreement

“Interest Rate Swap Agreement” means an interest rate swap, cap, collar, option, floor, forward, derivative, or other hedging agreement, arrangement or security, however denominated, entered into between the Commission and a Counterparty, in connection with or incidental to, the issuance or carrying of Bonds, Notes or Parity Debt, including, without limitation, an interest rate swap, cap, collar, option, floor, forward, derivative, or other hedging agreement, arrangement or security entered into in advance of the issuance of Bonds, Notes or Parity Debt.

Investment Securities

“Investment Securities” means the following:

[(i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed by, the United States of America, including obligations of any of the federal agencies and federally sponsored entities set forth in clause (iii) below to the extent unconditionally guaranteed by the United States of America;

(ii) any certificates, receipts, securities or other obligations evidencing ownership of, or the right to receive, a specified portion of one or more interest payments or principal payments, or any combination thereof, to be made on any bond, note, or other obligation described above in clause (i);

(iii) obligations of the Federal National Mortgage Association, the Government National Mortgage Association, Federal Home Loan Banks, Farmers Home Administration and Federal Home Loan Mortgage Corporation;

(iv) housing authority bonds issued by public agencies or municipalities and fully secured as to the payment of both principal and interest by a pledge of annual contributions under an annual contributions contract or contracts with the United States of America; or project notes issued by public agencies or municipalities and fully secured as to the payment of both principal and interest by a requisition or payment agreement with the United States of America;

(v) obligations of any state, territory or commonwealth of the United States of America or any political subdivision thereof or any agency or department of the foregoing; provided that at the time of their purchase such obligations are rated in either of the two highest long-term or highest short-term Rating Categories by Moody's and S&P;

(vi) any bonds or other obligations of any state of the United States of America or any political subdivision thereof (a) which are not callable prior to maturity or as to which irrevocable instructions have been given to the trustee of such bonds or other obligations by the obligor to give due notice of redemption and to call such bonds for redemption on the date or dates specified in such instructions, (b) which are secured as to principal and interest and redemption premium, if any, by a fund consisting only of cash or bonds or other obligations of the character described above in clause (i) or (ii) which fund may be applied only to the payment of such principal of and interest and redemption premium, if any, on such bonds or other obligations on the interest payment dates and the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (c) as to which the principal of and interest on the bonds and obligations of the character described above in clause (i) or (ii) which have been deposited in such fund along with any cash on deposit in such fund are sufficient to pay the principal of and interest and redemption premium, if any, on the bonds or other obligations described in this clause (vi) on the interest payment dates and the maturity

date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (a) of this clause (vi), as appropriate, and (d) which have been rated in one of the two highest long-term Rating Categories by Moody's and S&P;

(vii) bonds, notes, debentures or other evidences of indebtedness issued or guaranteed by any corporation which are, at the time of purchase, rated by Moody's and S&P in their respective highest short-term Rating Categories, or, if the term of such indebtedness is longer than three (3) years, rated by Moody's and S&P in one of their respective two highest long-term Rating Categories, for comparable types of debt obligations;

(viii) demand or time deposits or certificates of deposit, whether negotiable or nonnegotiable, issued by any bank or trust company organized under the laws of any state of the United States of America or any national banking association (including the Trustee), provided that such certificates of deposit shall be purchased directly from such a bank, trust company or national banking association and shall be either (1) continuously and fully insured by the Federal Deposit Insurance Corporation, or (2) continuously and fully secured by such securities and obligations as are described above in clauses (i) through (v), inclusive, which shall have a market value (exclusive of accrued interest) at all times at least equal to the principal amount of such certificates of deposit and shall be lodged with the Trustee, as custodian, by the bank, trust company or national banking association issuing such certificates of deposit, and the bank, trust company or national banking association issuing each such certificate of deposit required to be so secured shall furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such certificate of deposit will at all times be an amount equal to the principal amount of each such certificate of deposit and the Trustee shall be entitled to rely on each such undertaking;

(ix) taxable commercial paper, other than that issued by bank holding companies, or tax-exempt commercial paper rated in the highest Rating Category by Moody's and S&P;

(x) variable rate obligations required to be redeemed or purchased by the obligor or its agent or designee upon demand of the holder thereof secured as to such redemption or purchase requirement by a liquidity agreement with a corporation and as to the payment of interest and principal either upon maturity or redemption (other than upon demand by the holder thereof) thereof by an unconditional credit facility of a corporation, provided that the variable rate obligations themselves are rated in the highest Rating Category for its short-term rating, if any, and in either of the two highest Rating Categories for its long-term rating, if any, by Moody's and S&P, and that the corporations providing the liquidity agreement and credit facility have, at the date of acquisition of the variable rate obligation by the Trustee, an outstanding issue of unsecured, uninsured and unguaranteed debt obligations rated in either of the two highest long-term Rating Categories by Moody's and S&P;

(xi) any repurchase agreement with any bank or trust company organized under the laws of any state of the United States or any national banking association (including the Trustee) having a minimum permanent capital of one hundred million dollars (\$100,000,000) or government bond dealer reporting to, trading with, and recognized as a primary dealer by the Federal Reserve Bank of New York, which agreement is secured by any one or more of the securities and obligations described in clauses (i), (ii), (iii) or (iv) above, which shall have a market value (exclusive of accrued interest and valued at least monthly) at least equal to the principal amount of such investment and shall be lodged with the Trustee or other fiduciary, as custodian for the Trustee, by the bank, trust company, national banking association or bond dealer executing such repurchase agreement, and the entity executing each such repurchase agreement required to be so secured shall furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such repurchase agreement (as valued at least monthly) will be an amount equal to the principal amount of each such repurchase agreement and the Trustee shall be entitled to rely on each such undertaking;

(xii) any cash sweep or similar account arrangement of or available to the Trustee, the investments of which are limited to investments described in clauses (i), (ii), (iii), (iv), (v) and (xi) of this definition of Investment Securities and any money market fund, the entire investments of which are limited to investments described in clauses (i), (ii), (iii), (iv), (v) and (xi) of this, definition of Investment Securities; provided that as used in this clause (xii) and clause (xiii) investments will be deemed to satisfy the requirements of clause (xi) if they meet the requirements set forth in clause (xi) ending with the words “clauses (i), (ii), (iii) or (iv) above” and without regard to the remainder of such clause (xi);

(xiii) any investment agreement with a financial institution or insurance company which: (a) has at the date of execution thereof an outstanding issue of unsecured, uninsured and unguaranteed debt obligations or a claims paying ability rated in either of the two highest long-term Rating Categories by Moody’s and S&P; or (b) is fully secured by obligations described in items (i), (ii), (iii) or (iv) of the definition of Investment Securities which are (A) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to the principal amount of the investment, (B) held by the Trustee or other custodian acceptable to the Trustee, (C) subject to a perfected first lien in the Trustee, and (D) free and clear from all third party liens;

(xiv) shares of beneficial interest in diversified management companies investing exclusively in securities and obligations described in clauses (i) through (xiii) of this definition of Investment Securities and which companies have either the highest rating by Moody’s and S&P or have an investment advisor registered with the Securities and Exchange Commission with not less than five (5) years experience investing in such securities and obligations and with assets under management in excess of \$500,000,000;

(xv) shares in a common law trust established pursuant to Title 1, Division 7, Chapter 5 of the Government Code of the State which invests exclusively in investments

permitted by Section 53601 of Title 5, Division 2, Chapter 4 of the Government Code of the State, as it may be amended;

(xvi) bankers' acceptances issued by domestic or foreign banks, which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest category by Moody's and S&P, which purchases may not exceed two hundred seventy (270) days maturity or forty percent (40%) of the Commission's surplus money;

(xvii) the pooled investment fund of the County of San Diego, California, which is administered in accordance with the investment policy of said County as established by the Treasurer/Tax Collector thereof, as permitted by Section 53601 of the Government Code of the State, copies of which policy are available upon written request to said Treasurer/Tax Collector;

(xviii) the Local Agency Investment Fund or similar pooled fund operated by or on behalf of the State of California and which is authorized to accept investments of moneys held in any of the funds or accounts established pursuant to this Indenture; and

(xix) any investment approved by the Board for which confirmation is received from each rating agency then rating any of the Bonds, Notes or Parity Debt that such investment will not adversely affect such agency's rating on such Notes.]

Issuance Request

"Issuance Request" means a request made by the Commission, acting through an Authorized Representative, to the Issuing and Paying Agent for the authentication and delivery of a Note or Notes.

Issuing and Paying Agent

"Issuing and Paying Agent" means U.S. Bank Trust National Association, or any successor or assigns permitted under the Issuing and Paying Agent Agreement, or any other Issuing and Paying Agent which is appointed by the Commission and has entered into an Issuing and Paying Agent Agreement.

Issuing and Paying Agent Agreement

"Issuing and Paying Agent Agreement" means the Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005, between the Commission and the Issuing and Paying Agent, and any and all modifications, alterations, amendments and supplements thereto, including that certain First Supplement to the Amended and Restated Issuing and Paying Agent Agreement, dated as of March 27, 2008, between the Commission and the Issuing and Paying Agent, or any other Issuing and Paying Agent Agreement entered into by the Commission and an Issuing and Paying Agent with respect to the Notes or a Series of Notes.

Law

“Law” means the San Diego County Regional Transportation Commission Act, Chapter 2 of Division 12.7 (Section 132000 et seq.) of the Public Utilities Code of the State and Chapter 6 of Part 1 of Division 2 of Title 5 (Section 54300 et seq.) of the Government Code of the State as referenced in said San Diego County Regional Transportation Commission Act and Articles 10 and 11 of Chapter 3 of Division 2 of Title 5 (Section 53570 et seq.) of the Government Code of the State, in each case as now in effect and as it may from time to time hereafter be amended or supplemented.

Letter of Representations

“Letter of Representations” means: (i) with respect to the Series B Notes, the Certificate Agreement and the Letter of Representations, dated September 27, 2005, executed by the Commission and the Issuing and Paying Agent and delivered to DTC, as initial Depository for the Series B Notes, or any replacement thereof or substitute therefor; and (ii) with respect to any other Series of Notes, the documentation delivered to a Depository in connection with such Series of Notes.

Mandatory Sinking Account Payment

“Mandatory Sinking Account Payment” means, with respect to Bonds of any Series and maturity, the amount required by the Bond Indenture or a Supplemental Bond Indenture to be deposited by the Commission in a Sinking Account for the payment of Term Bonds of such Series and maturity.

Master Note

“Master Note” means a Note substantially in the form attached hereto as Exhibit B.

Maximum Annual Debt Service

“Maximum Annual Debt Service” means the maximum amount of Annual Debt Service becoming due and payable on all Senior Lien Debt, Notes and Parity Debt outstanding during the period from the date of such calculation through the final maturity date of the Senior Lien Debt, Notes and Parity Debt, calculated utilizing the assumptions set forth under the definition of Debt Service.

Moody’s

“Moody’s” means Moody’s Investors Service, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term “Moody’s” shall be deemed to refer to any other nationally recognized securities rating agency selected by the Commission.

1987 Ordinance

“1987 Ordinance” means the San Diego Transportation Improvement Program Ordinance and Expenditure Plan, adopted by the Commission on July 31, 1987 and approved by a majority of the electors voting on such proposition on November 3, 1987, as supplemented and amended.

Note Fund

“Note Fund” means a fund by that name established pursuant to Section 5.05 and maintained by the Issuing and Paying Agent to pay principal and interest on a Series of Notes when due.

Note Interest Account

“Note Interest Account” means an account by that name established in a Note Fund pursuant to Section 5.05 and maintained by the Issuing and Paying Agent.

Note Principal Account

“Note Principal Account” means an account by that name established in a Note Fund pursuant to Section 5.05 and maintained by the Issuing and Paying Agent.

Notes

“Notes” means the Commission’s Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds) authorized by, and at any time Outstanding pursuant to, this Indenture.

Notice of Borrowing

“Notice of Borrowing” means a notice submitted by the Issuing and Paying Agent to a Bank pursuant to Section 5 of the Issuing and Paying Agent Agreement.

Notice of No Issuance

“Notice of No Issuance” means a written notice delivered by a Bank with respect to a Series of Notes pursuant to the provisions of the Support Agreement entered into in connection with such Series of Notes, which notifies the Commission and the Issuing and Paying Agent that no additional Notes of such Series may be issued.

Notice of Termination

“Notice of Termination” means a written notice delivered by a Bank with respect to a Series of Notes pursuant to the provisions of the Support Agreement entered into in connection with such Series of Notes, which notifies the Commission and the Issuing and Paying Agent that the Support Facility provided pursuant to such Support Agreement is being terminated.

Opinion of Bond Counsel

“Opinion of Bond Counsel” means a written opinion of a law firm of national standing in the field of public finance selected by the Commission.

Ordinance

“Ordinance” means, collectively, the 1987 Ordinance and the Sales Tax Extension Ordinance.

Outstanding

“Outstanding,” when used as of any particular time with reference to Notes, means (subject to the provisions of Section 11.10) all Notes theretofore, or thereupon being, authenticated and delivered by the Issuing and Paying Agent under this Indenture except: (i) Notes theretofore cancelled by the Issuing and Paying Agent or surrendered to the Issuing and Paying Agent for cancellation; (ii) Notes with respect to which all liability of the Commission shall have been discharged in accordance with Section 10.02, including Notes (or portions of Notes) referred to in Section 11.10; and (iii) Notes for the transfer or exchange of or in lieu of or in substitution for which other Notes shall have been authenticated and delivered by the Issuing and Paying Agent pursuant to this Indenture.

Owner or Holder or Noteholder or Noteowner

“Owner” or “Holder” or “Noteholder” or “Noteowner”, whenever used herein with respect to a Note, means the person in whose name such Note is registered.

Paired Obligations

“Paired Obligations” means any Senior Lien Debt, Notes or Parity Debt, designated as Paired Obligations in a Certificate of the Commission, which are simultaneously outstanding (i) the principal of which is of equal amount maturing and to be retired on the same dates and in the same amounts and (ii) the interest rates on which, taken together, result in an irrevocably fixed interest rate obligation of the Commission for the term of such Senior Lien Debt, Notes or Parity Debt.

Parity Debt

“Parity Debt” means amounts owing under any Support Agreement and any indebtedness, installment sale obligation, lease obligation or other obligation of the Commission for borrowed money or Interest Rate Swap Agreement having an equal lien and charge upon the Revenues and therefore payable on a parity with the Notes (whether or not any Notes are Outstanding); provided, however, that any payments with respect to an Interest Rate Swap Agreement which represent termination payments or unwinding payments shall not constitute Parity Debt and shall be payable from Revenues on a subordinate basis.

Participant

“Participant” means any participant in a Depository’s book-entry system.

Person

“Person” means a corporation, firm, association, partnership, trust, or other legal entity or group of entities, including a governmental entity or any agency or political subdivision thereof.

Principal Fund

“Principal Fund” means the fund by that name established pursuant to Section 5.02.

Principal Office

“Principal Office” of the Issuing and Paying Agent means the office thereof designated in writing to the Commission, the Trustee, each Administrative Agent and each Dealer.

Project

“Project” means transportation facility and service improvements within the County of San Diego, including transportation and service improvements for highways, rail transit services, bus services, local streets and roads, bicycle and pedestrian facilities, transportation-related community infrastructure to support smart growth development and related environmental mitigation and enhancement projects, and the payment of all costs incidental to or connected with the accomplishment of such purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond or note interest estimated to accrue during construction and for a period not to exceed one year thereafter and expenses for all proceedings for the authorization, issuance and sale of Notes and Parity Debt.

Project Fund

“Project Fund” means a fund by that name established pursuant to Section 4.01 to hold the proceeds of a Series of Notes or a portion thereof prior to expenditure on the Project.

Rating Category

“Rating Category” means: (i) with respect to any long-term rating category, all ratings designated by a particular letter or combination of letters, without regard to any numerical modifier, plus or minus sign or other modifier and (ii) with respect to any short-term or commercial paper rating category, all ratings designated by a particular letter or combination of letters and taking into account any numerical modifier, but not any plus or minus sign or other modifier.

Rebate Fund

“Rebate Fund” means the fund by that name established pursuant to Section 6.08.

Rebate Requirement

“Rebate Requirement” means the Rebate Requirement defined in the Tax Certificate delivered in connection with a Series of Notes.

Redemption Price

“Redemption Price” means, with respect to any Senior Lien Debt or Parity Debt (or portion thereof) the principal amount of such Senior Lien Debt or Parity Debt (or portion thereof) plus the applicable premium, if any, payable upon redemption thereof pursuant to the provisions of such Senior Lien Debt or Parity Debt and the Bond Indenture, Indenture or other document authorizing such Senior Lien Debt or Parity Debt, as applicable.

Revenue Fund

“Revenue Fund” means the Subordinate Sales Tax Revenue Fund established pursuant to Section 5.01.

Revenues

“Revenues” means all (i) all Sales Tax Revenues; (ii) all Swap Revenues and (iii) such additional sources of revenue pledged to pay the Senior Lien Debt under the Bond Indenture; but excluding all amounts which are required by the terms of the Bond Indenture to be used to pay the principal of or interest on, or reserve requirements with respect to, Senior Lien Debt; provided that the Commission by Supplemental Indenture may provide for additional revenues or assets of the Commission to be included in the definition of Revenues hereunder.

Sales Tax Extension Ordinance

Sales Tax Extension Ordinance means the San Diego Transportation Program Ordinance and Expenditure Plan, adopted by the Commission on May 28, 2004, and approved by at least two-thirds of electors voting on such proposition in the November 2, 2004 election.

Sales Tax Revenues

“Sales Tax Revenues” means the amounts available for distribution to the Commission on and after July 1, 1988 on account of the retail transactions and use tax imposed in the County of San Diego pursuant to the Law after deducting amounts payable by the Commission to the California Department of Tax and Fee Administration, as statutorily created and designated successor to the California State Board of Equalization, for costs and expenses for its services in connection with the retail transactions and use taxes collected pursuant to the Law.

Senior Lien Debt

“Senior Lien Debt” means the Bonds and other debt payable on a parity with the Bonds issued in accordance with the requirements of the Bond Indenture and the provisions thereof.

Senior Lien Revenues

“Senior Lien Revenues” means all Sales Tax Revenues and all interest, profits and other income received from the investment of Sales Tax Revenues (other than amounts in any rebate fund established with respect to Senior Lien Debt) and such additional sources of revenue, if any, as are pledged to pay the Senior Lien Debt under the Bond Indenture. Senior Lien Revenues do not include grants from the State or federal governments or any agency or instrumentality thereof or any other funds or assets of the Commission except Sales Tax Revenues and earnings thereon; provided that the Commission by Supplemental Bond Indenture may provide for additional revenues or assets of the Commission to be included in the definition of Senior Lien Revenues.

Series

“Series,” whenever used herein with respect to Notes, means all of the Notes designated as being of the same series, regardless of variations in maturity, interest rate and other provisions, and whenever used herein with respect to Parity Debt, all Parity Debt designated in the instrument establishing such Parity Debt as being of the same series, regardless of variations in maturity, interest rate and other provisions.

Series B Bank

“Series B Bank” means MUFG Union Bank, N.A., or the provider or providers of any Alternate Facility for the Series B Notes, substituted therefor in accordance with the provisions set forth in Section 6.11 hereof.

Series B Dealer

“Series B Dealer” means Citigroup Global Markets Inc., or any successor or assign, permitted under the Series B Dealer Agreement, or any other Dealer for the Series B Notes which has entered into a Dealer Agreement with the Commission.

Series B Dealer Agreement

“Series B Dealer Agreement” means, as of the effective date of this Indenture, the Dealer Agreement, dated as of November 1, 2005, between the Commission and Citigroup Global Markets Inc., as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, or any other Series B Dealer Agreement entered into by the Commission with a Series B Dealer with respect to the Series B Notes.

Series B Support Agreement

“Series B Support Agreement” means, as of the effective date of this Indenture, the Reimbursement Agreement, dated as of September 1, 2012, by and between the Commission and MUFG Union Bank, N.A. (f/k/a Union Bank, N.A.), as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, and any similar agreement entered into in connection with delivery of an Alternate Facility for the Series B Notes.

Series B Support Facility

“Series B Support Facility” means, as of the effective date of this Indenture, the liquidity facility provided by MUFG Union Bank, N.A. pursuant to the Series B Support Agreement, and any Alternate Facility for the Series B Notes substituted therefor in accordance with the provisions set forth in Section 6.11 hereof.

Series B Support Facility Fund

“Series B Support Facility Fund” means the fund by that name established and held by the Issuing and Paying Agent pursuant to Section 6 of the Issuing and Paying Agent Agreement.

SIFMA Swap Index

“SIFMA Swap Index” means, on any date, a rate determined on the basis of the seven-day high grade market index of tax-exempt variable rate demand obligations, as produced by Municipal Market Data and published or made available by the Securities Industry & Financial Markets Association (formerly the Bond Market Association) (“SIFMA”) or any Person acting in cooperation with or under the sponsorship of SIFMA and acceptable to the Trustee and effective from such date.

Standard & Poor’s or S&P

“Standard & Poor’s” or “S&P” means S&P Global Ratings, a corporation duly organized and existing under and by virtue of the laws of the State of New York, and its successors and assigns, except that if such corporation shall be dissolved or liquidated or shall no longer perform the functions of a securities rating agency, then the term “Standard & Poor’s” or “S&P” shall be deemed to refer to any other nationally recognized securities rating agency selected by the Commission.

State

“State” means the State of California.

Subsidy Payments

“Subsidy Payments” means payments to be made by the United States Treasury to the Trustee pursuant to Section 54AA of the Code or Section 6431 of the Code or any successor to either of such provisions of the Code and with respect to the interest due on Senior Lien Debt issued as taxable bonds that have been accorded Build

America Bonds status under the provisions of the American Recovery and Reinvestment Act of 2009 or any successor thereto or replacement thereof.

Supplemental Bond Indenture

“Supplemental Bond Indenture” means any indenture, duly executed and delivered, supplementing, modifying or amending the Bond Indenture, but only if and to the extent such Supplemental Bond Indenture is specifically authorized under the Bond Indenture

Supplemental Indenture

“Supplemental Indenture” means any supplement to this Indenture hereafter duly executed and delivered, supplementing, modifying or amending this Indenture, but only if and to the extent that such Supplemental Indenture is specifically authorized hereunder.

Support Agreement

“Support Agreement” means any agreement, pursuant to which a Bank provides a Support Facility in connection with a Series of Notes, between the Commission and such Bank, as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, and any similar agreement entered into in connection with an Alternate Facility for such Series of Notes.

Support Agreement Fund

“Support Agreement Fund” means a fund by that name established pursuant to Section 5.04.

Support Facility

“Support Facility” means any letter of credit, line of credit, credit agreement, standby bond purchase agreement or other agreement, instrument, or facility, insurance or guarantee arrangement issued by a financial institution, insurance company or association pursuant to which the Issuing and Paying Agent and/or the Trustee, as the case may be, on behalf of the Commission, is entitled to obtain funds to pay the principal of, or the principal of and interest on, any Series of Notes or any Alternate Facility substituted therefor in accordance with the provisions hereof.

Support Facility Expiration Date

“Support Facility Expiration Date” means the stated expiration date of a Support Facility, taking into account any extension of such stated expiration date.

Support Facility Fund

“Support Facility Fund” means a fund by that name established pursuant to Section 6 of the Issuing and Paying Agent Agreement.

Swap Revenues

"Swap Revenues" means all regularly-scheduled amounts (but not termination payments) owed or paid to the Commission by any Counterparty under any Interest Rate Swap Agreement after offset for the regularly-scheduled amounts (but not termination payments) owed or paid by the Commission to such Counterparty under such Interest Rate Swap Agreement.

Tax Certificate

"Tax Certificate" means the Master Tax Certificate delivered by the Commission in connection with the Series B Notes, as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, including, without limitation, as amended or supplemented in connection with a new commercial paper program as described therein, or the Master Tax Certificate delivered by the Commission in connection with the issuance of any additional Series of Notes.

Tax Expiration Date

"Tax Expiration Date" means March 31, 2048, or such later date to which the levy of the retail transactions and use tax is extended in accordance with the Law.

Trustee

"Trustee" means U.S. Bank National Association, a national banking association, duly organized and existing under the laws of the United States, or its successor, as Trustee, as provided in Section 8.01.

Variable Rate Indebtedness

"Variable Rate Indebtedness" means any indebtedness, including, without limitation, auction rate indebtedness, the interest rate on which is not fixed at the time of incurrence of such indebtedness, and has not at some subsequent date been fixed, at a single numerical rate for the entire term of the indebtedness.

SECTION 1.03 Content of Certificates and Opinions. Every certificate or opinion provided for in this Indenture with respect to compliance with any provision hereof shall include: (1) a statement that the person making or giving such certificate or opinion has read such provision and the definitions herein relating thereto; (2) a brief statement as to the nature and scope of the examination or investigation upon which the certificate or opinion is based; (3) a statement that, in the opinion of such person, he has made or caused to be made such examination or investigation as is necessary to enable him to express an informed opinion with respect to the subject matter referred to in the instrument to which his signature is affixed; and (4) a statement as to whether, in the opinion of such person, such provision has been complied with.

Any such Certificate of the Commission or opinion made or given by an Authorized Representative of the Commission may be based, insofar as it relates to legal or accounting matters, upon a certificate or opinion of or representation by counsel, an accountant, a financial advisor, an investment banker or an independent consultant, unless such Authorized

Representative knows, or in the exercise of reasonable care should have known, that the certificate, opinion or representation with respect to the matters upon which such certificate or statement may be based, as aforesaid, is erroneous. Any such certificate or opinion made or given by counsel, an accountant or an independent consultant may be based, insofar as it relates to factual matters (with respect to which information is in the possession of the Commission) upon a certificate or opinion of or representation by an Authorized Representative of the Commission, unless such counsel, accountant or independent consultant knows, or in the exercise of reasonable care should have known, that the certificate or opinion or representation with respect to the matters upon which such person's certificate or opinion or representation may be based, as aforesaid, is erroneous. The same Authorized Representative of the Commission, or the same counsel or accountant or independent consultant, as the case may be, need not certify to all of the matters required to be certified under any provision of this Indenture, but different officers, counsel, accountants or independent consultants may certify to different matters, respectively.

ARTICLE II

THE NOTES

SECTION 2.01 Authorization of Notes; Series B Notes.

(a) Notes may be issued hereunder, in registered form, from time to time as authorized by this Article. The maximum principal amount of Notes which may be issued hereunder is not limited; subject, however, to any limitations contained in the Law and to the right of the Commission, which is hereby reserved, to limit the aggregate principal amount of Notes which may be issued or outstanding hereunder. The Notes authorized to be issued hereunder are designated generally as "San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds)," each Series thereof to bear such additional designation as may be necessary or appropriate to distinguish such Series from every other Series of Notes.

(b) A Series of Notes entitled "Series B" is hereby authorized to be issued. The Series B Notes shall be issued from time to time as provided herein to finance and refinance the cost of the Project and Costs of Issuance. Proceeds of the Series B Notes may be used to pay maturing Series B Notes and to reimburse the Series B Bank for Advances and Bank Loans used to pay maturing Series B Notes. Such authorization specifically includes the authorization to issue and reissue Series B Notes for such purposes. The aggregate principal amount of Series B Notes that may be Outstanding hereunder shall not at any one time exceed \$100,000,000; provided, however, that in the event the Issuing and Paying Agent shall have made a draw on the Series B Support Facility pursuant to the terms of the Series B Support Agreement to pay principal of, or, if provided pursuant to the terms of such Series B Support Agreement, principal of and interest on, the Series B Notes which the Commission shall not have repaid, the aggregate principal amount of the Series B Notes Outstanding at any one time shall not exceed \$100,000,000 less the aggregate principal amount of such draw used to pay the principal of Series B Notes at maturity and provided further that the interest to accrue to maturity on the Outstanding Notes shall not exceed the interest portion of the Available Amount. The principal amount of the Series B Notes and the corresponding amount of any Advances are hereby determined to be Excluded Principal Payments

intended to be paid from the proceeds of debt obligations of the Commission, including without limitation, Series B Notes, grants received from the State or federal government, or any agency or instrumentality thereof, and other funds of the Commission, other than Revenues.

SECTION 2.02 Terms of the Notes.

(a) The Notes shall be dated the date of their respective authentication and issuance; shall be issued in registered form, registered as designated by the applicable Dealer; subject to the provisions regarding delivery of Notes in book-entry form set forth in Section 2.10 hereof; shall be issued in denominations of \$100,000 and in integral multiples of \$1,000 in excess thereof; and interest on the Notes shall be separately stated by rate and amount on the face of each Note. Notes shall bear interest from their respective dates, payable on their respective maturity dates.

(b) The Notes: (i) shall bear interest payable at maturity at an annual rate (calculated on the basis of a year consisting of 365/366 days and actual number of days elapsed); (ii) shall mature not more than two hundred seventy (270) days after their respective dates, but in no event later than the Tax Expiration Date or five (5) days prior to the applicable Support Facility Expiration Date; (iii) shall be sold at a price of not less than 100% of the principal amount thereof; and (iv) shall mature on a Business Day. The stated interest rate, maturity date and other terms of each Note, so long as not inconsistent with the terms of this Indenture, shall be as set forth in the Issuance Request required to be delivered pursuant to Section 3.01 hereof directing the issuance of such Note.

(c) The Notes shall not be subject to redemption prior to maturity.

(d) Each Series of Notes shall be numbered consecutively from No. 1 upward. The Issuing and Paying Agent may make additional provisions for numbering, including additional prefixes and suffixes, as it may deem appropriate.

(e) The principal of and the interest on the Notes shall be paid in federal or other immediately available funds in such coin or currency of the United States of America as, at the respective times of payment, is legal tender for the payment of public and private debts. The principal of and the interest on the Notes shall be payable at the Principal Office of the Issuing and Paying Agent on or before the close of business on any Business Day upon which such Notes have become due and payable provided that such Notes are presented and surrendered on a timely basis. Upon presentation of such a Note to the Issuing and Paying Agent no later than 2:00 p.m. (New York City time) on a Business Day, payment for such Note shall be made by the Issuing and Paying Agent in immediately available funds on such Business Day. If a Note is presented for payment after 2:00 p.m. (New York City time) on a Business Day, payment therefor shall be made by the Issuing and Paying Agent on the next succeeding Business Day without the accrual of additional interest thereon.

Notwithstanding the provisions set forth in this Section 2.02: (i) in the event that the Commission determines to issue a taxable Series of Notes, the terms of such taxable Series of Notes shall be set forth in the Supplemental Indenture creating such taxable Series of Notes; and (ii) in the event that a Series of Notes is issued in the form of a Master Note or Master Notes in

book-entry form, such Notes shall be payable at maturity without the necessity of physical presentation or surrender in accordance with the procedures of the Depository for such Series of Notes.

SECTION 2.03 Form of Notes. The Series B Notes shall be in the form set forth in Exhibit A hereto. The Notes of any Series (other than Series B) shall be in such form or forms as may be specified in the Supplemental Indenture creating such Series.

Notwithstanding the foregoing, the Commission may deliver the Notes of any Series, including the Series B Notes, in the form of a Master Note, representing all Notes of such Series to be issued from time to time, each maturing no later than the date calculated pursuant to Section 2.02(b)(ii). Each Master Note may be replaced by a new Master Note having a later maturity date so long as the maturity date thereof does not extend beyond the date calculated pursuant to Section 2.02(b)(ii), as the same may be extended from time to time. Each Master Note shall evidence indebtedness of the Commission as set forth in the Advices. Each Advice shall comply with the limitations on Notes set forth in Section 2.01 and Section 2.02. The aggregate indebtedness evidenced by any Master Note shall at all times equal or be less than the Available Amount of the Support Facility then in effect with respect to the Series of Notes to which the Master Note relates. References herein to Notes when a Master Note has been issued therefor shall refer to the indebtedness under the Master Note or the Advices issued with respect thereto.

SECTION 2.04 Execution of Notes. The Notes shall be executed in the name and on behalf of the Commission with the facsimile or manual signature of the Chairperson of the Commission attested by the facsimile or manual signature of the Director of Finance of the Commission. In case any of the officers who shall have signed or attested any of the Notes shall cease to be such officer or officers of the Commission before the Notes so signed or attested shall have been authenticated or delivered by the Issuing and Paying Agent or issued by the Commission, such Notes may nevertheless be authenticated, delivered and issued and, upon such authentication, delivery and issue, shall be as binding upon the Commission as though those who signed and attested the same had continued to be such officers of the Commission.

SECTION 2.05 Authentication of Notes.

(a) Each Note shall be authenticated by manual signature of the Issuing and Paying Agent who shall, pursuant to the provisions set forth in the Issuing and Paying Agent Agreement, authenticate and deliver Notes in accordance with the terms of an Issuance Request delivered pursuant to Section 3.01 hereof.

(b) Notwithstanding anything herein or in the Issuing and Paying Agent Agreement to the contrary, the Issuing and Paying Agent shall not authenticate any Note except in compliance with Section 4(e) and Section 4(f) of the Issuing and Paying Agent Agreement.

(c) Only such of the Notes as shall bear thereon a certificate of authentication substantially in the form set forth in Exhibit A hereto or as set forth in the Supplemental Indenture creating such Series, manually executed by the Issuing and Paying Agent, shall be valid or obligatory for any purpose or entitled to the benefits of this Indenture, and such certificate of

authentication when manually executed by the Issuing and Paying Agent shall be conclusive evidence that the Notes so authenticated have been duly executed, authenticated and delivered hereunder and are entitled to the benefits of this Indenture.

SECTION 2.06 Transfer of Notes. Any Note may, in accordance with its terms, be transferred, upon the register required to be kept pursuant to the provisions of Section 2.08, by the Person in whose name it is registered, in person or by his duly authorized attorney, upon surrender of such Note for cancellation, accompanied by delivery of a written instrument of transfer, duly executed in a form approved by the Issuing and Paying Agent.

Whenever any Note or Notes shall be surrendered for transfer, the Commission shall execute and the Issuing and Paying Agent shall authenticate and deliver a new Note or Notes, of the same Series, maturity and interest rate and for a like aggregate principal amount. The Issuing and Paying Agent shall require the Noteholder requesting such transfer to pay any tax or other governmental charge required to be paid with respect to such transfer.

SECTION 2.07 Exchange of Notes. Notes may be exchanged at the Principal Office of the Issuing and Paying Agent for a like aggregate principal amount of Notes of other authorized denominations of the same Series, maturity and interest rate. The Issuing and Paying Agent shall require the Noteholder requesting such exchange to pay any tax or other governmental charge required to be paid with respect to such exchange.

SECTION 2.08 Note Register. The Issuing and Paying Agent will keep or cause to be kept, at its Principal Office, sufficient books for the registration and transfer of the Notes, which shall at all times be open to inspection during normal business hours by the Commission upon reasonable prior notice; and, upon presentation for such purpose, the Issuing and Paying Agent shall, under such reasonable regulations as it may prescribe, register or transfer or cause to be registered or transferred, on such books, Notes as hereinbefore provided.

SECTION 2.09 Notes Mutilated, Lost, Destroyed or Stolen. If any Note shall become mutilated, the Commission, at the expense of the Holder of said Note, shall execute and deliver a new Note of like tenor and number in exchange and substitution for the Note so mutilated, but only upon surrender to the Commission of the Note so mutilated. If any Note shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Commission and, if such evidence be satisfactory to it and the Issuing and Paying Agent and indemnity satisfactory to it shall be given, the Commission, at the expense of the owner, shall execute and deliver a new Note of like tenor and Series in lieu of and in substitution for the Note so lost, destroyed or stolen. Neither the Commission nor the Issuing and Paying Agent shall be required to treat both the original Note and any replacement Note as being outstanding for the purpose of determining the principal amount of Notes which may be issued hereunder, but both the original and the replacement Note shall be treated as one and the same.

SECTION 2.10 Special Provisions Regarding Book-Entry Only System for Notes.

(a) Except as may otherwise be provided in a Supplemental Indenture establishing the terms and provisions of an additional Series of Notes, and except as otherwise

provided in subsections (b) and (c) of this Section 2.10, each Series of Notes shall be initially issued in book-entry form and shall be registered in the name of Cede & Co., as nominee for DTC, or in the name of such other nominee as the Depository for such Series of Notes shall request pursuant to the Letter of Representations delivered in connection with such Series of Notes. Payment of the interest on any Note registered in the name of Cede & Co. or any other nominee (hereinafter referred to as a “Nominee”) shall be made in the manner and at the address indicated in or pursuant to the Letter of Representations delivered in connection with such Series of Notes.

(b) Each Series of Notes shall be initially issued in the form of a separate single authenticated fully registered Master Note. Upon initial issuance, except as otherwise provided in subsection (a) of this Section 2.10, the ownership of Notes of all Series shall be registered in the registration records maintained by the Issuing and Paying Agent pursuant to Section 2.08 hereof in the name of the Nominee for such Series of Notes. The Commission and the Issuing and Paying Agent may treat each Depository as the sole and exclusive owner of the Notes registered in its name or the name of its Nominee for the purposes of payment of the principal of and interest on the Series of Notes to which such Note belongs, giving any notice permitted or required to be given to Owners hereunder, registering the transfer of Notes, obtaining any consent or other action to be taken by Owners of the Notes and for all other purposes whatsoever; and neither the Commission nor the Issuing and Paying Agent shall be affected by any notice to the contrary. Neither the Commission nor the Issuing and Paying Agent shall have any responsibility or obligation to any participant in a Depository (hereinafter referred to as a “Participant”), any Person claiming a beneficial ownership interest in the Notes under or through a Depository or any Participant, or any other Person which is not shown on the registration records as being an Owner, including, but not limited to, any responsibility or obligation with respect to (i) the accuracy of any records maintained by any Depository or any Participant, (ii) the payment by any Depository or any Participant of any amount in respect of the principal of, or interest on the Notes, (iii) the delivery of any notice which is permitted or required to be given to Owners of Notes hereunder, (iv) any consent given or other action taken by any Depository as Owner of Notes, or (v) any other purpose. The Issuing and Paying Agent shall pay all principal of, and interest on the Notes only at the times to the accounts, at the addresses and otherwise in accordance with the Letter of Representations, and all such payments shall be valid and effective to satisfy fully and discharge the Commission’s obligations with respect to the principal of, and interest on the Notes to the extent of the sum or sums so paid. Upon delivery by any Depository to the Issuing and Paying Agent of written notice to the effect that any Depository has determined to substitute a new nominee in place of its then existing Nominee, the Notes will be transferable to such new nominee in accordance with subsection (e) of this Section 2.10.

(c) In the event that the Commission determines that it is in the best interests of the beneficial owners of the Notes of any Series that they be able to obtain note certificates, the Issuing and Paying Agent shall, upon the Request of the Commission, so notify each Depository, whereupon pursuant to the Letter of Representations, each Depository shall notify the Participants of the availability of note certificates. In such event, the Notes will be transferable in accordance with subsection (e) of this Section 2.10. Any Depository may determine to discontinue providing its services with respect to the Notes at any time by giving written notice of such discontinuance to the Commission and the Issuing and Paying Agent and discharging its responsibilities with respect thereto under applicable law. In such event, the Notes will be transferable in accordance with subsection (e) of this Section 2.10. Whenever any Depository requests the Commission and

any Issuing and Paying Agent to do so, the Issuing and Paying Agent and the Commission will cooperate with such Depository in taking appropriate action after reasonable notice to arrange for another depository to maintain custody of all certificates evidencing the Notes then Outstanding. In such event, the Notes will be transferable to such depository in accordance with subsection (e) of this Section 2.10, and thereafter, all references in this Indenture to such depository or its Nominee shall be deemed to refer to such securities depository and its nominee, as appropriate.

(d) In connection with any successor nominee for DTC or any other Depository or any successor to DTC or any other Depository, the Issuing and Paying Agent is hereby authorized and requested to enter into arrangements comparable to those entered into with DTC in connection with the Initial Series of Notes, and the Issuing and Paying Agent shall have the same rights and immunities with respect to its actions thereunder as it has with respect to its actions under this Indenture.

(e) In the event that any transfer or exchange of Notes is authorized under subsection (b) or (c) of this Section 2.10, such transfer or exchange shall be accomplished upon receipt by the Issuing and Paying Agent from the registered owner thereof of the Notes to be transferred or exchanged and appropriate instruments of transfer to the permitted transferee, all in accordance with the applicable provisions of Sections 2.06 and 2.07 hereof. In the event note certificates are issued to Owners other than Cede & Co., its successor as nominee for DTC as holder of all the Notes, another securities depository as holder of all the Notes, or the nominee of such successor securities depository, the provisions of Sections 2.02, 2.06 and 2.07 hereof shall also apply to, among other things, the registration, exchange and transfer of the Notes and the method of payment of principal of and interest on the Notes.

(f) Notwithstanding any other provision of this Indenture to the contrary, so long as any Series of Notes are issued in the form of a Master Note, all payments with respect to principal of and interest on such Notes and all notices with respect to such Notes shall be made and given, respectively, as provided in the Letter of Representations delivered in connection with such Series of Notes or as otherwise instructed in writing by the Depository.

ARTICLE III

ISSUE AND SALE OF NOTES

SECTION 3.01 Issuance and Sale of Notes.

(a) Except as otherwise provided in Section 2.10 with respect to the issuance of a Series of Notes in book-entry form, whenever an Authorized Representative determines that the Commission shall sell or issue Notes, such Authorized Representative shall deliver an Issuance Request to the Issuing and Paying Agent prescribing the terms of such Notes and the sale or issuance thereof in accordance with Section 2.02, and representing: (i) that all action on the part of the Commission necessary for the valid issuance of the Notes then to be issued has been taken and has not been rescinded or revoked; (ii) that all provisions of State and federal law necessary for the valid issuance of such Notes and (except in the case of a Series of Notes, the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes) necessary to provide that interest thereon is excludable from gross income for purposes of federal

income taxes and exempt from State of California personal income taxes have been complied with; (iii) that interest on the Notes is excludable from gross income for purposes of federal income taxes and is exempt from State of California personal income taxes, provided, however, that such representation need not be provided in the case of a Series of Notes, the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes; and (iv) that such Notes in the hands of the Holders thereof will be valid and binding limited tax bond obligations of the Commission according to their terms. Each such Issuance Request shall also certify or constitute a representation and warranty that:

(1) no Event of Default under Section 7.01 has occurred and is continuing as of the date of such Issuance Request;

(2) the Commission is in compliance with the covenants set forth in Article VI hereof, including without limitation, the tax covenants contained in Section 6.08 and 6.09, as of the date of such Issuance Request, and is in compliance with the covenants set forth in Section 1.8.2 of the Tax Certificate, as of the date of such Issuance Request, except in the case of a Series of Notes the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes under the Code; and

(3) No Notice of No Issuance has been received from the applicable Bank.

Upon receipt of an Issuance Request, the Issuing and Paying Agent shall authenticate and deliver the Notes to the applicable Dealer for the consideration and in the manner hereinafter and in the Issuing and Paying Agent Agreement provided, but only if the Issuing and Paying Agent shall have received such Issuance Request no later than 12:00 Noon (New York City time) on the Business Day on which such Notes are to be delivered. If an Issuance Request is received after 12:00 Noon (New York City time) on a given day, the Issuing and Paying Agent shall not be obligated to deliver the requested Notes until the next succeeding Business Day.

(b) Upon receipt of such Issuance Request which shall be transmitted by the Commission in accordance with the provisions set forth in the Issuing and Paying Agent Agreement, the Issuing and Paying Agent shall, by 2:00 p.m. (New York City time) on such day, complete each Note then to be delivered as to principal amount, date of issue, registered owner (which shall be registered in accordance with the instructions for registration provided by the applicable Dealer), maturity date, interest rate and interest amount specified in such Issuance Request, authenticate each such Note and deliver it to the applicable Dealer. The applicable Dealer shall, by 12:00 Noon (New York City time) on such day, pursuant to the provisions set forth in the applicable Dealer Agreement, pay to the Issuing and Paying Agent, in immediately available funds, the aggregate purchase price for such Notes.

(c) Notwithstanding any other provision of this Indenture or the Issuing and Paying Agent Agreement to the contrary, no such Notes shall be delivered by the Issuing and Paying Agent if the delivery of such Notes would result in violation of any of the prohibitions respecting authentication of Notes set forth in Section 2.05. If the Issuing and Paying Agent is unable to comply with an Issuance Request due to a failure to comply with the conditions set forth

in Section 2.05, the Issuing and Paying Agent shall promptly notify the Commission and the applicable Dealer of the circumstances prohibiting the issuance of Notes.

(d) So long as any Series of Notes is issued in book-entry form as provided in Section 2.10, the Issuing and Paying Agent shall deliver Notes of such Series in accordance with the terms of the Letter of Representations delivered in connection with such Series of Notes.

SECTION 3.02 Proceeds of Sale of Notes.

(a) Upon receipt from a Dealer of the proceeds of the issuance and sale of a Series of Notes, the Issuing and Paying Agent shall:

(1) deposit such proceeds to the credit of the applicable Support Facility Fund created pursuant to the Issuing and Paying Agent Agreement if such Notes are being issued pursuant to Section 4(f) of the Issuing and Paying Agent Agreement or the Note Principal Account in the applicable Note Fund to the extent necessary for the payment of the principal of Notes then due and payable or becoming due and payable on the day of receipt of such proceeds; and

(2) transfer the balance of such proceeds to the Trustee for deposit in the appropriate fund or account established hereunder.

(b) Upon receipt from the Issuing and Paying Agent, the Trustee shall deposit all moneys representing proceeds of the issuance and sale of a Series of Notes to the credit of the following funds and accounts in the following order of priority:

(1) the Interest Fund, to the extent required to increase the amount on deposit therein to the amount required to be on deposit therein pursuant to Section 5.02;

(2) the Support Agreement Fund, to the extent set forth in a Request of the Commission, to pay fees and expenses due each Bank; and

(3) the Project Fund established pursuant to Section 4.01.

SECTION 3.03 Issuance of Additional Series of Notes or Parity Debt. The Commission may by Supplemental Indenture establish one or more additional Series of Notes or Parity Debt, payable from Revenues and secured by the pledge made under this Indenture equally and ratably with the Series B Notes and any other Notes and Parity Debt previously issued, and the Commission may issue, and the Issuing and Paying Agent may authenticate and deliver to the purchasers thereof, Notes of any Series so established, or Parity Debt in such principal amount as shall be determined by the Commission, but only, with respect to each such additional Series of Notes or Parity Debt issued hereunder after the Series B Notes, upon compliance by the Commission with the provisions of Section 3.04 and any additional requirements set forth in said Supplemental Indenture and subject to the following specific conditions, which are hereby made conditions precedent to the issuance of any such additional Series of Notes or Parity Debt:

(a) No Event of Default shall have occurred and then be continuing.

(b) The aggregate principal amount of Notes or Parity Debt authorized to be issued hereunder together with all outstanding Senior Lien Debt and Parity Debt shall not in combination with all outstanding debt obligations of the Commission exceed any limitation imposed by law or by any Supplemental Indenture or by Section 132309(b) of the Public Utilities Code of the State, and such Notes or Parity Debt have been duly and legally authorized for any lawful purpose of the Commission.

(c) The Commission shall place on file with the Trustee and each Administrative Agent a Certificate of the Commission certifying that the amount of Sales Tax Revenues collected during the Fiscal Year for which audited financial statements are available preceding the date on which such additional Series of Notes or Parity Debt will become Outstanding shall have been at least equal to [1.5] times the amount of Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt then outstanding and the additional Series of Notes or Parity Debt then proposed, which Certificate shall also set forth the computations upon which such Certificate is based.

In the event additional assets or revenues are included within the definition of “Senior Lien Revenues” by a Supplemental Bond Indenture, such additional assets or revenues shall be included in the calculations in this subsection (c) as if such additional assets or revenues had always been included in Senior Lien Revenues; provided that the consent of each Bank to such inclusion is obtained and Moody’s and S&P each confirm that inclusion of such revenues will not cause a reduction or withdrawal of any rating then in effect with respect to the Notes.

Nothing in this Section or in this Indenture contained shall prevent or be construed to prevent the Supplemental Indenture providing for the issuance of an additional Series of Notes or Parity Debt from pledging or otherwise providing, in addition to the security given or intended to be given by this Indenture, additional security for the benefit of such additional Series of Notes or Parity Debt or any portion thereof.

SECTION 3.04 Proceedings for Issuance of Additional Series of Notes or Parity Debt. Whenever the Commission shall determine to issue an additional Series of Notes pursuant to Section 3.03, the Commission shall authorize the execution of a Supplemental Indenture specifying the aggregate principal amount of such Series of Notes, which shall prescribe the terms and conditions of such Series of Notes, including the Series designation, forms, authorized denominations and the Support Facility to be provided with respect to such Notes and which shall include such other provisions respecting the Notes of such Series as shall be necessary or appropriate and not inconsistent with the terms of this Indenture.

Before an additional Series of Notes shall be issued and delivered, the Commission shall file the following documents with the Trustee and the Issuing and Paying Agent (upon which documents the Trustee and Issuing and Paying Agent may conclusively rely in determining whether the conditions precedent to the issuance of such Series of Notes have been satisfied), and each Administrative Agent:

(a) An executed copy of the Supplemental Indenture authorizing such Series of Notes.

(b) An executed copy of the Dealer Agreement, the Support Agreement and the Support Facility, and, as and to the extent applicable, the Issuing and Paying Agent Agreement executed in connection with the issuance and delivery of such additional Series of Notes.

(c) A Certificate of the Commission stating that no Event of Default has occurred and is then continuing; and that upon the delivery of such Series of Notes the aggregate principal amount of Notes then Outstanding will not exceed the amount permitted by law or by this Indenture.

(d) An Opinion of Bond Counsel to the effect that the execution of the Supplemental Indenture has been duly authorized by the Commission in accordance with this Indenture; and that such Series, when duly executed by the Commission and authenticated and delivered by the Issuing and Paying Agent, will be valid and binding limited tax bond obligations of the Commission.

(e) A Certificate of the Commission executed by the Director of Finance of the Commission certifying (on the basis of calculations as of the date of sale of such Series of Notes, which calculations shall be set forth in such Certificate) that the requirement of Section 3.03(c) is satisfied.

(f) A Certificate of the Commission certifying that upon delivery of such additional Series, of Notes, the aggregate principal amount of debt of the Commission then outstanding will not exceed the amount permitted by Section 132309(b) of the Public Utilities Code of the State.

(g) A Certificate of the Commission, if appropriate, designating any Excluded Principal Payments.

Before an additional Series of Parity Debt shall be issued and delivered, the Commission shall file with the Trustee and each Administrative Agent an Opinion of Bond Counsel, addressed to the Trustee, to the effect that such Parity Debt has been duly authorized in accordance with this Indenture.

The Commission shall also deliver to the Trustee and each Administrative Agent a transcript of the proceedings providing for the issuance of such Parity Debt.

SECTION 3.05 Issuance of Refunding Debt.

(a) Refunding debt may be authorized and issued by the Commission without compliance with the provisions of Sections 3.03 or 3.04; provided that no Note, Advance or Bank Loan shall be deemed to constitute refunding debt and provided further that Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding following the issuance of such refunding debt is less than or equal to Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding prior to the issuance of such refunding debt. Such refunding debt may be issued as Senior Lien Debt in accordance with the provisions set forth in the Bond Indenture or as Parity Debt in accordance with the provisions set forth herein, in each case, in an aggregate principal amount sufficient (together with any additional funds available or to become available) to provide funds for the payment of all of the following:

(1) The principal or Redemption Price, if applicable, of the outstanding Senior Lien Debt, Notes or Parity Debt to be refunded.

(2) All expenses incident to the calling, retiring or paying of such outstanding Senior Lien Debt, Notes or Parity Debt and the Costs of Issuance of such refunding debt.

(3) Interest on all outstanding Senior Lien Debt, Notes or Parity Debt to be refunded to the date such Senior Lien Debt, Notes or Parity Debt will be called for redemption or paid at maturity, as applicable.

(4) Interest on the refunding debt from the date thereof to the date of payment or redemption of the Senior Lien Debt, Notes or Parity Debt to be refunded.

(b) Before such refunding debt shall be issued and delivered, the Commission shall file the following documents with the Trustee and the Issuing and Paying Agent (upon which documents the Trustee and the Issuing and Paying Agent may conclusively rely in determining whether the conditions precedent to the issuance of such debt have been satisfied), and each Administrative Agent:

(1) A transcript of the proceedings providing for the issuance of such refunding debt.

(2) An Opinion of Bond Counsel to the effect that such refunding debt has been duly authorized by the Commission in accordance with this Indenture.

(3) If any of the Senior Lien Debt or Parity Debt to be refunded is to be redeemed prior to its stated maturity date, irrevocable instructions to the trustee for such debt to give the applicable notice of redemption or a waiver of the notice of redemption signed by the owners of all or the portion of such debt to be redeemed, or proof that such notice has been given by the Commission; provided, however, that in lieu of such instructions or waiver or proof of notice of redemption, the Commission may cause to be deposited with the trustee for such debt all of the debt proposed to be redeemed (whether cancelled or uncanceled) with irrevocable instructions 'to the trustee for such debt to cancel said debt so to be redeemed upon the exchange and delivery of said refunding debt; and provided further that no provision of this Indenture shall be construed to require the redemption of such debt prior to the maturity date thereof due to the refunding thereof.

(4) A Certificate of the Commission executed by the Director of Finance of the Commission certifying (on the basis of calculations as of the date of sale of such refunding debt, which calculations shall be set forth in such Certificate) that Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding following the issuance of such refunding debt is less than or equal to the Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding prior to the issuance of such refunding debt.

(c) The proceeds of the sale of the refunding debt shall be applied according to the written direction of the Commission to the retirement of the outstanding Senior Lien Debt, Notes or Parity Debt for the refunding of which said refunding debt is being issued. All Senior

Lien Debt, Notes or Parity Debt purchased, redeemed or retired by use of funds received from the sale of refunding debt, and all Senior Lien Debt, Notes or Parity Debt surrendered to the trustee for such debt against the issuance of refunding debt, shall be forthwith cancelled and shall not be reissued.

SECTION 3.06 Limitations on the Issuance of Obligations Payable from Revenues. The Commission will not, so long as any of the Notes, Parity Debt, Advances or Bank Loan are outstanding, issue any obligations or securities, howsoever denominated, payable in whole or in part from Revenues except the following:

- (a) Notes of any additional Series authorized pursuant to Sections 3.03 and 3.04.
- (b) Refunding debt authorized pursuant to Section 3.05.
- (c) Parity Debt authorized pursuant to Section 3.03 or as refunding debt pursuant to Section 3.05.
- (d) Obligations which are junior and subordinate to the payment of the principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, and which junior and subordinate obligations are payable as to principal, premium, if any, interest and reserve fund requirements, if any, only out of Revenues after the prior payment of all amounts then required to be paid hereunder from Revenues for principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, as the same become due and payable and at the times and in the manner as required in this Indenture.

Notwithstanding anything herein to the contrary, the issuance of the Series B Notes or the making of an Advance or Bank Loan with respect to Notes of any Series shall not be considered the issuance of additional debt within the provisions of Sections 3.03 through 3.07, inclusive, and no limitation contained in such Sections shall apply to the issuance of Series B Notes, or the making of Advances or Bank Loans with respect thereto or with respect to the makings of Advances or Bank Loans with respect to any other Series of Notes.

SECTION 3.07 Limitations on the Issuance of Obligations Payable From Senior Lien Revenues. The Commission will not, so long as any of the Notes or Parity Debt are outstanding, issue any Senior Lien Debt unless the Commission shall have placed on file with the Trustee and each Administrative Agent a Certificate of the Commission executed by the Director of Finance of the Commission certifying that, the amount of Senior Lien Revenues received for any period of twelve (12) consecutive months during the eighteen (18) months immediately preceding the date on which such additional Senior Lien Debt will become outstanding shall have been at least equal to 1.15 times the amount of Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt then outstanding and the additional Senior Lien Debt then proposed to be issued and 1 times the amount of Bond Reserve Costs then due and owing.

ARTICLE IV

PROJECT FUNDS

SECTION 4.01 Establishment and Application of Project Funds.

(a) In connection with the issuance of each Series of Notes issued to finance a portion of the Project, the Trustee shall establish, maintain and hold in trust a separate fund designated as the “____ Project Fund” (inserting therein the Series designation of such Project Fund). The moneys in each Project Fund shall be used and withdrawn by the Trustee to pay the costs of the Project, including providing interim funds for a portion or portions of the Project which shall on a long term basis be financed with private developer funding, as contemplated by the Ordinance, and the Costs of Issuance of any Series of Notes, provided that moneys in a Project Fund for a tax-exempt Series of Notes cannot be used to pay Costs of Issuance of a taxable Series of Notes. All investment earnings on funds held in a Project Fund shall be deposited in such Project Fund unless directed by the Commission to be deposited in the Rebate Fund.

(b) Before any payment from any Project Fund shall be made, the Commission shall file or cause to be filed with the Trustee a Requisition of the Commission stating: (i) the item number of such payment; (ii) the name and address of the person to whom each such payment is due, which may be the Commission in the case of reimbursement for costs theretofore paid by the Commission; (iii) the respective amounts to be paid; (iv) the purpose by general classification for which each obligation to be paid was incurred; (v) that obligations in the stated amounts have been incurred by the Commission or a constituent thereof and are presently due and payable and that each item thereof is a proper charge against such Project Fund and has not been previously paid from said Project Fund, and (vi) that there has not been filed with or served upon the Commission notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the amounts payable to any of the persons named in such Requisition, which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen’s or mechanics’ liens accruing by mere operation of law.

Upon receipt of each such Requisition, the Trustee shall pay the amount set forth in such Requisition as directed by the terms thereof out of the applicable Project Fund. The Trustee need not make any such payment if it has received notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the moneys to be so paid, which has not been released or will not be released simultaneously with such payment. The Trustee shall not incur any liability for any disbursement from any Project Fund made in reliance upon any Requisition.

(c) When the Commission determines that the portion of the Project to be financed with the proceeds of a Series of Notes has been completed, a Certificate of the Commission shall be delivered to the Trustee by the Commission stating: (i) the fact and date of such completion; (ii) that all of the costs thereof have been determined and paid (or that all of such costs have been paid less specified claims which are subject to dispute and for which a retention in such Project Fund is to be maintained in the full amount of such claims until such dispute is resolved); and (iii) that the Trustee is to transfer the remaining balance in such Project Fund, less the amount of any such retention, to the Principal Fund and apply such funds to the payment at

maturity of the Notes of such Series. Upon the receipt of such Certificate, the Trustee shall transfer any remaining balance in such Project Fund, less the amount of any such retention, to the Principal Fund to be used for the payment at maturity of the Notes of such Series as soon as practicable in accordance with the foregoing Certificate and the terms and conditions of the Indenture.

ARTICLE V

REVENUES

SECTION 5.01 Pledge of Revenues; Subordinate Sales Tax Revenue Fund.

(a) The Notes are limited obligations of the Commission and are payable as to both principal and interest exclusively from the Revenues and other funds pledged under the Indenture, which pledge the Commission hereby ratifies and approves. All Revenues are hereby pledged to secure the payment of the principal of and interest on the Notes and any Parity Debt in accordance with their terms, subject only to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein. There are hereby pledged to secure the payment of the principal of and interest on the Notes and all amounts owed to each Bank pursuant to a Support Agreement, each in accordance with their terms, all amounts (including proceeds of the Notes) held by the Trustee hereunder (except for amounts held in the Rebate Fund) and all amounts held by the Issuing and Paying Agent hereunder and under the Issuing and Paying Agent Agreement, subject only to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein. Said pledge shall constitute a first lien on the Revenues and amounts in such funds and shall be valid and binding from and after delivery by the Trustee of the Notes or Parity Debt, without any physical delivery thereof or further act.

The Revenues are hereby pledged to the payment of Notes and Parity Debt, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement, without priority or distinction of one over the other and the Revenues constitute a trust fund for the security and payment of the Notes and Parity Debt, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement; but nevertheless out of Revenues certain amounts may be applied for other purposes as provided herein.

Out of Revenues there shall be applied as hereinafter set forth all sums required for the payment of the principal of and interest on the Notes and all Parity Debt, together with any sinking fund payments of Parity Debt and reserve fund requirements with respect thereto. The pledge of Revenues herein made shall be irrevocable until all of the Notes and all Parity Debt are no longer outstanding.

(b) The Commission has assigned and caused all Sales Tax Revenues to be transmitted directly to the Bond Trustee by the State Board of Equalization or the California Department of Tax and Fee Administration, as statutorily created and designated successor to the California State Board of Equalization. After application of the Sales Tax Revenues in accordance with the provisions set forth in the Bond Indenture, the Bond Trustee shall pay over all Revenues directly to the Trustee in accordance with an instruction which the Commission covenants and agrees to provide to the Bond Trustee in the Bond Indenture. In the event that all Senior Lien Debt

is discharged in accordance with the provisions of the Bond Indenture and any Notes or Parity Debt remain unpaid, the Commission covenants and agrees to amend and restate its existing agreement with the State Board of Equalization in order to cause the California Department of Tax and Fee Administration, as statutorily created and designated successor to the California State Board of Equalization, to remit all Sales Tax Revenues directly to the Trustee, such assignment to continue as long as any Notes or Parity Debt remain unpaid.

The Trustee shall forthwith deposit in a trust fund, designated as the “Subordinate Sales Tax Revenue Fund,” which fund the Trustee shall establish and maintain, all Revenues, when and as received by the Trustee. Investment income on amounts held by the Trustee hereunder (other than amounts held in the Rebate Fund or for which particular instructions, such as with respect to a Project Fund, are provided) shall also be deposited in the Revenue Fund. All moneys at any time held in the Revenue Fund shall be held in trust for the benefit of the Owners of the Notes and Parity Debt including, without limitation, each Bank and shall be disbursed, allocated and applied solely for the uses and purposes set forth in Section 5.02.

SECTION 5.02 Allocation of Revenues.

(a) So long as any Notes are Outstanding, the Trustee shall set aside in each month following receipt of the Sales Tax Revenues the moneys in the Revenue Fund in the following respective funds (each of which the Trustee shall establish, maintain and hold in trust for the benefit of the Owners of the Notes) in the following amounts, in the following order of priority, the requirements of each such fund (including the making up of any deficiencies in any such fund resulting from lack of Revenues sufficient to make any earlier required deposit) at the time of deposit to be satisfied before any deposit is made to any fund subsequent in priority; provided that on a parity with such deposits the Trustee shall set aside or transfer amounts with respect to outstanding Parity Debt, as provided in the proceedings for such Parity Debt delivered to the Trustee pursuant to Section 3.06 hereof, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement, which amounts shall be set forth by each Bank in an invoice delivered to the Commission and the Trustee or represented by an Advance or Bank Loan, and which amounts shall be deposited in the Support Agreement Fund established pursuant to Section 5.04, which deposits and amounts shall be proportionate in the event such Revenues are insufficient to provide for all deposits and amounts required as of any date to be made with respect to the Notes and such Parity Debt:

(1) Interest Fund. The Trustee shall set aside in the Interest Fund as soon as practicable in each month an amount which would be sufficient to cause the amount on deposit in the Interest Fund on such day to equal the accrued and unpaid interest, if any, on the Notes Outstanding on such date plus the interest which would accrue on such Notes from such date to and including the next forty (40) calendar days, or such longer period as shall be established in any Supplemental Indenture, if such Notes were outstanding at all times during such period, calculated (i) at the actual rate of interest on the Notes for any day interest is to accrue at a rate known on the date such deposit is made and (ii) at the rate of twelve percent (12%) for any day interest is to accrue at a rate unknown on the date such deposit is made. On April 1 of each year any excess amounts in the Interest Fund not needed to pay interest on the Notes on such date shall be transferred to the Commission; provided, however, that in each case, any moneys on deposit in the Interest Fund to pay

interest on Notes maturing on any dates no later than forty (40) calendar days following such April 1 shall be retained on deposit in the Interest Fund.

(2) Principal Fund. The Trustee shall deposit in the Principal Fund as soon as practicable in each month an amount equal to the principal amount of Notes maturing in the next forty (40) calendar days, or such longer period as shall be established in a Supplemental Indenture, which the Commission certifies in writing to the Trustee shall be paid from Revenues and which shall no longer be designated Excluded Principal Payments. The Trustee shall also deposit in the Principal Fund moneys provided by the Commission from grants received from the State or federal government, or any agency or instrumentality thereof, or any other source of funds of the Commission (other than from the issuance and delivery of Notes pursuant to the Issuing and Paying Agent Agreement) for the payment of principal of the Notes.

(b) Any Revenues remaining in the Revenue Fund after the foregoing transfers described in subsection (a) above, except as otherwise provided in Section 5.04 and Section 5.05 hereof, or in a Supplemental Indenture, shall be transferred on the same Business Day to the Bond Trustee for application in accordance with the provisions of the Bond Indenture and, until expended by the Commission, shall continue to be “Revenues” as such term is used in the Bond Indenture and herein and be subject to the lien of the Bond Indenture and the lien granted herein.

(c) If five (5) days prior to any principal payment date or interest payment date the amounts on deposit in the Interest Fund and Principal Fund, with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee shall immediately notify the Commission, in writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission hereby covenants and agrees to transfer to the Trustee from any Revenues in its possession the amount of such deficiency on or prior to the principal or interest payment date referenced in such notice.

SECTION 5.03 Application of Interest Fund and Principal Fund: Transfer to Issuing and Paying Agent.

(a) All amounts in the Interest Fund shall be used and withdrawn by the Trustee solely for the purpose of paying interest on the Notes as it shall become due and payable and making payments on Interest Rate Swap Agreements related to the Notes. Such funds shall be transferred to the Issuing and Paying Agent by 12:00 Noon (New York City time) on or before the date interest on the Notes is due to make payment thereon.

(b) All amounts in the Principal Fund shall be used and withdrawn by the Trustee solely for the purposes of paying the principal of the Notes when due and payable. Such funds shall be transferred to the Issuing and Paying Agent by 12:00 Noon (New York City time) on or before the date principal on the Notes is due to make payment thereon.

SECTION 5.04 Support Agreement Funds. In connection with the issuance of each Series of Notes, the Trustee shall establish and maintain a separate fund, which fund shall be designated the “Support Agreement, Fund – Series __ Support Facility” (inserting therein the

Series designation of such Support Agreement Fund). Within each such Support Agreement Fund, the Trustee shall establish two (2) separate accounts to be known as the “Support Agreement Interest Account – Series __ Support Facility” (inserting therein the Series designation of such Support Agreement Interest Account) and the “Support Agreement Principal Account – Series __ Support Facility” (inserting therein the Series designation of such Support Agreement Principal Account). To the extent that there is an Advance outstanding relating to a Series of Notes, the Trustee shall deposit in the applicable Support Agreement Fund, as soon as practicable in each month, an amount equal to one-third (1/3) of the amount expected to become due within the next ninety (90) calendar days with respect to interest due with respect to such Advance, which amount shall be deposited in the applicable Support Agreement Interest Account. To the extent that there is a Bank Loan outstanding relating to a Series of Notes, the Trustee shall deposit in the applicable Support Agreement Fund as soon as practicable in each month, an amount equal to one-twelfth (1/12) or, during the first six months of a Bank Loan, one-sixth (1/6) of the amount expected to become due on the next date on which an installment of principal is due with respect to such Bank Loan, which amount shall be deposited in the applicable Support Agreement Principal Account, and an amount equal to one-third (1/3) of the amount expected to become due within the next ninety (90) calendar days with respect to the interest due with respect to such Bank Loan, which amount shall be deposited in the applicable Support Agreement Interest Account. The foregoing deposits by the Trustee, shall be made from Revenues on a parity basis with the deposits made pursuant to Section 5.02. A Support Agreement Fund may also be funded by the Commission from any other source of funds of the Commission and shall be used only to reimburse and repay the applicable Bank with respect to Advances or Bank Loans at the times and in accordance with the terms of the applicable Support Agreement.

For purposes of this Section 5.04, with respect to a determination as to the principal amount due in connection with an Advance or a Bank Loan relating to the Series A Notes, the Trustee shall utilize the principal amount set forth in a Notice of Borrowing or a Notice of Bank Loan (as such term is defined in the applicable Support Agreement) received from the Issuing and Paying Agent or the Commission, as applicable, shall assume, unless otherwise informed by the Commission to the contrary, for purposes of calculating interest, that such Advance or Bank Loan bears interest at the Applicable Rate (as such term is defined in the applicable Support Agreement), and shall utilize the Federal Funds Rate or the Base Rate supplied by the applicable Administrative Agent in calculating such interest amount. When the actual rate of interest payable on such Advance or Bank Loan is supplied to the Trustee, the amount of the next deposit to be made by the Trustee with respect thereto shall be adjusted to reflect the excess or deficiency on deposit with respect to such interest.

SECTION 5.05 Note Funds.

(a) In connection with the issuance of each Series of Notes, the Issuing and Paying Agent shall establish and maintain a separate fund, which shall be designated the “__ Note Fund” (inserting therein the Series designation of such Note Fund). Within each such Note Fund, the Issuing and Paying Agent shall establish two (2) separate accounts to be known as the “__ Note Principal Account” (inserting therein the Series designation of such Note Principal Account) and the “Note Interest Account” (inserting therein the Series designation of such Note Interest Account). The Issuing and Paying Agent shall not have a lien on any Note Fund for the payment of any fees or expenses or other obligations owing to the Issuing and Paying Agent and

each such Note Fund shall only be used for the purposes set forth herein and in the Issuing and Paying Agent Agreement.

(b) All moneys from time to time on deposit in each Note Principal Account, whether received from a Dealer from the proceeds of Notes pursuant to Section 3.02 hereof, from the Trustee from the Principal Fund pursuant to Section 5.03, from an Advance under a Support Facility, or from any other source, shall be used to pay the principal of matured Notes of the applicable Series. Pursuant to the provisions set forth in the Issuing and Paying Agent Agreement and this Section 5.05, the Issuing and Paying Agent shall apply all amounts from time to time held in each Note Principal Account, to the payment of the principal of Notes of the applicable Series when due, as contemplated by this Section 5.05 and the Issuing and Paying Agent Agreement, without further authorization or direction.

(c) Pursuant to the provisions set forth in the Issuing and Paying Agent Agreement and this Section 5.05, the Issuing and Paying Agent shall apply all amounts from time to time on deposit in each Note Interest Account solely for the purpose of paying interest on the Notes of the applicable Series, as contemplated by this Section 5.05 and the Issuing and Paying Agent Agreement, without further authorization or direction.

SECTION 5.06 Investment of Moneys in Funds and Accounts. All moneys in any of the funds and accounts held by the Trustee or the Issuing and Paying Agent and established pursuant to this Indenture shall be invested, as directed by the Commission, solely in Investment Securities. All Investment Securities shall, as directed by the Commission in writing or by telephone, promptly confirmed in writing, be acquired subject to the limitations set forth in Section 6.09 and each Tax Certificate, the limitations as to maturities hereinafter in this Section and each Tax Certificate set forth and such additional limitations or requirements consistent with the foregoing as may be established in each Tax Certificate or by Request of the Commission. If and to the extent the Trustee or the Issuing and Paying Agent does not receive investment instructions from the Commission with respect to the moneys in the funds and accounts held pursuant to this Indenture by the Trustee or the Issuing and Paying Agent, as applicable, such moneys shall be invested in Investment Securities described in clause (xii) of the definition thereof and the Trustee or the Issuing and Paying Agent, as applicable, shall thereupon request investment instructions from the Commission for such moneys.

Moneys in the funds and accounts shall be invested in Investment Securities maturing or available on demand not later than the date on which it is estimated that such moneys will be required by the Trustee or the Issuing and Paying Agent.

Moneys held by the Issuing and Paying Agent for the payment of the principal of and interest on Notes that have matured shall be held uninvested or shall be invested only in Investment Securities described in clauses (i) or (ii) of the definition thereof.

Unless otherwise provided herein or in a Supplemental Indenture, all interest, profits and other income received from the investment of moneys in, any fund or account, other than the Rebate Fund, shall be transferred to the Revenue Fund when received. All interest, profits and other income received from the investment of moneys in the Rebate Fund shall be deposited in the Rebate Fund, except as provided in Section 6.09. Notwithstanding anything to

the contrary contained in this paragraph, an amount of interest received with respect to any Investment Security equal to the amount of accrued interest, if any, paid as part of the purchase price of such Investment Security shall be credited to the fund or account from which such accrued interest was paid.

The Trustee may commingle any of the funds or accounts established and held by the Trustee pursuant to this Indenture (other than the Rebate Fund) into a separate fund or funds for investment purposes only, provided that all funds or accounts held by the Trustee hereunder shall be accounted for separately as required by this Indenture; and provided further the Trustee shall segregate such funds and accounts if so instructed by the Commission to assist in the calculation of the Rebate Requirement. The Trustee may act as principal or agent in the making or disposing of any investment and, with the prior written consent of the Commission may impose its customary charge therefor. The Trustee may sell at the best price obtainable, or present for redemption, any Investment Securities so purchased whenever it shall be necessary to provide moneys to meet any required payment, transfer, withdrawal or disbursement from the fund or account to which such Investment Security is credited, and the Trustee shall not be liable or responsible for any loss resulting from such investment.

The Commission may, and the Trustee shall, upon the Request of the Commission, enter into a financial futures or financial option contract with an entity the debt securities of which are rated in the highest short-term or one of the two highest long-term Rating Categories by Moody's and S&P.

The Commission may, and the Trustee shall, upon the Request of the Commission, enter into an Interest Rate Swap Agreement corresponding to the interest rate or rates payable on a Series of Notes or Parity Debt or any portion thereof and the amounts received by the Commission or the Trustee, if any, pursuant to such Interest Rate Swap Agreement may be applied to the deposits required hereunder. If the Commission so designates, amounts payable under an Interest Rate Swap Agreement shall be secured by Revenues and other assets pledged hereunder to the Notes and other Parity Debt on a parity basis therewith (excluding amounts payable in connection with any termination or unwinding of an Interest Rate Swap Agreement which shall be secured on a subordinate basis) and, in such event, the Commission shall pay to the Trustee for deposit in the Interest Fund, at the times and in the manner provided by Section 5.02, the amounts to be paid under such Interest Rate Swap Agreement, as if such amounts were additional interest due on the Notes to which such Interest Rate Swap Agreement relates, and the Trustee shall pay to the other party to the Interest Rate Swap Agreement, to the extent required thereunder, amounts deposited in the Interest Fund for the payment of interest on the Notes with respect to which such Interest Rate Swap Agreement was entered into.

The Trustee shall keep proper books of record and accounts containing complete and correct entries of all transactions made by it relating to the receipt, investment, disbursement, allocation and application of the moneys related to the Notes, including moneys derived from, pledged to, or to be used to make payments on the Notes. Such records shall specify the account or fund to which each investment (or portion thereof) held by the Trustee is to be allocated and shall set forth, in the case of each investment security, (a) its purchase price, (b) identifying information, including par amount, coupon rate, and payment dates, (c) the amount received at maturity or its sale price, as the case may be, including accrued interest, (d) the amounts and

dates of any payments made with respect thereto, and (e) the dates of acquisition and disposition or maturity.

The Trustee shall also provide to the Commission in accordance with a Request of the Commission, with respect to each Investment Security such documentation as is reasonably available to the Trustee and is required by the Code or other applicable law to be obtained by the Commission as evidence to establish that each investment had been acquired and disposed of on an established market in an arm's-length transaction at a price equal to its fair market value and with no amounts having been paid to reduce the yield on the investments.

ARTICLE VI

COVENANTS OF THE COMMISSION

SECTION 6.01 Punctual Payment. The Commission will punctually pay or cause to be paid the principal of and interest on all the Notes, in strict conformity with the terms of the Notes and of this Indenture, according to the true intent and meaning thereof, but in each case only out of Revenues as provided in this Indenture.

SECTION 6.02 Extension of Payment of Notes. The Commission will not directly or indirectly extend or assent to the extension of the maturity of any of the Notes or the time of payment of any Notes or claims for interest by the purchase or funding of such Notes or claims for interest or by any other arrangement and in case the maturity of any of the Notes or the time of payment of any such claims for interest shall be extended, such Notes or claims for interest shall not be entitled, in case of any default hereunder, to the benefits of this Indenture, except subject to the prior payment in full of the principal of all of the Notes then Outstanding and of all claims for interest thereon which shall not have been so extended. Nothing in this Section shall be deemed to limit the right of the Commission to issue debt for the purpose of refunding any Outstanding Notes, and such issuance shall not be deemed to constitute an extension of maturity of Notes.

SECTION 6.03 Waiver of Laws. The Commission will not at any time insist upon or plead in any manner whatsoever, or claim or take the benefit or advantage of, any stay or extension law now or at any time hereafter in force that may affect the covenants and agreements contained in this Indenture or in the Notes, and all benefit or advantage of any such law or laws is hereby expressly waived by the Commission to the extent permitted by law.

SECTION 6.04 Further Assurances. The Commission will make, execute and deliver any and all such instruments and assurances as may be reasonably necessary or proper to carry out the intention or to facilitate the performance of this Indenture and for the better assuring and confirming unto the Owners of the Notes of the rights and benefits provided in this Indenture.

SECTION 6.05 Against Encumbrances. The Commission will not create any pledge, lien or charge upon any of the Revenues having priority over or having parity with the lien of the Notes except only as permitted in Section 3.06.

SECTION 6.06 Accounting Records and Financial Statements.

(a) The Commission will at all times keep, or cause to be kept, proper books of record and account, prepared in accordance with generally accepted accounting principles, in which complete and accurate entries shall be made of all transactions relating to the Revenues. Such books of record and account shall be available for inspection by the Trustee and each Bank at reasonable hours and under reasonable circumstances.

(b) The Commission will furnish the Trustee and each Administrative Agent within two hundred ten (210) days after the end of each Fiscal Year, the financial statements of the Commission relating to the Revenues for such Fiscal Year, together with the report and opinion of an independent certified public accountant stating that the financial statements have been prepared in accordance with generally accepted accounting principles and that such accountant's examination of the financial statements was performed in accordance with generally accepted auditing standards and a Certificate of the chief financial officer of the Commission stating that no event which constitutes an Event of Default or which with the giving of notice or the passage of time or both would constitute an Event of Default has occurred and is continuing as of the end of such Fiscal Year, or specifying the nature of such event and the actions taken and proposed to be taken by the Commission to cure such default. Thereafter, a copy of such financial statements will be furnished to any owner of Notes upon written request to the Commission.

SECTION 6.07 Collection of Sales Tax Revenues.

(a) The Commission covenants and agrees that it has duly levied a retail transactions and use tax in accordance with the Law, pursuant to and in accordance with the Ordinance, duly passed and adopted by the Commission. Said Ordinance has not and will not be amended, modified or altered so long as any of the Notes or Parity Debt are Outstanding in any manner which would reduce the amount of or timing of receipt of Sales Tax Revenues, and the Commission will continue to levy and collect such retail transactions and use tax to the full amount permitted by law. The Commission further covenants that it has entered into an agreement with the State Board of Equalization under and pursuant to which the Board of Equalization, or the California Department of Tax and Fee Administration, as statutorily created and designated successor to the former California State Board of Equalization, will process and supervise collection of said retail transactions and use tax and will transmit Sales Tax Revenues directly to the Bond Trustee. Said agreement will be continued in effect so long as any of the Senior Lien Debt remains unpaid and any of the Notes or Parity Debt are Outstanding and shall not be amended, modified or altered without the written consent of the Bond Trustee so long as any of the Senior Lien Debt remains unpaid. The Commission will receive and hold in trust for (and remit immediately to) the Bond Trustee any Sales Tax Revenues paid to the Commission by the State Board of Equalization or the California Department of Tax and Fee Administration, as statutorily created and designated successor to the California State Board of Equalization.

(b) In the event that the Bonds are discharged in accordance with the provisions set forth in the Bond Indenture and no other Senior Lien Debt remains outstanding, the Commission covenants and agrees that it will amend and restate said agreement with the State Board of Equalization to provide for the California Department of Tax and Fee Administration, as statutorily created and designated successor to the California State Board of Equalization, to

transmit Sales Tax Revenues to the Trustee. If such agreement is so amended and restated, the Commission covenants and agrees that said agreement will be continued in effect so long as any of the Notes or Parity Debt are Outstanding and that said agreement will not be further amended, modified or altered without the written consent of the Trustee so long as any of the Notes or Parity Debt are Outstanding.

(c) The Commission represents and warrants that it has directed and ordered the Bond Trustee to transmit to the Trustee, on the same Business Day as such Sales Tax Revenues are received, all Sales Tax Revenues, other than the portion of the Sales Tax Revenues applied to payment of the principal of, premium, if any, and interest on the Senior Lien Debt, together with any sinking fund payments and reserve fund requirements with respect thereto, applied by the Bond Trustee pursuant to the provisions set forth in the Bond Indenture.

(d) During the continuance of an Event of Default, any Sales Tax Revenues received by the Trustee from the Bond Trustee shall be applied first to the payment of the costs and expenses of the Trustee in declaring such Event of Default and pursuing remedies, including reasonable compensation of its agents, attorneys and counsel, which costs and expenses shall be paid from the Revenue Fund, and, second, shall be deposited into the Interest Fund, Principal Fund, and the Support Agreement Funds, as more fully set forth in Section 7.03.

(e) The Commission covenants and agrees to separately account for all Revenues and to provide to the Trustee and each Bank access to such accounting records at reasonable hours and under reasonable circumstances.

(f) The Commission covenants that so long as the Notes or Parity Debt are Outstanding, it will not, to the best of its ability, suffer or permit any change, modification or alteration to be made to the Law which would materially and adversely affect the rights of Noteholders, holders of any Parity Debt or any Bank.

SECTION 6.08 Rebate Fund.

(a) The Trustee shall establish and maintain a fund separate from any other fund established and maintained hereunder designated as the Rebate Fund. Within the Rebate Fund, the Trustee shall maintain such accounts as shall be necessary in order to comply with the terms and requirements of each Tax Certificate. Subject to the transfer provisions provided in subsection (c) below, all money at any time deposited in the Rebate Fund shall be held by the Trustee for the account of the Commission in trust, to the extent required to satisfy the Rebate Requirement (as defined in each Tax Certificate), for payment to the federal government of the United States of America, and neither the Trustee nor the Owner of any Notes nor any Bank shall have any rights in or claim to such money. All amounts deposited into or on deposit in the Rebate Fund shall be governed by this Indenture and by the provisions of each Tax Certificate (which are incorporated herein by reference). The Commission hereby covenants to comply with the directions contained in each Tax Certificate and the Trustee hereby covenants to comply with all written instructions of the Commission delivered to the Trustee pursuant to each Tax Certificate (which instructions shall state the actual amounts to be deposited in or withdrawn from the Rebate Fund and shall not require the Trustee to make any calculations with respect thereto). The Trustee shall be deemed conclusively to have complied with the provisions of this Section 6.08(a) if it follows such

instructions of the Commission, and the Trustee shall have no liability or responsibility to enforce compliance by the Commission with the terms of any Tax Certificate nor to make computations in connection therewith.

(b) The Trustee shall invest all amounts held in the Rebate Fund, pursuant to written instructions of the Commission, in Investment Securities, subject to the restrictions set forth in each Tax Certificate.

(c) Upon receipt of the instructions of the Commission, the Trustee shall remit part or all of the balances in the Rebate Fund to the federal government of the United States of America, as directed. In addition, if such instructions so direct, the Trustee will deposit moneys into or transfer moneys out of the Rebate Fund from or into such accounts or funds (other than the Support Facility Funds) as directed. Any funds remaining in the Rebate Fund after payment of all of the Notes and payment and satisfaction of any Rebate Requirement, shall be withdrawn and remitted to the Commission in accordance with a Request of the Commission.

(d) Notwithstanding any other provision of this Indenture, including in particular Article X hereof, the obligation to remit the Rebate Requirement to the federal government of the United States of America and to comply with all other requirements of this Section and each Tax Certificate shall survive the defeasance or payment in full of the Notes.

The Commission shall retain all records, with respect to the calculations and instructions required by this Section for at least six (6) years after the date on which the last of the principal of and interest on the Notes has been paid, whether upon maturity or prior redemption thereof.

The Commission shall establish and maintain additional rebate funds and accounts with respect to any Parity Debt as provided in the tax certificate and other proceedings relating to such Parity Debt.

SECTION 6.09 Tax Covenants. The Commission covenants that it will not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest on the Notes under Section 103 of the Code; provided that, prior to the issuance of any Series of Notes, the Commission may exclude the application of the covenants contained in this Section 6.09 and Section 6.08 to such Series of Notes. Without limiting the generality of the foregoing, the Commission shall comply with all requirements and covenants contained in each Tax Certificate. In the event that at any time the Commission is of the opinion that for purposes of this Section 6.09 it is necessary to restrict or limit the yield on the investment of any moneys held by the Trustee under this Indenture, the Commission shall so instruct the Trustee in writing, and the Trustee shall take such action as may be necessary in accordance with such instructions.

Notwithstanding any provision of this Section 6.09 and Section 6.08 hereof, if the Commission shall receive an Opinion of Bond Counsel to the effect that any action required under any Tax Certificate or this Section 6.09 and Section 6.08 hereof is no longer required, or to the effect that some further action is required, to maintain the exclusion from gross income of the interest on the Notes pursuant to Section 103 of the Code, the Commission and the Trustee may

rely conclusively on such opinion in complying with the provisions hereof, and the covenants hereunder shall be deemed to be modified to that extent.

SECTION 6.10 Maintenance of Issuing and Paying Agent. The Commission will at all times maintain an Issuing and Paying Agent for the Notes in New York, New York.

SECTION 6.11 Support Facilities; Alternate Facilities. The Commission will at all times maintain in effect a Support Facility enabling it to borrow an amount equal to the principal amount of each Series of Notes then authorized by the Indenture, and may, in its sole discretion, at any time maintain in effect a Support Facility which also enables it to borrow an amount equal to the accrued interest on such principal amount. The Commission may deliver a substitute (each, an “Alternate Facility”) to replace any Support Facility then in effect, provided, however, that: (i) the Commission shall have provided to the Issuing and Paying Agent, the Trustee and the applicable Dealer written evidence from Moody’s, if such Series of Notes are then rated by Moody’s, and S&P, if such Series of Notes are then rated by S&P, of the ratings which will be assigned to such Series of Notes upon delivery of such Alternate Facility; and (ii) such Alternate Facility shall take effect on a date on which all Notes of such Series mature. The Commission shall provide advance written notice of the proposed delivery of an Alternate Facility to the Issuing and Paying Agent, the Trustee and the applicable Dealer, such notice to be provided by the Commission, to the extent practicable, at least forty (40) days in advance of the proposed delivery of an Alternate Facility. Upon receipt of such written notice from the Commission, the Issuing and Paying Agent shall provide written notice of the proposed delivery of an Alternate Facility to the Owners of the applicable Series of Notes, such written notice to be provided by first class mail at least thirty (30) days prior to the proposed date of delivery of such Alternate Facility. Following the substitution of an Alternate Facility for a Support Facility then in effect, references to the Support Facility replaced thereby will refer to such Alternate Facility. Upon receipt of an Alternate Facility, the Issuing and Paying Agent or the Trustee, as applicable, shall promptly give notice of the acceptance of such Alternate Facility to the Owners of the Notes, such notice to be given by first class mail, postage prepaid.

SECTION 6.12 Appointment of Dealers. The Commission covenants and agrees to take all reasonable steps necessary to assure that, at all times, there shall be one or more Dealers for each Series of Notes, and to that end shall from time to time enter into one or more Dealer Agreements with such Dealers, providing for the services specified in such Dealer Agreements to be performed by such Dealers, in connection with the offering, sale and issuance of Notes. The Commission hereby appoints Citigroup Global Markets Inc. to serve as the initial Dealer with respect to the Series B Notes.

ARTICLE VII

EVENTS OF DEFAULT AND REMEDIES OF NOTEHOLDERS

SECTION 7.01 Events of Default. The following events shall be Events of Default:

(a) default in the due and punctual payment of the principal of any Note when and as the same shall become due and payable, whether at maturity as therein expressed, by declaration or otherwise;

(b) default in the due and punctual payment of any installment of interest on any Note when and as such interest installment shall become due and payable;

(c) if the Commission shall fail to observe or perform any covenant, condition, agreement or provision in this Indenture on its part to be observed or performed, other than as referred to in subsection (a) or (b) of this Section, for a period of sixty (60) days after written notice, specifying such failure and requesting that it be remedied, has been given to the Commission by the Trustee; except that, if such failure can be remedied but not within such sixty (60) day period and if the Commission has taken all action reasonably possible to remedy such failure within such sixty (60) day period, such failure shall not become an Event of Default for so long as the Commission shall diligently proceed to remedy the same in accordance with and subject to any directions or limitations of time established by the Trustee;

(d) if any default shall exist under any agreement governing any Parity Debt and such default shall continue beyond the applicable grace period, if any, provided for with respect to such default or if the holder of any Parity Debt exercises a right under the Parity Debt or the corresponding instruments pursuant to which such Parity Debt was issued to declare the principal thereof to be accelerated and payable immediately;

(e) if the Commission files a petition in voluntary bankruptcy, for the composition of its affairs or for its corporate reorganization under any state or federal bankruptcy or insolvency law, or makes an assignment for the benefit of creditors, or admits in writing to its insolvency or inability to pay debts as they mature, or consents in writing to the appointment of a trustee or receiver for itself;

(f) if a court of competent jurisdiction shall enter an order, judgment or decree declaring the Commission insolvent, or adjudging it bankrupt, or appointing a trustee or receiver of the Commission, or approving a petition filed against the Commission seeking reorganization of the Commission under any applicable law or statute of the United States of America or any state thereof, and such order, judgment or decree shall not be vacated or set aside or stayed within sixty (60) days from the date of the entry thereof;

(g) if, under the provisions of any other law for the relief or aid of debtors, any court of competent jurisdiction shall assume custody or control of the Commission or of the Revenues, and such custody or control shall not be terminated within sixty (60) days from the date of assumption of such custody or control;

(h) if the Legislature of the State shall repeal or amend all or any portion of the provisions of the Law relating to the retail transactions and use tax, being Sections 132301 to 132308, inclusive, of the Public Utilities Code of the State unless the Commission has determined that said repeal or amendment does not materially and adversely affect the rights of Noteholders; or

(i) if the holder of any Senior Lien Debt or the trustee for any holder of Senior Lien Debt exercises a right under the Senior Lien Debt or the corresponding instruments under which such Senior Lien Debt was issued to declare the principal thereof to be payable prior to the maturity thereof.

SECTION 7.02 Reserved.

SECTION 7.03 Application of Revenues and Other Funds After Default. If an Event of Default shall occur and be continuing, the Commission shall immediately transfer to the Bond Trustee all Revenues held by it. The Trustee shall apply all Revenues and any other funds then held or thereafter received by the Trustee under any of the provisions of this Indenture (except as otherwise provided in this Indenture) as follows and in the following order:

(a) To the payment of any expenses necessary in the opinion of the Trustee to protect the interests of the Owners of the Notes and Parity Debt, including the costs and expenses of the Trustee, the Noteholders and the Owners of any Parity Debt in declaring such Event of Default, and payment of reasonable fees and expenses of the Trustee (including reasonable fees and disbursements of its counsel and other agents) incurred in and about the performance of its powers and duties under this Indenture;

(b) To the payment of the whole amount of principal then due on the Notes and Parity Debt (upon presentation of the Notes and Parity Debt to be paid, and stamping thereon of the payment if only partially paid, or surrender thereof if fully paid) subject to the provisions of this Indenture (including Section 9.02), with interest on such principal, at the rate or rates of interest borne by the respective Notes and Parity Debt, to the payment to the persons entitled thereto of all installments of interest then due and the unpaid principal or Redemption Price, if applicable, of any Notes and Parity Debt which shall have become due whether at maturity or by call for redemption, in the order of their due dates, with interest on the overdue principal and Parity Debt at the rate borne by the respective Notes and Parity Debt, and, if the amount available shall not be sufficient to pay in full all the Notes and Parity Debt due on any date, together with such interest, then to the payment thereof ratably, according to the amounts of principal or interest due on such date to the persons entitled thereto, without any discrimination or preference.

SECTION 7.04 Trustee to Represent Noteholders and Owners of Parity Debts. The Trustee is hereby irrevocably appointed (and the successive respective Owners of the Notes, by taking and holding the same, shall be conclusively deemed to have so appointed the Trustee) as trustee and true and lawful attorney-in-fact of the Owners of the Notes and the owners of any Parity Debt for the purpose of exercising and prosecuting on their behalf such rights and remedies as may be available to such Owners under the provisions of the Notes, this Indenture, the Law and applicable provisions of any other law and to such owners of any Parity Debt under the provisions of the evidences of such Parity Debt, this Indenture, the Law and applicable provisions

of any other law. Upon the occurrence and continuance of an Event of Default or other occasion giving rise to a right in the Trustee to represent the Noteholders or the owners of Parity Debt, the Trustee in its discretion may, and upon the written request of the Owners of not less than twenty-five percent (25%) in aggregate amount of Notes and Parity Debt then Outstanding, and upon being indemnified to its satisfaction therefor, shall, proceed to protect or enforce its rights or the rights of such Owners and the owners of Parity Debt by such appropriate action, suit, mandamus or other proceedings as it shall deem most effectual to protect and enforce any such right, at law or in equity, either for the specific performance of any covenant or agreement contained herein, or in aid of the execution of any power herein granted, or for the enforcement of any other appropriate legal or equitable right or remedy vested in the Trustee or in such Owners or in such owners of Parity Debt under this Indenture, the Law or any other law; and upon instituting such proceeding, the Trustee shall be entitled, as a matter of right, to the appointment of a receiver of the Revenues and other assets pledged under this Indenture, pending such proceedings. All rights of action under this Indenture or the Notes or the evidences of Parity Debt or otherwise may be prosecuted and enforced by the Trustee without the possession of any of the Notes or the evidences of Parity Debt or the production thereof in any proceeding relating thereto, and any such suit, action or proceeding instituted by the Trustee shall be brought in the name of the Trustee for the benefit and protection of all the Owners of such Notes and the owners of such Parity Debt, subject to the provisions of this Indenture (including Section 7.07).

SECTION 7.05 Holders' Direction of Proceedings. Anything in this Indenture to the contrary notwithstanding, the Owners of a majority in aggregate principal amount of the Notes and Parity then Outstanding shall have the right, by an instrument or concurrent instruments in writing executed and delivered to the Trustee and upon furnishing the Trustee with indemnification satisfactory to it, to direct the method of conducting all remedial proceedings taken by the Trustee hereunder, provided that such direction shall not be otherwise than in accordance with law and the provisions of this Indenture, that the Trustee may take any other action deemed proper by the Trustee which is not inconsistent with such direction, and that the Trustee shall have the right to decline to follow any such direction which in the opinion of the Trustee would be unjustly prejudicial to Noteholders or Owners of Parity Debt that are not parties to such direction.

SECTION 7.06 Limitation on Holders' Right to Sue. No Owner of any Note or evidence of Parity Debt shall have the right to institute any suit, action or proceeding at law or in equity, for the protection or enforcement of any right or remedy under this Indenture, the Law or any other applicable law with respect to such Note or Parity Debt, unless: (1) such Owner shall have given to the Trustee written notice of the occurrence of an Event of Default; (2) the Owners of not less than twenty-five percent (25%) in aggregate principal amount of the Notes and Parity Debt then Outstanding shall have made written request upon the Trustee to exercise the powers hereinbefore granted or to institute such suit, action or proceeding in its own name; (3) such Owner or said Owners shall have tendered to the Trustee reasonable indemnity against the costs, expenses and liabilities to be incurred in compliance with such request; (4) the Trustee shall have refused or omitted to comply with such request for a period of sixty (60) days after such written request shall have been received by, and said tender of indemnity shall have been made to, the Trustee; and (5) the Trustee shall not have received contrary directions from the Owners of a majority in aggregate principal amount of the Notes and Parity Debt then Outstanding.

Such notification, request, tender of indemnity and refusal or omission are hereby declared, in every case, to be conditions precedent to the exercise by any Owner of Notes or Parity Debt of any remedy hereunder or under law; it being understood and intended that no one or more Owners of Notes or Parity Debt shall have any right in any manner whatever by his or their action to affect, disturb or prejudice the security of this Indenture or the rights of any other Owners of Notes or Parity Debt, or to enforce any right under this Indenture, the Law or other applicable law with respect to the Notes or Parity Debt, except in the manner herein provided, and that all proceedings at law or in equity to enforce any such right shall be instituted, had and maintained in the manner herein provided and for the benefit and protection of all Owners of the Outstanding Notes and Parity Debt, subject to the provisions of this Indenture.

SECTION 7.07 Absolute Obligation of the Commission. Nothing in Section 7.07 or in any other provision of this Indenture, or in the Notes or evidences of Parity Debt, contained shall affect or impair the obligation of the Commission, which is absolute and unconditional, to pay the principal of and interest on the Notes and the Parity Debt to the respective Owners of the Notes and Parity Debt at their respective dates of maturity, but only out of the Revenues and other assets herein pledged therefor, or affect or impair the right of such Owners, which is also absolute and unconditional, to enforce such payment by virtue of the contract embodied in the Notes and evidences of Parity Debt.

SECTION 7.08 Termination of Proceedings. In case any proceedings taken by the Trustee or any one or more Owners of Notes or Parity Debt on account of any Event of Default shall have been discontinued or abandoned for any reason or shall have been determined adversely to the Trustee or the Owners of Notes or Parity Debt, then in every such case the Commission, the Trustee and the Owners of Notes or Parity Debt, subject to any determination in such proceedings, shall be restored to their former positions and rights hereunder, severally and respectively, and all rights, remedies, powers and duties of the Commission, the Trustee and the Owners of Notes or Parity Debt shall continue as though no such proceedings had been taken.

SECTION 7.09 Remedies Not Exclusive. No remedy herein conferred upon or reserved to the Trustee or to the Owners of the Notes or Parity Debt is intended to be exclusive of any other remedy or remedies, and each and every such remedy, to the extent permitted by law, shall be cumulative and in addition to any other remedy given hereunder or now or hereafter existing at law or in equity or otherwise.

SECTION 7.10 No Waiver of Default. No delay or omission of the Trustee or of any Owner of the Notes or Parity Debt to exercise any right or power arising upon the occurrence of any default shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this Indenture to the Trustee or to the Owners of the Notes or Parity Debt may be exercised from time to time and as often as may be deemed expedient.

ARTICLE VIII

THE TRUSTEE

SECTION 8.01 Appointment: Duties, Immunities and Liabilities of Trustee.

(a) The appointment of U.S. Bank National Association as Trustee under the Indenture is hereby ratified, confirmed and extended, and U.S. Bank National Association hereby ratifies, confirms and extends its acceptance of the trust imposed upon it as Trustee hereunder and to perform all the functions and duties of the Trustee hereunder, subject to the terms and conditions set forth in this Indenture. The Trustee shall, prior to an Event of Default, and after the curing of all Events of Default which may have occurred, perform such duties and only such duties as are specifically set forth in this Indenture and no implied covenants shall be read into this Indenture against the Trustee. The Trustee shall, during the existence of any Event of Default (which has not been cured), exercise such of the rights and powers vested in it by this Indenture, and use the same degree of care and skill in their exercise, as a prudent person would exercise or use under the circumstances in the conduct of his or her own affairs.

(b) The Commission may remove the Trustee at any time unless an Event of Default shall have occurred and then be continuing, and shall remove the Trustee if at any time requested to do so by an instrument or concurrent instruments in writing signed by the Owners of not less than a majority in aggregate amount of principal of the Notes and Parity Debt then Outstanding (or their attorneys duly authorized in writing) or if at any time the Trustee shall cease to be eligible in accordance with subsection (e) of this Section, or shall become incapable of acting, or shall be adjudged a bankrupt or insolvent, or a receiver of the Trustee or its property shall be appointed, or any public officer shall take control or charge of the Trustee or of its property or affairs for the purpose of rehabilitation, conservation or liquidation, in each case by giving written notice of such removal to the Trustee and each Administrative Agent, and thereupon shall appoint a successor Trustee by an instrument in writing.

(c) The Trustee may at any time resign by giving written notice of such resignation to the Commission, the Issuing and Paying Agent, each Administrative Agent and each Dealer and any parties as may be specified in the proceedings relating to Parity Debt. Upon receiving such notice of resignation, the Commission shall promptly appoint a successor Trustee by an instrument in writing.

(d) Any removal or resignation of the Trustee and appointment of a successor Trustee shall become effective upon acceptance of appointment by the successor Trustee. If no successor Trustee shall have been appointed and have accepted appointment within forty-five (45) days of giving notice of removal or notice of resignation as aforesaid, the resigning Trustee or any Noteholder (on behalf of himself and all other Noteholders) or any holder of Parity Debt (on behalf of himself and all other Owners of Parity Debt) may petition any court of competent jurisdiction for the appointment of a successor Trustee, and such court may thereupon, after such notice (if any) as it may deem proper, appoint such successor Trustee. Any successor Trustee appointed under this Indenture, shall signify its acceptance of such appointment by executing and delivering to the Commission and to its predecessor Trustee a written acceptance thereof, and thereupon such successor Trustee, without any further act, deed or conveyance, shall become

vested with all the moneys, estates, properties,, rights, powers, trusts, duties and obligations of such predecessor Trustee, with like effect as if originally named Trustee herein; but, nevertheless at the Request of the Commission or the request of the successor Trustee, such predecessor Trustee shall execute and deliver any and all instruments of conveyance or further assurance and do such other things as may reasonably be required for more fully and certainly vesting in and confirming to such successor Trustee all the right, title and interest of such predecessor Trustee in and to any property held by it under this Indenture and shall pay over, transfer, assign and deliver to the successor Trustee any money or other property subject to the trusts and conditions herein set forth. Upon request of the successor Trustee, the Commission shall execute and deliver any and all instruments as may be reasonably required for more fully and certainly vesting in and confirming to such successor Trustee all such moneys, estates, properties, rights, powers, trusts, duties and obligations. Upon acceptance of appointment by a successor Trustee as provided in this subsection, the Commission shall give notice of the succession of such Trustee to the trusts hereunder by mail to the Issuing and Paying Agent, the Administrative Agent and the Dealer.

(e) Any Trustee appointed under the provisions of this Section in succession to the Trustee shall be a trust company or bank having the powers of a trust company having a corporate trust office in the State, having a combined capital and surplus of at least fifty million dollars (\$50,000,000), and subject to supervision or examination by federal or state authority. If such bank or trust company publishes a report of condition at least annually, pursuant to law or to the requirements of any supervising or examining authority above referred to, then for the purpose of this subsection the combined capital and surplus of such bank or trust company shall be deemed to be its combined capital and surplus as set forth in its most recent report of condition so published. In case at any time the Trustee shall cease to be eligible in accordance with the provisions of this subsection (e), the Trustee shall resign immediately in the manner and with the effect specified in this Section.

If, by reason of the judgment of any court, the Trustee or any successor Trustee is rendered unable to perform its duties hereunder, and if no successor Trustee be then appointed, all such duties and all of the rights and powers of the Trustee hereunder shall be assumed by and vest in the Director of Finance of the Commission in trust for the benefit of the Owners of Notes and Parity Debt.

SECTION 8.02 Merger or Consolidation. Any company into which the Trustee may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it shall be a party or any company to which the Trustee may sell or transfer all or substantially all of its corporate trust business, provided such company shall be eligible under subsection (e) of Section 8.01, shall be the successor to such Trustee without the execution or filing of any paper or any further act, anything herein to the contrary notwithstanding.

SECTION 8.03 Liability of Trustee.

(a) The recitals of facts herein and in the Notes and evidences of any Parity Debt contained shall be taken as statements of the Commission, and the Trustee assumes no responsibility for the correctness of the same, and makes no representations as to the validity or sufficiency of this Indenture or of the Notes or of the evidences of any Parity Debt or of any

Investment Security, as to the sufficiency of the Revenues or the priority of the lien of this Indenture thereon, or as to the financial or technical feasibility of any portion of the Project and shall not incur any responsibility in respect of any such matter, other than in connection with the duties or obligations expressly herein or in the Notes and evidences of Parity Debt assigned to or imposed upon it. The Trustee shall not be liable in connection with the performance of its duties hereunder, except for its own negligence, willful misconduct or breach of the express terms and conditions hereof. The Trustee and its directors, officers, employees or agents may in good faith buy, sell, own, hold and deal in any of the Notes and evidences of Parity Debt and may join in any action which any Owner of a Note or evidence of Parity Debt may be entitled to take, with like effect as if the Trustee was not the Trustee under this Indenture. The Trustee may in good faith hold any other form of indebtedness of the Commission, own, accept or negotiate any drafts, bills of exchange, acceptances or obligations of the Commission and make disbursements for the Commission and enter into any commercial or business arrangement therewith, without limitation.

(b) The Trustee shall not be liable for any error of judgment made in good faith by a responsible officer unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts. The Trustee may execute any of the trusts or powers hereof and perform the duties required of it hereunder by or through attorneys, agents, or receivers, and shall be entitled to advice of counsel concerning all matters of trust and its duty hereunder, but the Trustee shall be answerable for the negligence or misconduct of any such attorney, agent, or receiver selected by it; provided that the Trustee shall not be answerable for the negligence or misconduct of any attorney or certified public accountant selected by it with due care.

(c) The Trustee shall not be liable with respect to any action taken or omitted to be taken by it in good faith in accordance with the direction of the Owners of not less than twenty-five percent (25%) in aggregate principal amount of the Notes and any Parity Debt at the time Outstanding relating to the time, method and place of conducting any proceeding for any remedy available to the Trustee, or exercising any trust or power conferred upon the Trustee under this Indenture.

(d) The Trustee shall be under no obligation to exercise any of the rights or powers vested in it by this Indenture at the request, order or direction of any of the Holders of Notes or Parity Debt pursuant to the provisions of this Indenture, including, without limitation, the provisions of Article VII hereof, unless such Holders of Notes or Parity Debt shall have offered to the Trustee security or indemnity satisfactory to it against the costs, expenses and liabilities which may be incurred therein or thereby.

(e) No provision of this Indenture shall require the Trustee to expend or risk its own funds or otherwise incur any financial liability in the performance or exercise of any of its duties hereunder, or in the exercise of its rights or powers, if repayment of such funds or adequate indemnity against such risk or liability is not assured to its satisfaction.

(f) The Trustee shall not be deemed to have knowledge of and shall not be required to take any action with respect to, any Event of Default (other than an Event of Default described in subsections (a) or (b) of Section 7.01) or event which would, with the giving of notice, the passage of time or both, constitute an Event of Default, unless the Trustee shall have actual knowledge of such event or shall have been notified of such event by the Commission, an

Administrative Agent, or the Owners of twenty-five percent (25%) of the principal amount of the Notes and Parity Debt at the time Outstanding. Without limiting the generality of the foregoing, the Trustee shall not be required to ascertain, monitor or inquire as to the performance or observance by the Commission of the terms, conditions, covenants or agreements set forth in Article VI hereof (including, without limitation, the covenants of the Commission set forth in Sections 6.08 or 6.09 hereof) or in any other provisions contained in the proceedings relating to Parity Debt as may be specified therein, other than the covenants of the Commission to make payments with respect to the Notes when due as set forth in Section 6.01 and with respect to Parity Debt when due as set forth in the instruments establishing or evidencing such Parity Debt and to file with the Trustee when due, such reports and certifications as the Commission is required to file with the Trustee hereunder.

(g) No permissive power, right or remedy conferred upon the Trustee hereunder shall be construed to impose a duty to exercise such power, right or remedy.

(h) The Trustee shall not be bound to make any investigation into the facts or matters stated in any resolution, certificate, statement, instrument, opinion, report, notice, request, direction, consent, order, bond, debenture, coupon or other paper or document but the Trustee, in its discretion, may make such further inquiry or investigation into such facts or matters as it may see fit, and, if the Trustee shall determine to make such further inquiry or investigation, it shall be entitled to examine the books, records and premises of the Commission, personally or by agent or attorney.

(i) The Trustee shall not be responsible for:

(1) the application or handling by the Commission of any Revenues or other moneys transferred to or pursuant to any Requisition or Request of the Commission in accordance with the terms and conditions hereof;

(2) the application and handling by the Commission of any other fund or account designated to be held by the Commission hereunder;

(3) any error or omission by the Commission in making any computation or giving any instruction pursuant to Sections 6.08, 6.09 hereof, nor in any provisions relating to Parity Debt as may be specified in the proceedings therefor, and may rely conclusively on any computations or instructions furnished to it by the Commission in connection with such requirements, including Sections 6.08 and 6.09 and each Tax Certificate and any tax certificate relating to Parity Debt;

(4) the construction, operation or maintenance of any portion of the Project by the Commission.

(j) Whether or not therein expressly so provided, every provision of this Indenture relating to the conduct or affecting the liability of or, affording protection to the Trustee shall be subject to the provisions of this Article VIII.

SECTION 8.04 Right of Trustee to Rely on Documents. The Trustee shall be protected in acting upon any notice, resolution, request, consent, order, certificate, report,

opinion, note or other paper or document believed by it to be genuine and to have been signed or presented by the proper party or parties. The Trustee may consult with counsel, including, without limitation, counsel of or to the Commission, with regard to legal questions, and the opinion of such counsel shall be full and complete authorization and protection in respect of any action taken or suffered by it hereunder in good faith and in accordance therewith unless it shall be proved that the Trustee was negligent in ascertaining the pertinent facts.

Whenever in the administration of the trusts imposed upon it by this Indenture the Trustee shall deem it necessary or desirable that a matter be proved or established prior to taking or suffering any action hereunder, such matter (unless other evidence in respect thereof be herein specifically prescribed) may be deemed to be conclusively proved and established by a Certificate of the Commission, and such Certificate shall be full warrant to the Trustee for any action taken or suffered in good faith under the provisions of this Indenture in reliance upon such Certificate, but in its discretion the Trustee may, in lieu thereof, accept other evidence of such matter or may require such additional evidence as to it may seem reasonable. The Trustee may also rely conclusively on any report or certification of any certified public accountant, investment banker, financial consultant, or other expert selected by the Commission or selected by the Trustee with due care in connection with matters required to be proven or ascertained in connection with its administration of the trusts created hereby.

SECTION 8.05 Compensation and Indemnification of Trustee. The Commission covenants to pay to the Trustee from time to time, and the Trustee shall be entitled to, reasonable compensation for all services rendered by it in the exercise and performance of any of the powers and duties hereunder of the Trustee, and the Commission will pay or reimburse the Trustee upon its request for all expenses, disbursements and advances incurred or made by the Trustee in accordance with any of the provisions of this Indenture (including the reasonable compensation and the expenses and disbursements of its counsel and of all persons not regularly in its employ) except any such expense, disbursement or advance as may arise from its negligence, default or willful misconduct. The Commission, to the extent permitted by law, shall indemnify, defend and hold harmless the Trustee against any loss, damages, liability or expense incurred without negligence or bad faith on the part of the Trustee, arising out of or in connection with the acceptance or administration of the trusts created hereby, including costs and expenses (including attorneys' fees) of defending itself against any claim or liability in connection with the exercise or performance of any of its powers hereunder. The rights of the Trustee and the obligations of the Commission under this Section 8.05 shall survive the discharge of the Notes, the Parity Debt and this Indenture and the resignation or removal of the Trustee.

ARTICLE IX

MODIFICATION OR AMENDMENT OF THIS INDENTURE

SECTION 9.01 Amendments Permitted.

(a) (1) This Indenture and the rights and obligations of the Commission, the Owners of the Notes, any Parity Debt and the Trustee may be modified or amended from time to time and at any time by a Supplemental Indenture, which the Commission and the Trustee may enter into with the written consent of the Owners of a majority in aggregate

principal amount of the Notes and any Parity Debt (or, if such Supplemental Indenture is only applicable to a Series of Notes, such Series of Notes, or to a particular series or designation of Parity Debt, such series or designation of Parity Debt) then Outstanding shall have been filed with the Trustee; provided that if such modification or amendment will, by its terms, not take effect so long as any Notes of any particular maturity remain Outstanding or any Parity Debt of any particular maturity remain Outstanding, the consent of the Owners of such Notes or Parity Debt, as applicable, shall not be required and such Notes or Parity Debt, as applicable, shall not be deemed to be Outstanding for the purpose of any calculation of Notes or Parity Debt Outstanding under this Section.

(2) This Indenture and the rights and obligations of the Commission and of the Owners of the Notes and Parity Debt and of the Trustee may also be modified or amended at any time by a Supplemental Indenture entered into by the Commission and the Trustee which shall become binding when the written consents of each provider of a letter of credit or a policy of bond insurance for the Notes and such Parity Debt shall have been filed with the Trustee, provided that at such time the payment of all the principal of and interest on all Outstanding Notes and all Outstanding Parity Debt shall be insured by a policy or policies of municipal bond insurance or payable under a letter of credit the provider of which shall be a financial institution or association having unsecured debt obligations rated, or insuring or securing other debt obligations rated on the basis of such insurance or letters of credit, in one of the two highest Rating Categories of Moody's and S&P.

(3) No such modification or amendment shall: (a) extend the fixed maturity of any Note or Parity Debt, or reduce the amount of principal thereof, or extend the time of payment provided for any Note or Parity Debt, or reduce the rate of interest thereon, or extend the time of payment of interest thereon, without the consent of the Owner of each Note or Parity Debt so affected; or (b) reduce the aforesaid percentage of principal the consent of the Owners of which is required to effect any such modification or amendment, or permit the creation of any lien on the Revenues and other assets pledged under this Indenture prior to or on a parity with the lien created by this Indenture, or deprive the Owners of the Notes or Parity Debt of the lien created by this Indenture on such Revenues and other assets (in each case, except as expressly provided in this Indenture), without the consent of the Owners of all of the Notes and Parity Debt then Outstanding. It shall not be necessary for the consent of the Noteholders or Holders of Parity Debt to approve the particular form of any Supplemental Indenture, but it shall be sufficient if such consent shall approve the substance thereof.

(b) This Indenture and the rights and obligations of the Commission, of the Trustee and of the Owners of the Notes and Parity Debt may also be modified or amended from time to time and at any time by a Supplemental Indenture, which the Commission may adopt without the consent of any Noteholders or Holders of Parity Debt but only to the extent permitted by law and only for any one or more of the following purposes:

(1) to add to the covenants and agreements of the Commission in this Indenture contained other covenants and agreements thereafter to be observed, to pledge or assign additional security for the Notes or Parity Debt (or any portion thereof, as

applicable), or to surrender any right or power herein reserved to or conferred upon the Commission;

(2) to make provisions for the purpose of curing any ambiguity, inconsistency or omission, or of curing or correcting any defective provision, contained in this Indenture;

(3) to modify, amend or supplement this Indenture in such manner as to permit the qualification hereof under the Trust Indenture Act of 1939, as amended, or any similar federal statute hereafter in effect, and to add such other terms, conditions and provisions as may be permitted by said act or similar federal statute, and which shall not materially and adversely affect the interests of the Owners of the Notes and Parity Debt;

(4) to make modifications or adjustments necessary, appropriate or desirable to provide for the issuance of Parity Debt with such interest rate, payment, maturity and other terms as the Commission may deem desirable; subject to the provisions of Sections 3.03, 3.04, 3.05 and 3.06;

(5) to provide for the issuance of Notes or Parity Debt in book-entry form, provided that no such provision shall materially and adversely affect the interests of the Owners of the Notes and Parity Debt;

(6) to make modifications or adjustments necessary, appropriate or desirable to accommodate Support Facilities, provided that no such provision shall materially and adversely affect the interests of the Owners of the Notes and Parity Debt;

(7) if the Commission agrees in a Supplemental Indenture to maintain the exclusion of interest on a Series of Notes or any Parity Debt from gross income for purposes of federal income taxation, to make such provisions as are necessary or appropriate to ensure such exclusion;

(8) to provide for the issuance of an additional Series of Notes pursuant to provisions of Section 3.04 or Section 3.05;

(9) to amend Section 3.03(c) hereof to provide for the issuance of an additional Series of Notes upon demonstration of pro forma debt service coverage or historical debt service coverage, provided that no such provision shall materially and adversely affect the interests of Owners of the Notes and Parity Debt; and

(10) for any other purpose that does not materially and adversely affect the interests of the Owners of the Notes and Parity Debt, including, without limitation, to provide for changes requested by Moody's or S&P in order to obtain or maintain a credit rating for any Series of Notes or series or other designation of Parity Debt.

SECTION 9.02 Effect of Supplemental Indenture. From and after the time any Supplemental Indenture becomes effective pursuant to this Article, this Indenture shall be deemed to be modified and amended in accordance therewith, and the respective rights, duties and obligations under this Indenture of the Commission, the Trustee, each Bank and all Owners of

Notes and Parity Debt Outstanding shall thereafter be determined, exercised and enforced hereunder subject in all respects to such modification and amendment, and all the terms and conditions of any such Supplemental Indenture shall be deemed to be part of the terms and conditions of this Indenture for any and all purposes.

SECTION 9.03 Amendment of Particular Notes and Parity Debt. The provisions of this Article shall not prevent any Noteholder or Holder of Parity Debt from accepting any amendment as to the particular Notes or evidence of Parity Debt held by him, provided that due notation thereof is made on such Notes or evidence of Parity Debt.

ARTICLE X

DEFEASANCE

SECTION 10.01 Discharge of Indenture. Notes of any Series or a portion thereof may be paid by the Commission in any of the following ways:

- (a) by paying or causing to be paid the principal of and interest on such Outstanding Notes, as and when the same become due and payable;
- (b) by depositing with the Trustee, an escrow agent or other fiduciary, in trust, at or before maturity, money or securities in the necessary amount (as provided in Section 10.03) to pay such Outstanding Notes; or
- (c) by delivering to the Trustee, for cancellation by it, such Outstanding Notes.

If the Commission shall pay all Series for which any Notes are Outstanding and also pay or cause to be paid all other sums payable hereunder by the Commission including, without limitation, all Parity Debt, if any, then and in that case, at the election of the Commission (evidenced by a Certificate of the Commission, filed with the Trustee, signifying the intention of the Commission to discharge all such indebtedness and this Indenture), and notwithstanding that any Notes or evidences of Parity Debt shall not have been surrendered for payment, this Indenture and the pledge of Revenues and other assets made under this Indenture and all covenants, agreements and other obligations of the Commission under this Indenture shall cease, terminate, become void and be completely discharged and satisfied. In such event, upon Request of the Commission, the Trustee shall cause an accounting for, such period or periods as may be requested by the Commission to be prepared and filed with the Commission and shall execute and deliver to the Commission all such instruments as may be necessary or desirable to evidence such discharge and satisfaction, and the Trustee shall pay over, transfer, assign or deliver to the Commission all moneys or securities or other property held by it pursuant to this Indenture which, as evidenced by a verification report, upon which the Trustee may conclusively rely, from a firm of independent certified public accountants, or other firm acceptable to the Trustee, are not required for the payment of Notes or Parity Debt not theretofore surrendered for such payment.

SECTION 10.02 Discharge of Liability on Notes and Parity Debt. Upon the deposit with the Trustee, escrow agent or other fiduciary, in trust, at or before maturity, of money or securities in the necessary amount (as provided in Section 10.03) to pay or redeem any

Outstanding Note or Parity Debt (whether upon or prior to maturity of the redemption date of such Outstanding Note or Parity Debt), provided that, if such Note or Parity Debt is to be redeemed prior to maturity, notice of such redemption shall have been given as provided in the Indenture or other evidence of Parity Debt or provision satisfactory to the Trustee shall have been made for the giving of such notice, then all liability of the Commission in respect of such Note or Parity Debt shall cease, terminate and be completely discharged, provided that the Owner thereof shall thereafter be entitled to the payment of such principal of and interest on the Notes or Parity Debt, and the Commission shall remain liable for such payment, but only out of such money or securities deposited as aforesaid for their payment, subject, however, to the provisions of Section 10.04 and the continuing duties of the Trustee hereunder including, without limitation, the provisions of Section 2.07 and Section 5.06.

The Commission may at any time surrender to the Trustee for cancellation by it any Notes or evidences of Parity Debt previously issued and delivered, which the Commission may have acquired in any manner whatsoever, and such Notes or Parity Debt, upon such surrender and cancellation, shall be, deemed to be paid and retired.

SECTION 10.03 Deposit of Money or Securities with Trustee. Whenever in this Indenture it is provided or permitted that there be deposited with or held in trust money or securities in the necessary amount to pay any Notes or Parity Debt, the money or securities so to be deposited or held may include money or securities held by the Trustee in the funds and accounts established pursuant to this Indenture and shall be:

(a) lawful money of the United States of America in an amount equal to the principal amount of such Notes or Parity Debt and all unpaid interest thereon to maturity; or

(b) Defeasance Securities the principal of and interest on which when due will, in the opinion of an independent certified public accountant delivered to the Trustee (upon which opinion the Trustee may conclusively rely), provide money sufficient to pay the principal of and all unpaid interest to maturity, on the Notes or Parity Debt to be paid, as such principal and interest become due; provided, however, that, with respect to the Notes, no such opinion shall be required and a Certificate of the Commission shall suffice in lieu thereof if the Defeasance Securities to be deposited shall mature within ninety (90) days of the date of such deposit and if the Commission shall have delivered to the Trustee a Certificate to the effect that the Commission will provide such additional funds as are necessary to pay all unpaid interest to maturity on the Notes or Parity Debt to be paid should such Defeasance Securities be insufficient; provided, in each case, that the Trustee, escrow agent or other fiduciary shall have been irrevocably instructed (by the terms of this Indenture or by Request of the Commission) to apply such money to the payment of such principal and interest with respect to such Notes or Parity Debt.

SECTION 10.04 Payment of Notes or Parity Debt After Discharge of Indenture. Any moneys held by the Trustee in trust for the payment of the principal of, or interest on, any Notes or Parity Debt and remaining unclaimed for two (2) years after the principal of all of the Notes or Parity Debt has become due and payable, if such moneys were so held at such date, or two (2) years after the date of deposit of such moneys if deposited after said date when all of the Notes or Parity Debt became due and payable, shall, upon Request of the Commission, be repaid to the Commission free from the trusts created by this Indenture, and all liability of the

Trustee with respect to such moneys shall thereupon cease. All moneys held by or on behalf of the Trustee for the payment of principal of or interest on Notes or Parity Debt shall be held in trust for the account of the Owners thereof and the Trustee shall not be required to pay Owners any interest on, or be liable to the Owners or any other Person (other than the Commission) for any interest earned on, moneys so held. Any interest earned thereon shall belong to the Commission and shall be deposited monthly by the Trustee into the Revenue Fund.

ARTICLE XI

MISCELLANEOUS

SECTION 11.01 Liability of Commission Limited to Revenues. Notwithstanding anything in this Indenture or in the Notes contained, the Commission shall not be required to advance any moneys, derived from any source other than the Revenues and other assets pledged hereunder for any of the purposes in this Indenture mentioned, whether for the payment of the principal of or interest on the Notes or for any other purpose of this Indenture.

SECTION 11.02 Successor Is Deemed Included in All References to Predecessor. Whenever in this Indenture either the Commission or the Trustee is named or referred to, such reference shall be deemed to include the successors or assigns thereof, and all the covenants and agreements in this Indenture contained by or on behalf of the Commission or the Trustee shall bind and inure to the benefit of the respective successors and assigns thereof whether so expressed or not.

SECTION 11.03 Limitation of Rights to Commission, Trustee, Issuing and Paying Agent, Bank and Holders. Nothing in this Indenture or in the Notes expressed or implied is intended or shall be construed to give to any Person other than the Commission, the Trustee, the Issuing and Paying Agent, each Bank and the Owners of the Notes and any Parity Debt, any legal or equitable right, remedy or claim under or in respect of this Indenture or any covenant, condition or provision therein or herein contained; and all such covenants, conditions and provisions are and shall be held to be for the sole and exclusive benefit of the Commission, the Trustee, the Issuing and Paying Agent, each Bank and the Owners of the Notes and any Parity Debt.

SECTION 11.04 Waiver of Notice. Whenever in this Indenture the giving of notice by mail or otherwise is required, the giving of such notice may be waived in writing by the Person entitled to receive such notice and in any such case the giving or receipt of such notice shall not be a condition precedent to the validity of any action taken in reliance upon such waiver.

SECTION 11.05 Destruction or Delivery of Cancelled Notes. Whenever in this Indenture provision is made for the cancellation by the Trustee and the delivery to the Commission of any Notes, the Trustee may, in its sole discretion, in lieu of such cancellation and delivery, destroy such Notes, and deliver a certificate of such destruction to the Commission.

SECTION 11.06 Severability of Invalid Provisions. If any one or more of the provisions contained in this Indenture or in the Notes shall for any reason be held to be invalid, illegal or unenforceable in any respect, then such provision or provisions shall be deemed severable from the remaining provisions contained in this Indenture and such invalidity, illegality or

unenforceability shall not affect any other provision of this Indenture, and this Indenture shall be construed as if such invalid or illegal or unenforceable provision had never been contained herein. The Commission hereby declares that it would have adopted this Indenture and each and every other Section, paragraph, sentence, clause or phrase hereof and authorized the issuance of the Notes and Parity Debt pursuant thereto irrespective of the fact that any one or more Sections, paragraphs, sentences, clauses or phrases of this Indenture may be held illegal, invalid or unenforceable.

SECTION 11.07 Notices. Except as otherwise provided herein or in the Issuing and Paying Agent Agreement, any Support Agreement or any Dealer Agreement, for the purposes of each such Agreement, respectively, any notice to or demand may be served or presented, and such demand may be made and shall be deemed to have been sufficiently given or served for all purposes by being deposited, first-class mail postage prepaid, in a post office letter box, addressed, as the case may be, to the parties as follows:

Trustee: U.S. Bank National Association
633 West 5th Street, 24th Floor
Los Angeles, California 90071
Attention: Corporate Trust Division
Telephone: (213) 615-6023
Fax: (213) 615-6197

Commission: San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101
Attention: Director of Finance
Telephone: (619) 699-1940
Fax: (619) 699-4890

Issuing and Paying Agent U.S. Bank Trust National Association
100 Wall Street, 16th Floor
New York, New York 10005
Attention: Stacey Pagliaro
Telephone: (212) 361-2529
Fax: (212) 809-5459

Series B Bank: MUFG Union Bank, N.A.
445 South Figueroa Street, 5th Floor
Los Angeles, California 90071
Attention: Jay Goldstone
Telephone: (213) 236-5993
Fax: (213) 236-6917

Series B Dealer:

Citigroup Global Markets Inc.
390 Greenwich Street, 5th Floor
New York, New York 10013
Attention: Short-Term Tax Exempt Trading
Telephone: (212) 723-7082
Fax: (212) 723-8809

SECTION 11.08 Notice to Rating Agencies. The Trustee shall give notice to Fitch, Moody's and S&P, if the Notes or Parity Debt are then rated by such rating agency, of: (i) any supplements or amendments to this Indenture; (ii) any changes to, or expiration, substitution or termination of, any Support Agreement; (iii) any substitution of any Dealer; (iv) the appointment of a successor Trustee or a successor Issuing and Paying Agent; and (v) when there are no longer any Notes or Parity Debt Outstanding under the Indenture, initially at each respective address given below, or at such other address as may be furnished to the Commission from time to time by each rating agency:

S&P Global Ratings
55 Water Street, 38th Floor
New York, New York 10041
Attention: Municipal Structured Surveillance

Moody's Investors Service
7 World Trade Center, 250 Greenwich Street
New York, New York 10007
Attention: Public Finance

Fitch Ratings
One State Street Plaza
New York, New York 10001
Attention: Municipal Structured Group

SECTION 11.09 Evidence of Rights of Holders. Any request, consent or other instrument required or permitted by this Indenture to be signed and executed by Holders of Notes or Parity Debt may be in any number of concurrent instruments of substantially similar tenor and shall be signed or executed by such Holders of Notes or Parity Debt in person or by an agent or agents duly appointed in writing. Proof of the execution of any such request, consent or other instrument or of a writing appointing any such agent, or of the holding by any Person of Notes or Parity Debt transferable by delivery, shall be sufficient for any purpose of this Indenture and shall be conclusive in favor of the Trustee and of the Commission if made in the manner provided in this Section.

The fact and date of the execution by any person of any such request, consent or other instrument or writing may be proved by the certificate of any notary public or other officer of any jurisdiction, authorized by the laws thereof to take acknowledgments of deeds, certifying that the person signing such request, consent or other instrument acknowledged to him the

execution thereof, or by an affidavit of a witness of such execution duly sworn to before such notary public or other officer.

The ownership of Notes shall be proved by the Note registration books held by the Issuing and Paying Agent. The Trustee may establish a record date as of which to measure consent of the Noteowners in order to determine whether the requisite consents are received.

Any request, consent, or other instrument or writing of the Owner of any Note or evidence of Parity Debt shall bind every future Owner of the same Note or Parity Debt and the Owner of every Note or evidence of Parity Debt issued in exchange therefor or in lieu thereof, in respect of anything done or suffered to be done by the Trustee or the Commission in accordance therewith or reliance thereon.

SECTION 11.10 Disqualified Obligations. In determining whether the Owners of the requisite aggregate principal amount of Notes and Parity Debt have concurred in any demand, request, direction, consent or waiver under this Indenture, Notes and Parity Debt which are owned or held by or for the account of the Commission, or by any other obligor on the Notes or Parity Debt, or by any person directly or indirectly controlling or controlled by, or under direct or indirect common control with, the Commission or any other obligor on the Notes or Parity Debt, shall be disregarded and deemed not to be Outstanding for the purpose of any such determination. Notes and Parity Debt so owned which have been pledged in good faith may be regarded as Outstanding for the purposes of this Section if the pledgee shall establish to the satisfaction of the Trustee the pledgee's right to vote such Notes or Parity Debt and that the pledgee is not a person directly or indirectly controlling or controlled by, or under direct or indirect common control with, the Commission or any other obligor on the Notes or Parity Debt. In case of a dispute as to such right, any decision by the Trustee taken upon the advice of counsel shall be full protection to the Trustee.

SECTION 11.11 Money Held for Particular Notes or Parity Debt. The money held by the Trustee for the payment of the interest or principal due on any date with respect to particular Notes or Parity Debt shall, on and after such date and pending such payment, be set aside on its books and held in trust by it for the Owners of the Notes or Parity Debt entitled thereto, subject, however, to the provisions of Section 10.04.

SECTION 11.12 Funds and Accounts. Any fund required by this Indenture to be established and maintained by the Trustee may be established and maintained in the accounting records of the Trustee, either as a fund or an account, and may, for the purposes of such records, any audits thereof and any reports or statements with respect thereto, be treated either as a fund or as an account; but all such records with respect to all such funds shall at all times be maintained in accordance with customary standards of the industry, to the extent practicable, and with due regard for the protection of the security of the Notes and Parity Debt and the rights of every Holder thereof.

SECTION 11.13 Article and Section Headings and References. The headings or titles of the several Articles and Sections hereof, and any table of contents appended to copies hereof, shall be solely for convenience of reference and shall not affect the meaning, construction or effect of this Indenture.

All references herein to “Articles,” “Sections” and other subdivisions are to the corresponding Articles, Sections or subdivisions of this Indenture; the words “herein,” “hereof,” “hereby,” “hereunder” and other words of similar import refer to this Indenture as a whole and not to any particular Article, Section or subdivision hereof; and words of the masculine gender shall mean and include words of the feminine and neuter genders.

SECTION 11.14 Waiver of Personal Liability. No Board member, officer, agent or employee of the Commission or the Trustee shall be individually or personally liable for the payment of the principal of or interest on the Notes or Parity Debt or be subject to any personal liability or accountability by reason of the issuance thereof; but nothing herein contained shall relieve any such Board member, officer, agent or employee of the Commission or the Trustee from the performance of any official duty provided by law or by this Indenture.

SECTION 11.15 Governing Law. This Indenture shall be construed and governed in accordance with the laws of the State of California.

SECTION 11.16 Business Day. Except as specifically set forth in a Supplemental Indenture, any payments or transfers which would otherwise become due on any day which is not a Business Day shall become due or shall be made on the next succeeding Business Day.

SECTION 11.17 Effectiveness of Indenture. This Indenture shall take effect immediately upon payment at maturity of all Series B Notes issued prior to and maturing on [April __, 2018] and receipt by the Commission of written consent to this Indenture from the United States Department of Transportation, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau and the Series B Bank.

SECTION 11.18 Execution in Counterparts. This Indenture may be executed in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this Indenture by their officers thereunto duly authorized as of the day and year first written above.

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

Chair of the Board of Directors

(Seal)

ATTEST:

Secretary

Approved as to Form:

By: _____
General Counsel

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

By: _____
Authorized Officer

Attachment I

Consent of MUFG Union Bank, N.A.

The undersigned, MUFG Union Bank, N.A., acting as letter of credit bank pursuant to that certain Reimbursement Agreement, dated as of September 1, 2012, as previously amended, supplemented and extended, by and between the San Diego County Regional Transportation Commission (the “Commission”) and Union Bank, N.A. (“Union Bank”), as a bank, hereby consents to the execution and delivery of that certain Subordinate Indenture, dated as of April 1, 2018 (the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee, amending and restating the Subordinate Indenture, dated as of August 1, 1991, as previously amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended, between the Commission and U.S. Bank National Association.

Dated: April __, 2018.

MUFG UNION BANK, N.A.

By: _____

Name: Jay Goldstone

Title: Managing Director

Exhibit A

Form of Series B Note

**United States of America
State of California**

**San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Commercial Paper Note
(Limited Tax Bond),
Series B**

Principal Amount \$ _____

Note Number:

Interest Rate:

Registered Owner:

Date of Issue:

Maturity Date:

Interest Rate:

Interest Amount: \$ _____

The San Diego County Regional Transportation Commission (the “Commission”), acting pursuant to the provisions of the San Diego County Regional Transportation Commission Act, constituting Chapter 2 of Division 12.7 of the California Public Utilities Code and Chapter 6 of Part 1 of Division 2 of Title 5 of the California Government Code as referenced in said San Diego County Regional Transportation Commission Act and Articles 10 and 11 of Chapter 3 of Division 2 of Title 5 of the California Government Code (the “Law”), for value received, hereby promises to pay to the Registered Owner designated above (the “Holder”), on the Maturity Date identified above, but solely from Revenues (as such term is defined in the hereinafter-defined Indenture) and the other funds hereinafter mentioned, the Principal Amount identified above, together with interest on said Principal Amount at the Interest Rate per annum (calculated on the basis of a year containing 365/366 days) identified above, upon the presentation and surrender hereof at the Principal Office of U.S. Bank Trust National Association (together with any successor, the “Issuing and Paying Agent”). For payment of this Note on the Maturity Date hereof, this Note must be presented to the Issuing and Paying Agent no later than 2:00 p.m. (New York City time) on such day. If a Note is presented for payment after 2:00 p.m. (New York City time), payment therefor shall be made by the Issuing and Paying Agent on the next succeeding business day without the accrual of additional interest thereon. The principal of and interest on this Note shall be payable in lawful money of the United States of America. This Note may be transferred or exchanged in accordance with the terms and conditions and upon payment of the charges set forth in the Subordinate Indenture, dated as of April 1, 2018 (as supplemented and amended from time to time pursuant to its terms, the “Indenture”), between the Commission and U. S. Bank National Association, as trustee (together with any successor, the “Trustee”).

The Indenture provides that the Commission may issue additional series of notes and incur other indebtedness ("Parity Debt") under the terms and conditions set forth in the Indenture. All notes issued thereunder and secured thereby are collectively referred to herein as "Notes." All Notes and Parity Debt issued or incurred pursuant to the provisions of the Indenture will be secured under the Indenture equally and ratably with this Note. All capitalized terms used and not otherwise defined herein shall have the meanings assigned to such terms in the Indenture.

This Note is one of a duly authorized issue of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds) issued under, and secured by, the Indenture. The issue of which this Note is a part is additionally designated as Series B. Except as is otherwise authorized pursuant to the Indenture, the aggregate principal amount of Series B Notes authorized pursuant to the Indenture may not exceed \$_____ Outstanding at any one time.

The Notes and the interest thereon (to the extent set forth in the Indenture), together with the any additional Series of Notes issued and any Parity Debt incurred by the Commission pursuant to the provisions of the Indenture, and the interest thereon, are payable from, and are secured by a charge and lien on, the proceeds derived by the Commission from the retail transactions and use tax imposed pursuant to the Law (as more particularly defined in the Indenture, the "Revenues"), which is subordinate to the charge and lien on the proceeds of such retail transactions and use tax which secures the Commission's Senior Lien Debt. All of the Notes and Parity Debt are equally secured by a pledge of, and charge and lien upon, all of the Revenues, and the Revenues constitute a trust fund for the security and payment of the interest on and principal of the Notes and Parity Debt.

The Notes are limited obligations of the Commission and are payable, both as to principal and interest, solely from the Revenues and certain funds held by the Trustee under the Indenture and by the Issuing and Paying Agent under the Indenture and the Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005, between the Commission and the Issuing and Paying Agent. The Commission is not obligated to pay the Notes except from such Revenues and such funds. The general fund of the Commission is not liable, and the credit or taxing power (other than as described above) of the Commission is not pledged, for the payment of the Notes or their interest. The Notes are not secured by a legal or equitable pledge of, or charge, lien or encumbrance upon, any of the property of the Commission or any of its income or receipts, except the Revenues. No holder of this Note shall ever have the right to compel any other exercise of the taxing power of the Commission to pay this Note or the interest hereon.

This Note shall not be entitled to any security or benefit under the Indenture or become valid or obligatory for any purpose until the certificate of authentication hereon endorsed shall have been signed by the Issuing and Paying Agent.

It is hereby certified and recited that all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by this Note and in the issuing of this Note, do exist, have happened and have been performed in due time, form and manner, as required by the Constitution and statutes of the State

of California, and that this Note, together with all other indebtedness of the Commission pertaining to the Revenues, is within every debt and other limit prescribed by the Constitution and the statutes of the State of California, and is not in excess of the amount of Notes permitted to be issued under the Indenture or the Law.

IN WITNESS WHEREOF, SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION has caused this Note to be executed in its name and on its behalf by the facsimile signature of the Chair of the Board of Directors of the Commission and attested by the facsimile signature of its Director of Finance, and this Note to be dated the date set forth above.

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Chair of the Board of Directors

Attest:

Director of Finance

Certificate of Authentication

This Note is one of an issue described in the Indenture mentioned herein.

U.S. BANK TRUST NATIONAL ASSOCIATION,
as Issuing and Paying Agent

By: _____
Authorized Signatory

Date of Authentication:

DRAFT

Exhibit B

Form of Master Note

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE COMMERCIAL PAPER NOTES
(LIMITED TAX BONDS)
SERIES ____ MASTER NOTE

Registered Owner: CEDE & CO.

Principal Sum: Not To Exceed _____ Dollars (\$ _____) Outstanding

The San Diego County Regional Transportation Commission (the “Commission”), acting pursuant to the provisions of the San Diego County Regional Transportation Commission Act, constituting Chapter 2 of Division 12.7 of the California Public Utilities Code and Chapter 6 of Part 1 of Division 2 of Title 5 of the California Government Code as referenced in said San Diego County Regional Transportation Commission Act and Articles 10 and 11 of Chapter 3 of Division 2 of Title 5 of the California Government Code (the “Law”), for value received, hereby promises to pay to Cede & Co., as nominee of The Depository Trust Company, or to registered assigns, the principal amount, together with unpaid accrued interest thereon on the maturity date of each obligation identified on the records of Commission (the “Underlying Records”) as being evidenced by this Master Note, which Underlying Records are maintained by U. S. Bank Trust National Association (together with any successor, the “Issuing and Paying Agent”). Interest shall be calculated on the basis of a year containing 365/366 days at the rate specified on the Underlying Records. Payments shall be made solely from the Revenues (as such term is defined in the hereinafter-defined Indenture) and the other funds hereinafter mentioned by wire transfer to the registered owner stated hereinabove from the Issuing and Paying Agent without the necessity of presentation and surrender of this Master Note.

This Master Note is one of a duly authorized issue of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds) (the “Obligations”) issued under, and secured by, the Subordinate Indenture, dated as of April 1, 2018 (as supplemented and amended from time to time pursuant to its terms, the “Indenture”), between the Commission and U. S. Bank National Association, as trustee (together with any successor, the “Trustee”). This Master Note evidences a series of Notes additionally designated as “San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series ____” (the “Series ____ Notes”), limited to \$_____ in aggregate principal amount Outstanding at any one time, except as is otherwise authorized pursuant to the Indenture.

The Indenture provides that the Commission may issue additional Obligations and incur other indebtedness (“Parity Debt”) under the terms and conditions set forth in the Indenture. All Obligations and Parity Debt issued or incurred pursuant to the provisions of the Indenture will be secured under the Indenture equally and ratably with the Series ____ Notes. All capitalized terms used and not otherwise defined herein shall have the meanings assigned to such terms in the Indenture.

The Master Note and the interest thereon (to the extent set forth in the Indenture), together with any other Obligations issued and any Parity Debt incurred by the Commission pursuant to the provisions of the Indenture, and the interest thereon, are payable from, and are secured by a charge and lien on, the proceeds derived by the Commission from the retail transactions and use tax imposed pursuant to the Law (as more particularly defined in the Indenture, the "Revenues"), which is subordinate to the charge and lien on the proceeds of such retail transactions and use tax which secures the Commission's Senior Lien Debt. All of the Obligations and Parity Debt are equally secured by a pledge of, and charge and lien upon, all of the Revenues, and the Revenues constitute a trust fund for the security and payment of the interest on and principal of the Obligations and Parity Debt.

This Master Note and all other Obligations are limited obligations of the Commission and are payable, both as to principal and interest, solely from the Revenues and certain funds held by the Trustee under the Indenture and by the Issuing and Paying Agent under the Indenture and the Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005, between the Commission and the Issuing and Paying Agent. The Commission is not obligated to pay the Obligations except from such Revenues and such funds. The general fund of the Commission is not liable, and the credit or taxing power (other than as described above) of the Commission is not pledged, for the payment of the Obligations or their interest. The Obligations are not secured by a legal or equitable pledge of, or charge, lien or encumbrance upon, any of the property of the Commission or any of its income or receipts, except the Revenues. No holder of this Master Note shall ever have the right to compel any other exercise of the taxing power of the Commission to pay this Master Note or the interest hereon.

This Master Note shall not be entitled to any security or benefit under the Indenture or become valid or obligatory for any purpose until the certificate of authentication hereon endorsed shall have been signed by the Issuing and Paying Agent.

At the request of the registered owner, the Commission shall promptly issue and deliver one or more separate note certificates evidencing each obligation evidenced by this Master Note. As of the date any such note certificate or certificates are issued, the obligations which are evidenced thereby shall no longer be evidenced by this Master Note. This Master Note is transferable by the registered owner hereof, in person or by attorney duly authorized in writing, at the principal office of the Issuing and Paying Agent in New York, New York, but only in the manner, subject to the limitations and upon payment of the charges provided in the Indenture, and upon surrender and cancellation of this Master Note. Upon such transfer a new fully registered Series ____ Note or Series ____ Notes without coupons, of authorized denomination or denominations, for the same aggregate principal amount will be issued to the transferee in exchange herefor.

The Commission and the Issuing and Paying Agent may deem and treat the registered owner hereof as the absolute owner hereof for all purposes, and the Commission and the Issuing and Paying Agent shall not be affected by any notice to the contrary.

It is hereby certified and recited that all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by this Master Note and in the issuing of this Master Note, do exist, have happened and have been

performed in due time, form and manner, as required by the Constitution and statutes of the State of California, and that the Series Notes evidenced by this Master Note, together with all other indebtedness of the Commission pertaining to the Revenues, is within every debt and other limit prescribed by the Constitution and the statutes of the State of California, and is not in excess of the amount of Obligations permitted to be issued under the Indenture or the Law.

REFERENCE IS HEREBY MADE TO THE FURTHER PROVISIONS OF THIS MASTER NOTE SET FORTH ON THE FOLLOWING PAGE.

This Master Note is a valid and binding obligation of Commission.

U.S. Bank Trust National Association	San Diego County Regional Transportation Commission
(Issuing and Paying Agent)	(Issuer)
By: _____	By: _____
(Authorized Countersignature)	Chair of the Board of Directors
	By: _____
	Director of Finance

(Seal)

(Final Page of Master Note)

At the request of the registered owner, Commission shall promptly issue and deliver one or more separate note certificates evidencing each obligation evidenced by this Master Note. As of the date any such note certificate or certificates are issued, the obligations which are evidenced thereby shall no longer be evidenced by this Master Note.

FOR VALUE RECEIVED, the undersigned hereby sells, assigns, and transfers unto

(Name, Address, and Taxpayer Identification Number of Assignee)

the Master Note and all rights thereunder, hereby irrevocably constituting and appointing _____ attorney to transfer said Master Note on the books of Commission with full power of substitution in the premises.

Dated: _____

Signature(s) Guaranteed: _____

(Signature)

NOTICE: The signature on this assignment must correspond with name as written upon the face of this Master Note, in every particular, without alteration or enlargement or any change whatsoever.

Unless this certificate is presented by an authorized representative of The Depository Trust Company, a New York corporation ("DTC"), to the Commission or its agent for registration of transfer, exchange, or payment, and any certificate issued is registered in the name of Cede & Co. or in such other name as is requested by an authorized representative of DTC (and any payment is made to Cede & Co. or to such other entity as is requested by an authorized representative of DTC), ANY TRANSFER, PLEDGE, OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL inasmuch as the registered owner hereof, Cede & Co., has an interest herein.

FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE

between

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

and

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

Dated as of April 1, 2018

Supplementing the Subordinate Indenture
dated as of April 1, 2018

Relating To
San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Short-Term Notes
(Limited Tax Bonds)
2018 Series A

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FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE

This FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE, dated as of April 1, 2018 (this “First Supplement”), between the SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, a public entity duly established and existing under the laws of the State of California (the “Commission”), and U.S. BANK NATIONAL ASSOCIATION, a national banking association duly organized and existing under and by virtue of the laws of the United States of America, as trustee (the “Trustee”);

W I T N E S S E T H:

WHEREAS, the Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan on July 31, 1987 (as amended, the “1987 Ordinance”), pursuant to the provisions of Sections 132000 through 132314, inclusive, of the Public Utilities Code of the State of California, which 1987 Ordinance provided for the imposition of a retail transactions and use tax (the “retail transactions and use tax”) applicable in the incorporated and unincorporated territory of the County of San Diego (the “County”) in accordance with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code at the rate of one-half of one percent (1/2%) for a period not to exceed twenty (20) years;

WHEREAS, by its terms the 1987 Ordinance became effective at the close of the polls on November 3, 1987, the day of the election at which the proposition imposing the retail transactions and use tax was adopted by a majority vote of the electors voting on such proposition;

WHEREAS, in order to provide for the extension of the initial term of the retail transactions and use tax for a period of forty (40) years, the Commission adopted the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (the “Sales Tax Extension Ordinance,” and, together with the 1987 Ordinance, hereinafter collectively referred to as the “Ordinance”) on May 28, 2004;

WHEREAS, by its terms the Sales Tax Extension Ordinance became effective on November 3, 2004, the day following the date of the election at which the proposition providing for the extension of the retail transactions and use tax was approved by at least two-thirds of the electors voting on such proposition;

WHEREAS, pursuant to Section 132310 of the California Public Utilities Code, the Commission is authorized to issue limited tax bonds (defined to include indebtedness and securities of any kind or class, including commercial paper notes), secured by and payable from revenues of the retail transactions and use tax;

WHEREAS, in order to provide for the issuance, authentication and delivery of certain limited tax bonds in the form of commercial paper notes, the Commission entered into that certain Amended and Restated Subordinate Indenture, dated as of November 1, 2005 (as amended and supplemented to the date hereof, the “Existing Indenture”), by and between the Commission and the Trustee, pursuant to which the Commission authorized and reauthorized the issuance, authentication and delivery of three series of commercial paper notes designated the San Diego

County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series A (the “Series A Notes”), the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the “Series B Notes”) and the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series C (the “Series C Notes”);

WHEREAS, pursuant to a First Supplement to the Existing Indenture, dated March 27, 2008 (the “2008 First Supplement”), and other documents, the Commission permanently reduced the Commitment Amounts of the Series A Notes and the Series C Notes, terminated related dealer and support agreements, and provided continuing authorization of only a single series of Notes, the Series B Notes;

WHEREAS, the Existing Indenture provides that the Commission may issue indebtedness having an equal lien and charge upon the Revenues and payable on a parity with the Notes (as more fully defined in Section 1.02 thereof, “Parity Debt”) and amend the Existing Indenture to make modifications or adjustments necessary, appropriate or desirable to provide for the issuance of such Parity Debt;

WHEREAS, the Commission desires to provide at this time for the issuance of a series of short-term notes pursuant to, and as Parity Debt under, the Indenture (as defined below) and this First Supplement, to be designated “San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A” (the “2018 Short-Term Notes”), for the purpose of providing funds to (i) finance or refinance certain costs of the Mid-Coast Project, (ii) refund a portion of the outstanding Series B Notes, and (iii) pay for the Costs of Issuance, all as provided in this First Supplement;

WHEREAS, concurrently with the execution and delivery of the First Supplement, the Commission will execute and deliver a new Subordinate Indenture, dated as of April 1, 2018, by and between the Commission and the Trustee, amending and restating the Existing Indenture (as so amended and restated, the “Indenture”), in order to make modifications and adjustments necessary, appropriate and desirable to provide for the issuance of Parity Debt, to incorporate into the provisions of the Existing Indenture the amendments effected by the 2008 First Supplement and the Second Supplement, and to conform certain provisions of the Existing Indenture to the provisions of the Bond Indenture;

WHEREAS, in order to provide for the issuance, authentication and delivery of certain limited tax bonds (as more fully defined in Section 1.02 of the Indenture, the “Bonds”) payable on a basis senior to the Series B Notes and any obligations of the Commission on a parity with the Series B Notes (as more fully defined in Section 1.02 of the Indenture, the “Parity Obligations”), the Commission entered into that certain Indenture, dated as of March 1, 2008 (as more fully defined in the Indenture and as amended and supplemented, the “Bond Indenture”), by and between the Commission and the Trustee;

WHEREAS, the Commission has entered into a TIFIA Loan Agreement, dated as of June 27, 2017 (the “TIFIA Loan Agreement”), by and between the Commission and the United

States Department of Transportation, an agency of the United States of America, acting by and through the Executive Director of the Build America Bureau (the “TIFIA Lender”) in anticipation of financing on a long-term basis certain costs of the Mid-Coast Corridor Transit Project (the “Mid-Coast Project”), comprising a portion of the Project (as such term is defined in the Indenture);

WHEREAS, on or prior to the maturity date of the 2018 Short-Term Notes, the Commission anticipates drawing proceeds under the TIFIA Loan Agreement for payment of the principal of the 2018 Short-Term Notes or, to the extent sufficient funds are not available or eligible thereunder, to issue additional Senior Debt under the Bond Indenture or additional Notes or Parity Debt under the Indenture to refinance the 2018 Short-Term Notes or to retire a portion of the 2018 Short-Term Notes from available Revenues;

WHEREAS, the execution and delivery of this First Supplement has in all respects been duly and validly authorized by a resolution duly passed and approved by the Commission; and

WHEREAS, all acts, conditions and things required by law to exist, to have happened and to have been performed precedent to and in connection with the execution and the entering into of this Indenture do exist, have happened and have been performed in regular and due time, form and manner as required by law, and the parties hereto are now duly authorized to execute and enter into this First Supplement;

NOW, THEREFORE, THIS FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE WITNESSETH, that in order to provide for the issuance of one or more series of short-term notes, the Commission does hereby agree and covenant with the Trustee for the benefit of the respective Owners, from time to time, of the Notes, or any part thereof, as follows:

ARTICLE XVI

AMENDMENTS

SECTION 16.01 **Definitions.** All capitalized terms not otherwise defined herein shall have the meaning assigned to them in Section 1.02 of the Indenture.

SECTION 16.02 **Additional Definitions.** The following terms shall, for all purposes of the Indenture, including this First Supplement, have the following meanings:

Authorized Denominations

“Authorized Denominations” means, with respect to the 2018 Short-Term Notes, any integral multiple of \$5,000.

Beneficial Owner

“Beneficial Owner” means any Person who has the power, directly or indirectly, to vote or consent with respect to, or to dispose of ownership of any 2018 Short-Term Note, including, without limitation, any Person holding 2018 Short-Term Notes through nominees or depositories, including the Depository.

Interest Payment Date

“Interest Payment Date” means, with respect to the 2018 Short-Term Notes, each April 1 and October 1, commencing October 1, 2018.

Holder or Noteholder or Noteowner or Owner

“Holder” or “Noteholder” or “Noteowner” or “Owner,” whenever used herein with respect to a 2018 Short-Term Note, means the person in whose name such 2018 Short-Term Note is registered.

Issue Date

“Issue Date” means, with respect to the 2018 Short-Term Notes, the date on which the 2018 Short-Term Notes are first delivered to the purchasers thereof.

Maturity Date

“Maturity Date” means, with respect to the 2018 Short-Term Notes, April 1, 20__.

Mid-Coast Project

“Mid-Coast Project” means the Mid-Coast Corridor Transit Project, comprising a portion of the Project. [ADDITIONAL DESCRIPTION DESIRED?]

Outstanding

“Outstanding,” when used as of any particular time with reference to 2018 Short-Term Notes, means (subject to the provisions of Section 11.10) all 2018 Short-Term Notes theretofore, or thereupon being, authenticated and delivered by the Trustee under this Indenture except: (1) 2018 Short-Term Notes theretofore canceled by the Trustee or surrendered to the Trustee for cancellation; (2) 2018 Short-Term Notes with respect to which all liability of the Commission shall have been discharged in accordance with Section 23.02, including 2018 Short-Term Notes (or portions of 2018 Short-Term Notes) referred to in Section 11.10; and (3) 2018 Short-Term Notes for the transfer or exchange of or in lieu of or in substitution for which other 2018 Short-Term Notes shall have been authenticated and delivered by the Trustee pursuant to this Indenture.

Participant

“Participant” means, with respect to a Depository, each participant listed in such Depository’s book-entry system as having an interest in the 2018 Short-Term Notes.

Rebate Instructions

“Rebate Instructions” means those calculations and directions required to be delivered to the Trustee by the Commission pursuant to the 2018 Short-Term Notes Tax Certificate.

Record Date

“Record Date” means for any Interest Payment Date the fifteenth (15th) day (whether or not a Business Day) of the month preceding the month in which such Interest Payment Date occurs.

First Supplement

“First Supplement” means this First Supplement to the Amended and Restated Subordinate Indenture, between the Commission and the Trustee, as amended and supplemented from time to time.

TIFIA Loan Agreement

“TIFIA Loan Agreement” means the loan agreement by and between the Commission and the United State Department of Transportation, effective as of June 27, 2017 providing credit for the Project.

2018 Short-Term Notes

“2018 Short-Term Notes” means the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A, authorized by Article XVIII of this Indenture.

2018 Short-Term Notes Costs of Issuance Fund

“2018 Short-Term Notes Costs of Issuance” means the fund by that name established pursuant to Section 19.01(b).

2018 Short-Term Notes Interest Fund

“2018 Short-Term Notes Interest Fund” means the fund by that name established pursuant to Section 20.02(i).

2018 Short-Term Notes Principal Fund

“2018 Short-Term Notes Principal Fund” means the fund by that name established pursuant to Section 20.02(ii).

2018 Short-Term Notes Project Fund

“2018 Short-Term Notes Project Fund” means the fund by that name established pursuant to Section 19.01(a).

2018 Short-Term Notes Rebate Fund

“2018 Short-Term Notes Rebate Fund” means the fund by that name established pursuant to Section 21.08(A).

2018 Short-Term Notes Rebate Requirement

“2018 Short-Term Notes Rebate Requirement” means the Rebate Requirement defined in the 2018 Short-Term Notes Tax Certificate.

2018 Short-Term Notes Tax Certificate

“2018 Short-Term Notes Tax Certificate” means the Tax Certificate delivered by the Commission in connection with the 2018 Short-Term Notes Tax Certificate, as the same may be amended or supplemented in accordance with its terms.

ARTICLE XVII

FINDINGS, DETERMINATIONS AND DIRECTIONS

SECTION 17.01 **Findings and Determinations.** The Commission hereby finds and determines that the 2018 Short-Term Notes shall be issued as Parity Debt under the Indenture pursuant to Section 3.03 thereof and upon the issuance of the 2018 Short-Term Notes, any and all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the issuance thereof, will exist, will have happened and will have been performed, in due time, form and manner, as required by the Constitution and statutes of the State.

The Commission hereby further finds and determines that the principal of the 2018 Short-Term Notes shall be treated as Excluded Principal Payments for purposes of the Indenture and the Bond Indenture.

SECTION 17.02 **Recital in Notes.** There shall be included in each of the definitive 2018 Short-Term Notes, and also in each of the temporary 2018 Short-Term Notes, if any are issued, a certification and recital that any and all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by that 2018 Short-Term Note, and in the issuing of that 2018 Short-Term Note, exist, have happened and have been performed in due time, form and manner, as required by the Constitution and statutes of the State and the Law, and that said 2018 Short-Term Note, together with all other indebtedness of the Commission payable out of Revenues, is within every debt and other limit prescribed by the Constitution and statutes of the State and the Law, and that such certification and recital shall be in such form as is set forth in the form of the 2018 Short-Term Note attached hereto as Exhibit A.

SECTION 17.03 **Effect of Findings and Recital.** From and after the issuance of the 2018 Short-Term Notes, the findings and determinations herein shall be conclusive evidence of the existence of the facts so found and determined in any action or proceeding in any court in which the validity of the 2018 Short-Term Notes is at issue.

ARTICLE XVIII

AUTHORIZATION OF 2018 SHORT-TERM NOTES

SECTION 18.01 **Principal Amount, Designation and Series.** Pursuant to the provisions of the Indenture and the provisions of the Law, the 2018 Short-Term Notes are hereby authorized in the aggregate principal amount of \$[_____], issued as Parity Debt entitled to the benefit, protection and security of such provisions. Such 2018 Short-Term Notes shall be designated as, and shall be distinguished from the Notes and Parity Debt of all other series by the title, "San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A."

SECTION 18.02 **Purpose and Application of Proceeds.** The 2018 Short-Term Notes are issued for the purpose of providing funds to (i) finance or refinance certain costs of the Mid-Coast Project, (ii) refund a portion of the outstanding Series B Notes, and (iii) pay for the Costs of Issuance.

The net proceeds from the sale of the 2018 Short-Term Notes in the amount of \$[_____] shall be received by the Trustee, and the Trustee shall deposit or transfer such funds as follows:

- (a) \$[_____] of such proceeds shall be deposited in the 2018 Short-Term Notes Project Fund;
- (b) \$[_____] of such proceeds shall be deposited in the 2018 Short-Term Notes Costs of Issuance Fund; and
- (c) \$[_____] of such proceeds shall be deposited in the Series B Notes Principal Fund and applied to retire a portion of the outstanding Series B Notes.

SECTION 18.03 **Form, Denomination, Numbers and Letters; Book Entry.** The 2018 Short-Term Notes shall be issued as fully registered notes without coupons in book-entry form and in Authorized Denominations and shall be numbered from one upward in consecutive numerical order preceded by the letter "R" prefixed to the number. The 2018 Short-Term Notes and the certificate of authentication shall be substantially in the form attached hereto as Exhibit A, which form is hereby approved and adopted as the form of the 2018 Short-Term Notes and as the form of the certificate of authentication as such form shall be completed based on the terms of the 2018 Short-Term Notes set forth herein. The 2018 Short-Term Notes shall be executed in the name and on behalf of the Commission by the facsimile or manual signature of the Chairperson of the Commission and attested by the facsimile or manual signature of the Director of Finance of the Commission. The 2018 Short-Term Notes shall then be delivered to the Trustee for authentication by the Trustee. In case any of the officers who shall have signed or attested any of the 2018 Short-Term Notes shall cease to be such officer or officers of the Commission before the 2018 Short-Term Notes so signed or attested shall have been authenticated or delivered by the Trustee or issued by the Commission, such 2018 Short-Term Notes may nevertheless be authenticated, delivered and issued and, upon such authentication, delivery and issue, shall be as

binding upon the Commission as though those who signed and attested the same had continued to be such officers of the Commission, and also any 2018 Short-Term Note may be signed and attested on behalf of the Commission by such persons as at the actual date of execution of such 2018 Short-Term Note shall be the proper officers of the Commission although at the nominal date of such 2018 Short-Term Note any such person shall not have been such officer of the Commission. Only such of the 2018 Short-Term Notes as shall bear thereon a certificate of authentication substantially in the form required in Exhibit A attached hereto, manually executed by the Trustee, shall be valid or obligatory for any purpose or entitled to the benefits of this Indenture, and such certificate of authentication when manually executed by the Trustee shall be conclusive evidence that the 2018 Short-Term Notes so authenticated have been duly executed, authenticated and delivered hereunder and are entitled to the benefits of this Indenture.

The 2018 Short-Term Notes shall be initially registered in the name of “Cede & Co.,” as nominee of the Depository and shall be evidenced by one note certificate. Registered ownership of the 2018 Short-Term Notes, or any portion thereof, may not thereafter be transferred except as set forth in Section 18.15, or in the event the use of the Depository is discontinued, in accordance with the provisions set forth in Section 18.06.

SECTION 18.04 Date, Maturity and Interest Rate. The 2018 Short-Term Notes shall be dated their Issue Date. The 2018 Short-Term Notes shall be issued in the aggregate principal amount of \$[] and shall mature and be payable on the Maturity Date. The 2018 Short-Term Notes in the respective principal amounts set forth below shall bear interest at the following rate per annum:

<u>Maturity Date</u> <u>(April 1)</u>	<u>Principal</u> <u>Amount</u>	<u>Interest Rate</u>	<u>CUSIP No.</u>

Interest on each 2018 Short-Term Note shall be payable on each Interest Payment Date for such 2018 Short-Term Note until the principal sum of such 2018 Short-Term Note has been paid; provided, however, that if at the Maturity Date any 2018 Short-Term Note funds are available for the payment or redemption thereof, in full accordance with terms of the Indenture, such 2018 Short-Term Note shall then cease to bear interest.

Each 2018 Short-Term Note shall bear interest from the latest of: (i) its Issue Date; (ii) the most recent Interest Payment Date to which interest has been paid thereon or duly provided for, or (iii) if the date of authentication of such 2018 Short-Term Note is after a Record Date but prior to the immediately succeeding Interest Payment Date, the Interest Payment Date immediately succeeding such date of authentication.

Each 2018 Short-Term Note shall be payable as provided in Section 18.15 or, in the event the use of the Depository is discontinued, the principal of each 2018 Short-Term Note shall be payable in lawful money of the United States of America upon surrender thereof at the Corporate Trust Office of the Trustee, and the interest on each 2018 Short-Term Note shall be payable in lawful money of the United States of America by the Trustee to the Holder thereof as of the close

of business on the Record Date, such interest to be paid by the Trustee to such Holder in immediately available funds (by wire transfer or by deposit to the account of the Holder if such account is maintained with the Trustee), according to the instructions given by such Holder to the Trustee or, in the event no such instructions have been given, by check mailed on the Interest Payment Date by first class mail to the Holder at such Holder's address as it appears as of the Record Date on the bond registration books kept by the Trustee.

Each 2018 Short-Term Note shall bear interest as provided herein from and including the Issue Date to but excluding the date of payment in full of such 2018 Short-Term Note, such interest to be computed on the basis of a 360-day year of twelve (12) 30-day months. Interest shall accrue on the 2018 Short-Term Notes from one Interest Payment Date to, but not including, the next Interest Payment Date.

SECTION 18.05 **Optional Redemption.**

(a) The 2018 Short-Term Notes shall be subject to redemption in whole or in part, at the option of the Commission, from any source of available funds, on any date on or after [____ 1, 20__], at a redemption price equal to the principal amount thereof to be redeemed, plus accrued interest thereon, if any, to the date fixed for redemption, without premium.

(b) Any optional redemption of 2018 Short-Term Notes and notice thereof shall be conditional and if any condition stated in the notice of redemption shall not have been satisfied on or prior to the redemption date, said notice shall be of no force and effect and the Commission shall not be required to redeem the 2018 Short-Term Notes thereby called for redemption, such 2018 Short-Term Notes shall not become due and payable, and the redemption shall be cancelled and the Trustee shall within a reasonable time thereafter give notice, to the persons and in the manner in which the notice of redemption was given, that such condition or conditions were not met and that the redemption was cancelled. In addition, the Commission may, at its option, on or prior to the date fixed for optional redemption in any notice of redemption of the 2018 Short-Term Notes, rescind and cancel such notice of redemption by Written Request of the Commission to the Trustee, and any optional redemption of 2018 Short-Term Notes and notice thereof shall be rescinded and cancelled and the Trustee shall mail notice of such cancellation to the recipients of the notice of redemption being cancelled. Any optional redemption of 2018 Short-Term Notes and notice thereof shall be rescinded and cancelled if for any reason on the date fixed for optional redemption moneys are not available in the 2018 Short-Term Notes Interest Fund and the 2018 Short-Term Notes Principal Fund or otherwise held in trust for such purpose in an amount sufficient to pay in full on said date the principal of, interest, and any premium due on the 2018 Short-Term Notes called for optional redemption and such failure to optionally redeem the 2018 Short-Term Notes called for redemption shall not be a default hereunder.

SECTION 18.06 **Selection of Notes for Redemption.** If less than all of the 2018 Short-Term Notes are to be redeemed on any one date, the Trustee shall select the 2018 Short-Term Notes to be redeemed from all 2018 Short-Term Notes or such given portion thereof

not previously called for redemption by lot in any manner that the Trustee in its sole discretion shall deem appropriate and fair. For purposes of such selection, the 2018 Short-Term Notes shall be deemed to be composed of multiples of minimum Authorized Denominations and any such multiple may be separately redeemed.

SECTION 18.07 **Notice of Redemption.** Notice of redemption shall be mailed to the respective registered Holders of any 2018 Short-Term Notes designated for redemption, at their addresses on the registration books maintained by the Trustee, and to the Electronic Municipal Market Access system of the Municipal Securities Rulemaking Board, not less than twenty (20) days nor more than sixty (60) days before such redemption date. Each notice of redemption shall state the redemption date, the place or places of redemption, if less than all of the 2018 Short-Term Notes are to be redeemed, the distinctive number of the 2018 Short-Term Notes to be redeemed, and in the case of 2018 Short-Term Notes to be redeemed in part only, the respective portions of the principal amount thereof to be redeemed. Each such notice shall also state that on said date there will become due and payable on each of said 2018 Short-Term Notes the principal thereof or of said specified portion of the principal thereof in the case of a 2018 Short-Term Note to be redeemed in part only, and that from and after such redemption date interest thereon shall cease to accrue, and shall require that such 2018 Short-Term Notes be then surrendered. Each notice relating to an optional redemption will further state that such optional redemption may be rescinded by the Commission on or prior to the date set for redemption. The Trustee shall send any notice of cancellation of an optional redemption in the same manner as it sent the related notice of redemption. Neither failure to receive such notice nor any defect therein shall affect the sufficiency of such redemption.

SECTION 18.08 **Partial Redemption of Notes.** Upon surrender of any 2018 Short-Term Note redeemed in part only, the Commission shall execute and the Trustee as authenticating agent shall authenticate and deliver to the Owner thereof, at the expense of the Commission, a new 2018 Short-Term Note or 2018 Short-Term Notes of Authorized Denominations equal in aggregate principal amount to the unredeemed portion of the 2018 Short-Term Note surrendered.

SECTION 18.09 **Effect of Redemption.** Notice of redemption having been duly given as aforesaid, and moneys for payment of the redemption price of, together with interest accrued to the date fixed for redemption on, the 2018 Short-Term Notes (or portions thereof) so called for redemption being held by the Trustee, on the redemption date designated in such notice, the 2018 Short-Term Notes (or portions thereof) so called for redemption shall become due and payable, interest on the 2018 Short-Term Notes so called for redemption shall cease to accrue, said 2018 Short-Term Notes (or portions thereof) shall cease to be entitled to any benefit or security under this Indenture, and the Holders of said 2018 Short-Term Notes shall have no rights in respect thereof, except to receive payment of said principal and interest accrued to the date fixed for redemption from such moneys held by the Trustee for such purpose, and such moneys shall be pledged to such payment.]

SECTION 18.10 **Transfer of 2018 Short-Term Notes.** Any 2018 Short-Term Note may, in accordance with its terms, be transferred, upon the register required to be kept pursuant to the provisions of Section 18.08, by the person in whose name it is registered, in person

or by his duly authorized attorney, upon surrender of such 2018 Short-Term Note for cancellation, accompanied by delivery of a written instrument of transfer, duly executed in a form acceptable to the Trustee.

Whenever any 2018 Short-Term Note or 2018 Short-Term Notes shall be surrendered for transfer, the Commission shall execute and the Trustee shall authenticate and deliver a new 2018 Short-Term Note or 2018 Short-Term Notes, of the same tenor and interest rate and a like aggregate principal amount; provided that, no registration of transfer may occur during the period established by the Trustee for selection of 2018 Short-Term Notes for redemption, or of any 2018 Short-Term Note or portion of a 2018 Short-Term Note so selected for redemption. The Trustee shall require the Holder requesting such transfer to pay any tax or other governmental charge required to be paid with respect to such transfer.

SECTION 18.11 **Exchange of 2018 Short-Term Notes.** 2018 Short-Term Notes may be exchanged at the Corporate Trust Office of the Trustee for a like aggregate principal amount of 2018 Short-Term Notes of other authorized denominations of the same tenor and interest rate; provided that, unless otherwise provided in any Supplemental Indenture, no exchange may occur during the period established by the Trustee for selection of 2018 Short-Term for redemption, or of any 2018 Short-Term Note or portion of a 2018 Short-Term Note so selected for redemption. The Trustee shall require the Noteholder requesting such exchange to pay any tax or other governmental charge required to be paid with respect to such exchange.

SECTION 18.12 **2018 Short-Term Notes Register.** The Trustee will keep or cause to be kept, at its Corporate Trust Office sufficient books for the registration and transfer of 2018 Short-Term Notes, which shall at all times be open to inspection during normal business hours by the Commission upon reasonable prior notice; and, upon presentation for such purpose, the Trustee shall, under such reasonable regulations as it may prescribe, register or transfer or cause to be registered or transferred, on such books, 2018 Short-Term Notes as hereinbefore provided.

SECTION 18.13 **Temporary 2018 Short-Term Notes.** The 2018 Short-Term Notes may be issued in temporary form exchangeable for definitive 2018 Short-Term Notes when ready for delivery. Any temporary 2018 Short-Term Notes may be printed, lithographed or typewritten, shall be of such denomination as may be determined by the Commission, shall be in registered form and may contain such reference to any of the provisions of this Indenture as may be appropriate. A temporary 2018 Short-Term Note may be in the form of a single 2018 Short-Term Note payable in installments, each on the date, in the amount and at the rate of interest established for the 2018 Short-Term Notes. Every temporary 2018 Short-Term Note shall be executed by the Commission and authenticated by the Trustee upon the same conditions and in substantially the same manner as the definitive 2018 Short-Term Notes. If the Commission issues temporary 2018 Short-Term Notes, the Commission will execute and deliver definitive 2018 Short-Term Notes as promptly thereafter as practicable, and thereupon the temporary 2018 Short-Term Notes may be surrendered, for cancellation, in exchange therefor at the Corporate Trust Office of the Trustee and the Trustee shall authenticate and deliver in exchange for such temporary 2018 Short-Term Notes an equal aggregate principal amount of definitive 2018 Short-Term Notes of authorized denominations of the same tenor. Until so exchanged, the temporary 2018 Short-

Term Notes shall be entitled to the same benefits under this Indenture as definitive 2018 Short-Term Notes authenticated and delivered hereunder.

SECTION 18.14 2018 Short-Term Notes Mutilated; Lost; Destroyed or Stolen. If any 2018 Short-Term Note shall become mutilated, the Commission, at the expense of the Holder of said 2018 Short-Term Note, shall execute, and the Trustee shall thereupon authenticate and deliver, a new 2018 Short-Term Note of like tenor and interest rate in exchange and substitution for the 2018 Short-Term Note so mutilated, but only upon surrender to the Trustee of the 2018 Short-Term Note so mutilated. Every mutilated 2018 Short-Term Note so surrendered to the Trustee shall be canceled by the Trustee and delivered to, or upon the Order of, the Commission. If any 2018 Short-Term Note shall be lost, destroyed or stolen, evidence of such loss, destruction or theft may be submitted to the Commission and to the Trustee and, if such evidence be satisfactory to both and indemnity satisfactory to both shall be given, the Commission, at the expense of the Holder, shall execute, and the Trustee shall thereupon authenticate and deliver, a new 2018 Short-Term Note of like tenor and interest rate in lieu of and in substitution for the 2018 Short-Term Note so lost, destroyed or stolen (or if any such 2018 Short-Term Note shall have matured or shall have been called for redemption, instead of issuing a substitute 2018 Short-Term Note, the Trustee may pay the same without surrender thereof upon receipt of the aforementioned indemnity). The Commission may require payment of a sum not exceeding the actual cost of preparing each new 2018 Short-Term Note issued under this Section and of the expenses which may be incurred by the Commission and the Trustee in the premises. Any 2018 Short-Term Note issued under the provisions of this Section in lieu of any 2018 Short-Term Note alleged to be lost, destroyed or stolen shall constitute an original additional contractual obligation on the part of the Commission whether or not the 2018 Short-Term Note so alleged to be lost, destroyed or stolen be at any time enforceable by anyone, and shall be entitled to the benefits of this Indenture with all other Notes and Parity Debt secured by this Indenture. Neither the Commission nor the Trustee shall be required to treat both the original 2018 Short-Term Note and any replacement 2018 Short-Term Note as being Outstanding for the purpose of determining the principal amount of 2018 Short-Term Notes which may be issued hereunder or for the purpose of determining any percentage of 2018 Short-Term Notes Outstanding hereunder, but both the original and replacement 2018 Short-Term Note shall be treated as one and the same.

SECTION 18.15 Use of Depository. Notwithstanding any provision of this Indenture to the contrary:

(a) The 2018 Short-Term Notes shall be delivered and registered as provided in Section 18.03. Registered ownership of the 2018 Short-Term Notes, or any portion thereof, may not thereafter be transferred except:

(i) To any successor of the Depository or its nominee, or to any substitute depository designated pursuant to clause (ii) of this subsection (a) (each, a “substitute depository”); provided that any successor of the Depository or substitute depository shall be qualified under any applicable laws to provide the service proposed to be provided by it;

(ii) To any substitute depository designated by the Commission upon (a) the resignation of the Depository or its successor (or any substitute depository or its successor) from its functions as depository or (b) a determination by the Commission that the Depository or its successor (or any substitute depository or its successor) is no longer able to carry out its functions as depository; provided that any such substitute depository shall be qualified under any applicable laws to provide the services proposed to be provided by it; or

(iii) To any Person as provided below, upon (a) the resignation of the Depository or its successor (or substitute depository or its successor) from its functions as depository; provided that no substitute depository can be obtained or (b) a determination by the Commission that it is in the best interests of the Commission to remove the Depository or its successor (or any substitute depository or its successor) from its functions as depository.

(b) In the case of any transfer pursuant to clause (i) or clause (ii) of subsection (a) above, upon receipt of the 2018 Short-Term Notes by the Trustee, together with a Statement of the Commission to the Trustee, a single new 2018 Short-Term Note for each 2018 Short-Term Note then Outstanding shall be executed and delivered in the aggregate principal amount of the 2018 Short-Term Notes then Outstanding, registered in the name of such successor or such substitute depository, or their nominees, as the case may be, all as specified in such Statement of the Commission. In the case of any transfer pursuant to clause (iii) of subsection (a) hereof, upon receipt of the Outstanding 2018 Short-Term Notes by the Trustee together with the Statement of the Commission to the Trustee, new 2018 Short-Term Notes shall be authorized and prepared by the Commission and authenticated and delivered by the Trustee in such authorized denominations and registered in the names of such Persons as are requested in such a Statement of the Commission, numbered in such manner as the Trustee shall determine, subject to the limitations of Section 18.03.

(c) In the case of partial redemption or an advance refunding of any 2018 Short-Term Notes evidencing all or a portion of such amount Outstanding, the Depository shall make an appropriate notation on such 2018 Short-Term Notes indicating the date and amounts of such reduction in principal, in form acceptable to the Trustee.

(d) The Commission and the Trustee shall be entitled to treat the Person in whose name any 2018 Short-Term Note is registered as the Holder thereof for all purposes of the Indenture and any applicable laws, notwithstanding any notice to the contrary received by the Trustee or the Commission; and the Commission and the Trustee shall have no responsibility for transmitting payments to, communicating with, notifying or otherwise dealing with any Beneficial Owners of the 2018 Short-Term Notes. Neither the Commission nor the Trustee will have any responsibility or obligations, legal or otherwise, to the Beneficial Owners or to any other party including the Depository or its successor (or substitute depository or its successor), except for the Holder of any 2018 Short-Term Note.

So long as the Outstanding 2018 Short-Term Notes are registered in the name of Cede & Co. or its registered assign, the Commission and the Trustee shall cooperate with Cede & Co., as sole

registered Holder, and its registered assigns in effecting payment of the principal of, redemption premium, if any, purchase price and interest on the 2018 Short-Term Notes by arranging for payment in such manner that funds for such payments are properly identified and are made immediately available on the date they are due.

ARTICLE XIX

ESTABLISHMENT OF FUNDS AND ACCOUNTS AND APPLICATION THEREOF

SECTION 19.01 **Funds and Accounts.** The following funds and accounts are hereby established in connection with the 2018 Short-Term Notes:

(a) To ensure the proper application of such portion of proceeds from the sale of the 2018 Short-Term Notes to be applied to pay the costs of the Mid-Coast Project, there is hereby established the 2018 Short-Term Notes Project Fund, such fund to be held by the Trustee.

(b) To ensure the proper application of such portion of proceeds from the sale of the 2018 Short-Term Notes to be applied to pay the Costs of Issuance of the 2018 Short-Term Notes, there is hereby established the 2018 Short-Term Notes Costs of Issuance Fund, such fund to be held by the Trustee.

SECTION 19.02 **2018 Short-Term Notes Project Fund.** The monies set aside and placed in the 2018 Short-Term Notes Project Fund from the proceeds of the 2018 Short-Term Notes, and any other moneys deposited in the 2018 Short-Term Notes Project Fund by the Commission, shall remain therein until from time to time expended for the purpose of paying the costs of the Mid-Coast Project. The Trustee shall invest amounts on deposit in the 2018 Short-Term Notes Project Fund in Investment Securities pursuant to the written direction of the Commission. All investment earnings on funds held in the 2018 Short-Term Notes Project Fund shall be deposited in the 2018 Short-Term Notes Project Fund unless the Commission instructs the Trustee to deposit such investment earnings in the Rebate Fund.

(a) Before any payment from the 2018 Short-Term Notes Project Fund shall be made by the Trustee, the Commission shall file or cause to be filed with the Trustee a Requisition of the Commission, such Requisition to be signed by an Authorized Representative and to include: (i) the item number of such payment; (ii) the name and address of the person to whom each such payment is due, which may be the Commission in the case of reimbursement for costs theretofore paid by the Commission; (iii) the respective amounts to be paid; (iv) the purpose by general classification for which each obligation to be paid was incurred; (v) that obligations in the stated amounts have been incurred by the Commission or a constituent thereof and are presently due and payable and that each item thereof is a proper charge against the 2018 Short-Term Notes Project Fund and has not been previously paid from said fund; and (vi) that there has not been filed with or served upon the Commission notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the amounts payable to any of the persons named in such Requisition, which has not been released or will not be released simultaneously with the payment of such obligation, other than materialmen's or

mechanics' liens accruing by mere operation of law. Each such Requisition of the Commission shall be sufficient evidence to the Trustee of the facts stated therein and the Trustee shall have no duty to confirm the accuracy of such facts.

(b) When the Commission determines that the portion of the Project to be financed with the proceeds of the 2018 Short-Term Notes has been completed, a Certificate of the Commission shall be delivered to the Trustee by the Commission stating (i) the fact and date of such completion, (ii) that all of the costs thereof have been determined and paid (or that all of such costs have been paid less specified claims which are subject to dispute and for which a retention in the 2018 Short-Term Notes Project Fund is to be maintained in the full amount of such claims until such dispute is resolved) and (iii) that the Trustee is to transfer the remaining balance in the 2018 Short-Term Notes Project Fund to the Revenue Fund or, if so directed by the Commission, to the Rebate Fund.

SECTION 19.03 2018 Short-Term Notes Costs of Issuance Fund. The monies set aside and placed in the 2018 Short-Term Notes Costs of Issuance Fund shall be expended for the purpose of paying the Costs of Issuance of the 2018 Short-Term Notes. Before any payment from the 2018 Short-Term Notes Costs of Issuance Fund shall be made by the Trustee, the Commission shall file or cause to be filed with the Trustee a Requisition of the Commission, such Requisition to be signed by an Authorized Representative and to include: (i) the item number of such payment; (ii) the name and address of the person to whom each such payment is due, which may be the Commission in the case of reimbursement for costs theretofore paid by the Commission; (iii) the respective amounts to be paid; (iv) the purpose by general classification for which each obligation to be paid was incurred; and (v) that obligations in the stated amounts have been incurred by the Commission and are presently due and payable and that each item thereof is a proper charge against the 2018 Short-Term Notes Costs of Issuance Fund and has not been previously paid from said fund. Each such Requisition of the Commission shall be sufficient evidence to the Trustee of the facts stated therein and the Trustee shall have no duty to confirm the accuracy of such facts. On October 1, 2018 any remaining amounts in the 2018 Short-Term Notes Costs of Issuance Fund shall be transferred to the 2018 Short-Term Notes Project Fund and the 2018 Short-Term Notes Costs of Issuance Fund shall be closed.

ARTICLE XX

REVENUES

SECTION 20.01 Pledge of Revenues; Revenue Fund. In accordance with Section 5.01 of the Indenture, the 2018 Short-Term Notes are limited obligations of the Commission and are payable as to both principal and interest exclusively from the Revenues and other funds pledged under the Indenture. The Commission hereby ratifies and confirms the pledge of the Indenture of all Revenues to secure the payment of the principal of and interest on the Notes and any Parity Debt, including the 2018 Short-Term Notes, in accordance with their terms, subject only to the provisions of the Indenture permitting the application thereof for the purposes and on the terms and conditions set forth therein. The Commission hereby further pledges to secure the payment of the principal of and interest on the 2018 Short-Term Notes, all amounts (including proceeds of the 2018 Short-Term Notes) held by the Trustee hereunder (except for amounts held

in the 2018 Short-Term Notes Rebate Fund), subject only to the provisions of this Indenture permitting the application thereof for the purposes and on the terms and conditions set forth herein. Said pledge constitutes a first lien on the Revenues and amounts in such funds and shall be immediately valid and binding without any physical delivery thereof or further act.

In accordance with Section 5.01 of the Indenture, the Commission hereby further ratifies and confirms the pledge of Revenues to the payment of Notes and Parity Debt, including, without limitation, the 2018 Short-Term Notes and all amounts owed to each Bank pursuant to a Support Agreement, without priority or distinction of one over the other, and the Revenues constitute a trust fund for the security and payment of the Notes and Parity Debt, including, without limitation, the 2018 Short-Term Notes and all amounts owed to each Bank pursuant to a Support Agreement; but nevertheless out of Revenues certain amounts may be applied for other purposes as provided in this Indenture.

Out of Revenues there shall be applied as set forth in the Indenture all sums required for the payment of the principal of and interest on the Notes and all Parity Debt, including without limitation the 2018 Short-Term Notes, together with any sinking fund payments of Parity Debt and reserve fund requirements with respect thereto. The pledge of Revenues in this Indenture made shall be irrevocable until all of the Notes and all Parity Debt, including the 2018 Short-Term Notes, are no longer outstanding.

SECTION 20.02 **Allocation of Sales Tax Revenues.**

(a) In accordance with Section 5.02 of the Indenture, so long as any 2018 Short-Term Notes are Outstanding and all other amounts payable hereunder remain unpaid, the Trustee shall set aside in each month following receipt of the Sales Tax Revenues the moneys in the Revenue Fund in the following respective funds (each of which the Trustee shall establish, maintain and hold in trust for the benefit of the Holders of the 2018 Short-Term Notes) in the following amounts, in the following order of priority, the requirements of each such fund (including the making up of any deficiencies in any such fund resulting from lack of Revenues sufficient to make any earlier required deposit) at the time of deposit to be satisfied before any deposit is made to any fund subsequent in priority; provided that on a parity with such deposits the Trustee may set aside or transfer amounts with respect to any outstanding Notes and Parity Debt as provided in the Indenture and the proceedings for such Parity Debt delivered to the Trustee pursuant to Section 3.03 of the Indenture (which shall be proportionate in the event such amounts are insufficient to provide for all deposits required as of any date to be made with respect to the 2018 Short-Term Notes and such Notes and Parity Debt):

(i) **2018 Short-Term Notes Interest Fund.** Following receipt of the Sales Tax Revenues in each month, the Trustee shall set aside in the 2018 Short-Term Notes Interest Fund as soon as practicable in such month an amount equal to one-sixth of the aggregate half-yearly amount of interest becoming due and payable on the 2018 Short-Term Notes during the next ensuing six (6) months (excluding any interest for which there are moneys deposited in the 2018 Short-Term Notes Interest Fund from the proceeds of the 2018 Short-Term Notes or other source and reserved as capitalized interest to pay such interest during

said next ensuing six (6) months), until the requisite half-yearly amount of interest on all such 2018 Short-Term Notes is on deposit in such fund; provided that from the date of delivery of the 2018 Short-Term Notes until the first Interest Payment Date with respect to such 2018 Short-Term Notes the amounts set aside in such fund with respect to such 2018 Short-Term Notes shall be sufficient on a monthly pro rata basis to pay the aggregate amount of interest becoming due and payable on said Interest Payment Date. No deposit need be made into the 2018 Short-Term Notes Interest Fund if the amount contained therein is at least equal to the interest to become due and payable on the Interest Payment Date falling within the next six (6) months upon the 2018 Short-Term Notes then Outstanding and on April 1 of each year any excess amounts in the 2018 Short-Term Notes Interest Fund not needed to pay interest on such date shall be transferred to the Commission (but excluding, in each case, any moneys on deposit in the 2018 Short-Term Notes Interest Fund to pay interest on any future Interest Payment Dates following such Interest Payment Dates).

(ii) 2018 Short-Term Notes Principal Fund. Following receipt of the Sales Tax Revenues in each month, the Trustee shall deposit in the 2018 Short-Term Notes Principal Fund as soon as practicable in such month an amount equal to at least one-twelfth of the aggregate yearly amount of principal payments becoming due and payable on the 2018 Short-Term Notes having annual maturity dates within the next twelve (12) months; provided that if the Commission certifies to the Trustee that any principal payments are expected to be refunded, or constitute Excluded Principal Payments to be paid from sources of funds other than Revenues, on or prior to their respective due dates, no amounts need be set aside towards such principal to be so refunded or paid.

No deposit need be made into the 2018 Short-Term Notes Principal Fund so long as there shall be in such fund (i) moneys sufficient to pay the principal payments of the 2018 Short-Term Notes issued hereunder and then Outstanding and maturing by their terms within the next twelve (12) months; provided that if the Commission certifies to the Trustee that any principal payments are expected to be refunded, or constitute Excluded Principal Payments to be paid from sources of funds other than Revenues, on or prior to their respective due dates, no amounts need be on deposit with respect to such principal payments. At the beginning of each Fiscal Year and in any event not later than April 1 of each year, the Trustee shall request from the Commission a Certificate of the Commission setting forth the principal payments for which deposits will not be necessary pursuant to the preceding sentence and the reason therefor. On April 1 of each year or as soon as practicable thereafter any excess amounts in the 2018 Short-Term Notes Principal Fund not needed to pay principal on such date shall be transferred to the Commission.

(b) If five (5) days prior to any Interest Payment Date the amounts on deposit in the 2018 Short-Term Notes Interest Fund with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee shall immediately notify the Commission, in writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission hereby covenants and agrees to transfer to the Trustee from

any Revenues in its possession the amount of such deficiency on or prior to the Interest Payment Date referenced in such notice.

(c) If forty-five (45) days prior to any principal payment date the amounts on deposit in the 2018 Short-Term Notes Principal Fund with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee shall immediately notify the Commission, in writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission hereby covenants and agrees to transfer to the Trustee from any Revenues in its possession the amount of such deficiency on or prior to the principal payment date referenced in such notice.

ARTICLE XXI

COVENANTS OF THE COMMISSION

SECTION 21.01 **Punctual Payment.** The Commission will punctually pay or cause to be paid the principal of and interest on all the 2018 Short-Term Notes, in strict conformity with the terms of the 2018 Short-Term Notes and of this Indenture, according to the true intent and meaning thereof, but in each case only out of Revenues as provided in this Indenture.

SECTION 21.02 **Extension of Payment of 2018 Short-Term Notes.** The Commission will not directly or indirectly extend or assent to the extension of the maturity of any of the 2018 Short-Term Notes or the time of payment of any 2018 Short-Term Notes or claims for interest by the purchase or funding of such 2018 Short-Term Notes or claims for interest or by any other arrangement and in case the maturity of any of the 2018 Short-Term Notes or the time of payment of any such claims for interest shall be extended, such 2018 Short-Term Notes or claims for interest shall not be entitled, in case of any default hereunder, to the benefits of this Indenture, except subject to the prior payment in full of the principal of all of the 2018 Short-Term Notes then Outstanding and of all claims for interest thereon which shall not have been so extended. Nothing in this Section shall be deemed to limit the right of the Commission to issue debt for the purpose of refunding any Outstanding 2018 Short-Term Notes, and such issuance shall not be deemed to constitute an extension of maturity of 2018 Short-Term Notes.

SECTION 21.03 **Waiver of Laws.** The Commission will not at any time insist upon or plead in any manner whatsoever, or claim or take the benefit or advantage of, any stay or extension law now or at any time hereafter in force that may affect the covenants and agreements contained in this Indenture or in the 2018 Short-Term Notes, and all benefit or advantage of any such law or laws is hereby expressly waived by the Commission to the extent permitted by law.

SECTION 21.04 **Further Assurances.** The Commission will make, execute and deliver any and all such instruments and assurances as may be reasonably necessary or proper to carry out the intention or to facilitate the performance of this Indenture and for the better

assuring and confirming unto the Owners of the 2018 Short-Term Notes of the rights and benefits provided in this Indenture.

SECTION 21.05 **Against Encumbrances.** The Commission will not create any pledge, lien or charge upon any of the Revenues having priority over or having parity with the lien of the 2018 Short-Term Notes except only as permitted in Section 3.06.

SECTION 21.06 **Accounting Records and Financial Statements.** A copy of the financial statements prepared in accordance with Section 6.06 of the Indenture will be furnished to any owner of 2018 Short-Term Notes upon written request to the Commission.

SECTION 21.07 **[Reserved].**

SECTION 21.08 **2018 Short-Term Notes Rebate Fund.**

(A) Upon receipt of funds to be applied to the 2018 Short-Term Notes Rebate Requirement, the Trustee shall establish and maintain a fund separate from any other fund established and maintained hereunder designated as the 2018 Short-Term Notes Rebate Fund. Within the 2018 Short-Term Notes Rebate Fund, the Trustee shall maintain such accounts as shall be necessary in order to comply with the terms and requirements of the 2018 Short-Term Notes Tax Certificate as directed in writing by the Commission. Subject to the transfer provisions provided in paragraph (C) below, all money at any time deposited in the 2018 Short-Term Notes Rebate Fund shall be held by the Trustee in trust, to the extent required to satisfy the 2018 Short-Term Notes Rebate Requirement, for payment to the federal government of the United States of America, and neither the Trustee nor any Holder nor any other Person shall have any rights in or claim to such money. All amounts deposited into or on deposit in the 2018 Short-Term Notes Rebate Fund shall be governed by this First Supplement and by the 2018 Short-Term Notes Tax Certificate. The Commission hereby covenants to comply with the directions contained in the 2018 Short-Term Notes Tax Certificate and the Trustee hereby covenants to comply with all written instructions of the Commission delivered to the Trustee pursuant to the 2018 Short-Term Notes Tax Certificate (which instructions shall state the actual amounts to be deposited in or withdrawn from the 2018 Short-Term Notes Rebate Fund and shall not require the Trustee to make any calculations with respect thereto). The Trustee shall be deemed conclusively to have complied with the provisions of this Section 21.08(A) if it follows such instructions of the Commission, and the Trustee shall have no liability or responsibility to enforce compliance by the Commission with the terms of the 2018 Short-Term Notes Tax Certificate nor to make computations in connection therewith.

(B) Pursuant to the 2018 Short-Term Notes Tax Certificate, an amount shall be deposited in the 2018 Short-Term Notes Rebate Fund by the Commission so that the balance of the amount on deposit thereto shall be equal to the 2018 Short-Term Notes Rebate Requirement. Computations of the 2018 Short-Term Notes Rebate Requirement shall be furnished by or on behalf of the Commission to the Trustee in accordance with the 2018 Short-Term Notes Tax Certificate.

(C) The Trustee shall invest all amounts held in the 2018 Short-Term Notes Rebate Fund, pursuant to written instructions of the Commission, in Investment Securities, subject to the restrictions set forth in the 2018 Short-Term Notes Tax Certificate. Money shall not be transferred from the 2018 Short-Term Notes Rebate Fund except as provided in paragraph (D) below.

(D) Upon receipt of Rebate Instructions, the Trustee shall remit part or all of the balances in the 2018 Short-Term Notes Rebate Fund to the United States of America, as so directed. In addition, if the Rebate Instructions so direct, the Trustee will deposit moneys into or transfer moneys out of the 2018 Short-Term Notes Rebate Fund from or into such accounts or funds as directed by the Rebate Instructions. Any funds remaining in the 2018 Short-Term Notes Rebate Fund after redemption and payment of all of the 2018 Short-Term Notes and payment and satisfaction of any 2018 Short-Term Notes Rebate Requirement applicable to such 2018 Short-Term Notes, shall be withdrawn and remitted to the Commission in accordance with a Request of the Commission.

(E) Notwithstanding any other provision of this First Supplement, including in particular Article XXIII hereof, the obligation to remit the 2018 Short-Term Notes Rebate Requirement applicable to the 2018 Short-Term Notes to the federal government of the United States of America and to comply with all other requirements of this Section and the 2018 Short-Term Notes Tax Certificate shall survive the defeasance or payment in full of the 2018 Short-Term Notes.

SECTION 21.09 Tax Covenants. The Commission covenants that it will not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest on the 2018 Short-Term Notes under Section 103 of the Code. The Commission will not directly or indirectly use or permit the use of any proceeds of the 2018 Short-Term Notes or any other funds of the Commission, or take or omit to take any action that would cause the 2018 Short-Term Notes to be “arbitrage bonds” within the meaning of Section 148(a) of the Code. To that end, the Commission will comply with all requirements of the 2018 Short-Term Notes Tax. In the event that at any time the Commission is of the opinion that for purposes of this Section 21.09 it is necessary to restrict or limit the yield on the investment of any moneys held by the Trustee under this First Supplement, the Commission shall so instruct the Trustee in writing, and the Trustee shall take such action as may be necessary in accordance with such instructions.

Without limiting the generality of the foregoing, the Commission agrees that there shall be paid from time to time all amounts required to be rebated to the federal government of the United States of America pursuant to Section 148(f) of the Code and any temporary, proposed or final Treasury Regulations as may be applicable to the 2018 Short-Term Notes from time to time. The Commission specifically covenants to pay or cause to be paid to the federal government of the United States of America the 2018 Short-Term Notes Rebate Requirement with respect to the 2018 Short-Term Notes at the times and in the amounts determined under and as described in the 2018 Short-Term Notes Tax Certificate.

Notwithstanding any provision of this Section 21.09, Section 21.08 and the 2018 Short-Term Notes Tax Certificate, if the Commission shall receive an Opinion of Bond Counsel to the

effect that any action required under this Section 21.09, Section 21.08 or the 2018 Short-Term Notes Tax Certificate is no longer required, or to the effect that some further action is required, to maintain the exclusion from gross income of the interest on the 2018 Short-Term Notes pursuant to Section 103 of the Code, the Commission and the Trustee may rely conclusively on such opinion in complying with the provisions hereof, and the covenants hereunder shall be deemed to be modified to that extent.

Notwithstanding any provisions of this First Supplement, including particularly Article XXIII, the covenants and obligations set forth in this Section 21.09 shall survive the defeasance of the 2018 Short-Term Notes.

ARTICLE XXII

EVENTS OF DEFAULT AND REMEDIES OF NOTEHOLDERS

SECTION 22.01 **Events of Default.** The following events shall be Events of Default:

- (a) any Event of Default as defined in Section 7.01 of the Indenture;
- (b) default in the due and punctual payment of the principal of any 2018 Short-Term Note when and as the same shall become due and payable, whether at maturity as therein expressed, by declaration or otherwise;
- (c) default in the due and punctual payment of any installment of interest on any 2018 Short-Term Note when and as such interest installment shall become due and payable;
- (d) if the Commission shall fail to observe or perform any covenant, condition, agreement or provision in this First Supplement on its part to be observed or performed, other than as referred to in subsection (b) or (c) of this Section, for a period of sixty (60) days after written notice, specifying such failure and requesting that it be remedied, has been given to the Commission by the Trustee; except that, if such failure can be remedied but not within such sixty (60) day period and if the Commission has taken all action reasonably possible to remedy such failure within such sixty (60) day period, such failure shall not become an Event of Default for so long as the Commission shall diligently proceed to remedy the same in accordance with and subject to any directions or limitations of time established by the Trustee;

SECTION 22.02 **Trustee to Represent Holders.** The Trustee is hereby irrevocably appointed (and the successive respective Owners of the 2018 Short-Term Notes, by taking and holding the same, shall be conclusively deemed to have so appointed the Trustee) as trustee and true and lawful attorney-in-fact of the Owners of the 2018 Short-Term Notes for the purpose of exercising and prosecuting on their behalf such rights and remedies as may be available to such Owners under the provisions of the 2018 Short-Term Notes, the Indenture, the Law and applicable provisions of any other law. Upon the occurrence and continuance of an Event of

Default or other occasion giving rise to a right in the Trustee to represent the Holders, the provisions of Section 7.04 of the Indenture shall govern, and all rights of action under this First Supplement or the 2018 Short-Term Notes or otherwise may be prosecuted and enforced by the Trustee as provided therein.

SECTION 22.03 **Holders' Direction of Proceedings.** Holders' may direct of the method of conducting all remedial proceedings taken by the Trustee hereunder as provided in Section 7.06 of the Indenture.

SECTION 22.04 **Limitation on Holders' Right to Sue.** No Owner of any 2018 Short-Term Note shall have the right to institute any suit, action or proceeding at law or in equity, for the protection or enforcement of any right or remedy under the Indenture, the Law or any other applicable law with respect to such 2018 Short-Term Note, except as provided in Section 7.07 of the Indenture.

SECTION 22.05 **Absolute Obligation of the Commission.** Nothing in this Section 22.05 or in any other provision of this First Supplement, or in the 2018 Short-Term Notes, contained shall affect or impair the obligation of the Commission, which is absolute and unconditional, to pay the principal of and interest on the 2018 Short-Term Notes to the respective Owners of the 2018 Short-Term Notes at their respective dates of maturity, but only out of the Revenues and other assets herein pledged therefor, or affect or impair the right of such Owners, which is also absolute and unconditional, to enforce such payment by virtue of the contract embodied in the 2018 Short-Term Notes.

SECTION 22.06 **Termination of Proceedings.** As provided in Section 7.09 of the Indenture, in case any proceedings taken by the Trustee or any one or more Holders on account of any Event of Default shall have been discontinued or abandoned for any reason or shall have been determined adversely to the Trustee or the Holders, then in every such case the Commission, the Trustee and the Holders, subject to any determination in such proceedings, shall be restored to their former positions and rights hereunder, severally and respectively, and all rights, remedies, powers and duties of the Commission, the Trustee and the Holders shall continue as though no such proceedings had been taken.

SECTION 22.07 **Remedies Not Exclusive.** No remedy herein conferred upon or reserved to the Trustee or to the Owners of the 2018 Short-Term Notes is intended to be exclusive of any other remedy or remedies, and each and every such remedy, to the extent permitted by law, shall be cumulative and in addition to any other remedy given hereunder or now or hereafter existing at law or in equity or otherwise.

SECTION 22.08 **No Waiver of Default.** No delay or omission of the Trustee or of any Owner of the 2018 Short-Term Notes to exercise any right or power arising upon the occurrence of any default shall impair any such right or power or shall be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by this First Supplement to the Trustee or to the Owners of the 2018 Short-Term Notes may be exercised from time to time and as often as may be deemed expedient.

ARTICLE XXIII

DEFEASANCE

SECTION 23.01 **Discharge of First Supplement.** The 2018 Short-Term Notes or a portion thereof may be paid by the Commission in any of the following ways:

- (a) by paying or causing to be paid the principal of and interest on such Outstanding 2018 Short-Term Notes, as and when they become due and payable;
- (b) by depositing with the Trustee, an escrow agent or other fiduciary, in trust, at or before maturity, money or securities in the necessary amount (as provided in Section 10.03 of the Indenture) to pay or redeem such Outstanding 2018 Short-Term Notes; or
- (c) by delivering to the Trustee, for cancellation by it, such Outstanding 2018 Short-Term Notes.

If the Commission shall pay all 2018 Short-Term Notes Outstanding and also pay or cause to be paid all other sums payable hereunder by the Commission, then and in that case, at the election of the Commission (evidenced by a Certificate of the Commission, filed with the Trustee, signifying the intention of the Commission to discharge all such indebtedness and this First Supplement), and notwithstanding that any 2018 Short-Term Notes shall not have been surrendered for payment, this First Supplement and the pledge of Sales Tax Revenues and other assets made under this First Supplement and all covenants, agreements and other obligations of the Commission under this First Supplement shall cease, terminate, become void and be completely discharged and satisfied. In such event, upon Request of the Commission, the Trustee shall cause an accounting for such period or periods as may be requested by the Commission to be prepared and filed with the Commission and shall execute and deliver to the Commission all such instruments as may be necessary or desirable to evidence such discharge and satisfaction, and the Trustee shall pay over, transfer, assign or deliver to the Commission all moneys or securities or other property held by it pursuant to this First Supplement which, as evidenced by a verification report, upon which the Trustee may conclusively rely, from an independent certified public accountant, a firm of independent certified public accountants or other independent consulting firm, are not required for the payment or redemption of 2018 Short-Term Notes not theretofore surrendered for such payment or redemption.

SECTION 23.02 **Discharge of Liability on 2018 Short-Term Notes.** All liability of the Commission in respect of any Outstanding 2018 Short-Term Note may cease, terminate and be completely discharged as provided in, and subject to the terms of, Section 10.02 of the Indenture.

SECTION 23.03 **Deposit of Money or Securities.** Whenever in the Indenture it is provided or permitted that there be deposited with or held in trust money or securities in the necessary amount to pay or redeem any 2018 Short-Term Notes, the money or securities so to be shall be deposited and held pursuant to the terms of Section 10.03 of the Indenture:

SECTION 23.04 **Payment of 2018 Short-Term Notes After Discharge of First Supplement.** Any moneys held by the Trustee in trust for the payment of the principal, Redemption Price, or interest on any 2018 Short-Term Note, including any interest earnings thereon, shall be held or transferred pursuant to the terms of Section 10.04 of the Indenture.

ARTICLE XXIV

MISCELLANEOUS

SECTION 24.01 **Best Efforts to Draw on TIFIA Loan Agreement, Issue Indenture Bonds or Obtain Other Financing.** Unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of Article XXIII of this First Supplement, the Commission hereby agrees to use its best efforts, on or before the Maturity Date, to draw on the TIFIA Loan Agreement or to the extent sufficient funds are not available or eligible thereunder to issue Indenture Bonds (as defined in the Bond Indenture) or Notes or Parity Debt, or to otherwise obtain financing, at any interest rate not to exceed the Maximum Interest Rate (as defined in the Bond Indenture) and subject to the terms of the Bond Indenture and this Indenture, in order to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on the Maturity Date. [The proceeds of such draw on the TIFIA Loan Agreement, Indenture Bonds or other financing are hereby pledged to pay the principal of the 2018 Short-Term Notes.] [SUBJECT TO TAX REVIEW.]

SECTION 24.02 **Terms of the 2018 Short-Term Notes Subject to the Indenture.** Except as in this First Supplement expressly provided, every term and condition contained in the Indenture shall apply to this First Supplement and to the 2018 Short-Term Notes with the same force and effect as if the same were herein set forth at length, with such omissions, variations and modifications thereof as may be appropriate to make the same conform to this First Supplement.

This First Supplement and all the terms and provisions herein contained shall form part of the Indenture as fully and with the same effect as if all such terms and provisions had been set forth in the Indenture. The Indenture is hereby ratified and confirmed and shall continue in full force and effect in accordance with the terms and provisions thereof, as supplemented and amended hereby.

SECTION 24.03 **Severability.** If any covenant, agreement or provision, or any portion thereof, contained in this First Supplement, or the application thereof to any person or circumstance, is held to be unconstitutional, invalid or unenforceable, the remainder of this First Supplement, and the application of any such covenant, agreement or provision, or portion thereof, to other Persons or circumstances, shall be deemed severable and shall not be affected thereby, and this First Supplement and the 2018 Short-Term Notes issued pursuant hereto shall remain valid, and the Holders of the 2018 Short-Term Notes shall retain all valid rights and benefits accorded to them under this Indenture, the Law, and the Constitution and statutes of the State.

SECTION 24.04 **Parties Interested Herein.** Nothing in this First Supplement expressed or implied is intended or shall be construed to confer upon, or to give to,

any person or entity, other than the Commission, the Trustee and the Holders of the 2018 Short-Term Notes, any right, remedy or claim under or by reason of this First Supplement or any covenant, condition or stipulation hereof; and all the covenants, stipulations, promises and agreements in this First Supplement contained by and on behalf of the Commission shall be for the sole and exclusive benefit of the Commission, the Trustee and the Holders of the 2018 Short-Term Notes.

SECTION 24.05 **Headings Not Binding**. The headings in this First Supplement are for convenience only and in no way define, limit or describe the scope or intent of any provisions or sections of this First Supplement.

SECTION 24.06 **Notice Addresses**. Except as otherwise provided herein, it shall be sufficient service or giving of notice, request, complaint, demand or other paper if the same shall be duly mailed by registered or certified mail, postage prepaid, or given by electronic means of communication, addressed to the Notice Address for the appropriate party or parties as provided in Exhibit B hereto. Any such entity by notice given hereunder may designate any different addresses to which subsequent notices, certificates or other communications shall be sent, but no notice directed to any one such entity shall be thereby required to be sent to more than two addresses.

SECTION 24.07 **Notices to Rating Agencies**. The Trustee shall provide notice to the rating agencies listed in Exhibit B hereto of the following events with respect to the 2018 Short-Term Notes:

- (1) Change in Trustee;
- (2) Amendments to the Indenture; and
- (3) Defeasance of any 2018 Short-Term Notes.

SECTION 24.08 **Indenture to Remain in Effect**. Save and except as amended and supplemented by this First Supplement, the Indenture shall remain in full force and effect.

SECTION 24.09 **Effective Date of First Supplement**. This First Supplement shall take effect upon its execution and delivery.

SECTION 24.10 **Execution in Counterparts**. This First Supplement may be executed in several counterparts, each of which shall be deemed an original, and all of which shall constitute but one and the same instrument.

IN WITNESS WHEREOF, the parties hereto have executed this First Supplement to the Subordinate Indenture by their officers thereunto duly authorized as of the day and year first written above.

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

Chair of the Board of Directors

(Seal)

ATTEST:

Secretary

Approved as to Form:

By: _____
General Counsel

U.S. BANK NATIONAL ASSOCIATION,
as Trustee

By: _____
Authorized Officer

EXHIBIT A

FORM OF 2018 SHORT-TERM NOTE

No. R-_____ \$ _____

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE SHORT-TERM NOTE
(LIMITED TAX BOND)
2018 SERIES A**

<u>INTEREST RATE</u>	<u>MATURITY DATE</u>	<u>ISSUE DATE</u>	<u>CUSIP</u>
_____%	[April] 1, 20[____]	April [____], 2018	797400____

REGISTERED OWNER: CEDE & CO.

PRINCIPAL AMOUNT: _____ DOLLARS

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, a public entity duly organized and existing under the laws of the State of California (the "Commission"), for value received, hereby promises to pay (but solely from Revenues as hereinafter referred to) in lawful money of the United States of America, to the registered Holder or registered assigns, on the maturity date set forth above, unless redeemed prior thereto as hereinafter provided, the principal amount specified above, together with interest thereon from the Issue Date set forth above until the principal hereof shall have been paid, at the Interest Rate set forth above payable on each April 1 and October 1, commencing October 1, 2018 (each, an "Interest Payment Date"). The principal of and premium, if any, on this Bond are payable to the registered Holder hereof upon presentation and surrender of this Note at the Corporate Trust Office, in St. Paul, Minnesota or at such other Corporate Trust Office hereinafter designated for the presentation place of Bonds for payment, of U.S. Bank National Association, as trustee (together with any successor as trustee under the hereinafter defined Indenture, the "Trustee"). Interest on this Note shall be paid by check drawn upon the Trustee and mailed on the applicable Interest Payment Date to the registered Holder hereof as of the close of business on the Record Date at such registered Holder's address as it appears on the Bond Register. As used herein, "Record Date" means the fifteenth (15th) day (whether or not a Business Day) of the month preceding the month in which such Interest Payment Date occurs.

This Note is one of a duly authorized issue of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds) (the "Bonds" or "Notes") of the series and designation indicated above and is a Current Interest Bond. Said authorized issue of Notes is not limited in aggregate principal amount, except as otherwise provided in the Indenture (as hereinafter defined), and consists or may consist of one or more Series of varying denominations, dates, maturities, interest rates and other provisions, as in the Indenture provided, all issued or to be issued pursuant to the provisions of the San Diego County Regional Transportation Commission Act constituting Chapter 2 of Division 12.7 of the California Public Utilities Code (the "Act"), and Chapter 6 of Part 1 of Division 2 of Title 5 of the California

Government Code, as referenced in said Act (collectively, and together with the Act, the “Law”), and the Subordinate Indenture, as amended and supplemented, including by a First Supplement thereto, dated as of April 1, 2018 (the “Indenture”), between the Commission and the Trustee, authorizing the issuance of the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A (the “2018 Short-Term Notes”). Capitalized terms used herein and not otherwise defined shall have the meaning given such terms in the Indenture.

THIS BOND IS A LIMITED TAX BOND OBLIGATION OF THE COMMISSION PAYABLE SOLELY FROM REVENUES AS DEFINED AND PROVIDED IN THE INDENTURE AND CERTAIN OTHER FUNDS PLEDGED UNDER THE INDENTURE AND THE COMMISSION IS NOT OBLIGATED TO PAY THIS BOND EXCEPT FROM REVENUES AND THOSE CERTAIN OTHER FUNDS PLEDGED UNDER THE INDENTURE. THIS BOND DOES NOT CONSTITUTE A DEBT OR LIABILITY OF THE STATE OF CALIFORNIA (THE “STATE”) OR ANY POLITICAL SUBDIVISION OF THE STATE OTHER THAN THE COMMISSION, OR A PLEDGE OF THE FULL FAITH AND CREDIT OF THE STATE OR OF ANY POLITICAL SUBDIVISION OF THE STATE. THE CREDIT OR TAXING POWER (OTHER THAN AS DESCRIBED HEREIN) OF THE COMMISSION IS NOT PLEDGED, FOR THE PAYMENT OF THE BONDS, THEIR INTEREST, OR ANY PREMIUM DUE UPON REDEMPTION OF THE BONDS. THE BONDS ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY OF ITS INCOME OR RECEIPTS, EXCEPT THE REVENUES AND CERTAIN OTHER FUNDS PLEDGED UNDER THE INDENTURE.

Reference is hereby made to the Indenture and to the Law for a description of the terms on which the Notes (including the 2018 Short-Term Notes) are issued and to be issued, the provisions with regard to the nature and extent of the pledge of certain proceeds derived by the Commission from the retail transactions and use tax levied pursuant to the Law (as more particularly defined in the Indenture, the “Revenues”) and the rights of the registered owners of the Notes (including the 2018 Short-Term Notes); and all the terms of the Indenture and the Law are hereby incorporated herein and constitute a contract between the Commission and the registered owners from time to time of this Note, and to all the provisions thereof the registered owner of this Note, by such owners’ acceptance hereof, consents and agrees. Additional Notes may be issued, and indebtedness may be incurred, on a parity with the 2018 Short-Term Notes but only subject to the conditions and limitations contained in the Indenture.

The Notes (including the 2018 Short-Term Notes) and the interest thereon (to the extent set forth in the Indenture), together with any Parity Obligations heretofore or hereafter issued by the Commission, and the interest thereon, are payable from, and are secured by a charge and lien on the Revenues. All of the Notes (including the 2018 Short-Term Notes) and Parity Obligations are equally secured by a pledge of, and charge and lien upon, all of the Revenues, and the Revenues constitute a trust fund for the security and payment of the interest on and principal of the Notes (including the 2018 Short-Term Notes); but nevertheless out of Revenues certain amounts may be applied for other purposes as provided in the Indenture.

[The 2018 Short-Term Notes shall not be subject to redemption prior to their stated maturity.]

This Note is transferable or exchangeable for other authorized denominations by the registered owner hereof, in person or by its attorney duly authorized in writing, at the Corporate Trust Office of the Trustee, but only in the manner, subject to the limitations and upon payment of the charges provided in the Indenture, and upon surrender and cancellation of this Note. Upon such transfer a new fully registered Note or Notes without coupons, of authorized denomination or denominations, of the same Series, tenor and interest rate for the same aggregate principal amount will be issued to the transferee in exchange herefor.

The Commission, the Trustee and any paying agent may deem and treat the registered owner hereof as the absolute owner hereof for all purposes, and the Commission, the Trustee and any paying agent shall not be affected by any notice to the contrary.

The rights and obligations of the Commission and of the holders and registered owners of the Notes (including the 2018 Short-Term Notes) may be modified or amended at any time in the manner, to the extent, and upon the terms provided in the Indenture, which provide, in certain circumstances, for modifications and amendments without the consent of or notice to the registered owners of Notes (including the 2018 Short-Term Notes).

It is hereby certified and recited that any and all acts, conditions and things required to exist, to happen and to be performed, precedent to and in the incurring of the indebtedness evidenced by this Note, and in the issuing of this Note, do exist, have happened and have been performed in due time, form and manner, as required by the Constitution and statutes of the State of California, and that this Note, together with all other indebtedness of the Commission payable out of Revenues, is within every debt and other limit prescribed by the Constitution and the statutes of the State and the Law.

This Note shall not be entitled to any benefit under the Indenture, or become valid or obligatory for any purpose, until the certificate of authentication hereon endorsed shall have been manually signed by the Trustee.

IN WITNESS WHEREOF, SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION has caused this Note to be executed in its name and on its behalf by the manual or facsimile signature of its duly authorized representatives all as of the Issue Date set forth above.

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Chair of the Board of Directors

Attest:

Chief Deputy Executive Director

[FORM OF CERTIFICATE OF AUTHENTICATION]

This is one of the 2018 Short-Term Notes described in the within-mentioned Indenture and registered on the date set forth below.

Dated: _____.

U.S. BANK NATIONAL ASSOCIATION, as
Trustee

By: _____
Authorized Signatory

DRAFT

[FORM OF ASSIGNMENT]

FOR VALUE RECEIVED, the undersigned hereby sells, assigns and transfers unto

(Please Print or Type Name and Address of Assignee)

PLEASE INSERT SOCIAL SECURITY OR OTHER
TAX IDENTIFICATION NUMBER OF ASSIGNEE

the within Note and all rights thereunder, and hereby irrevocably constitutes and appoint

to transfer the within Note on the books kept for registration thereof with full power of
substitution in the premises.

Dated:

Signature:

(Signature of Assignor)

Notice: The signature on this assignment must correspond with the name of the registered Holder as it appears upon the face of the within Note in every particular without alteration or enlargement or any change whatsoever.

SIGNATURE GUARANTEED:

Notice: Signature guarantee shall be made by a guarantor institution participating in the Securities Transfer Agents Medallion Program or in such other guarantee program acceptable to the Trustee.

[DTC LEGEND]

Unless this Note is presented by an authorized representative of The Depository Trust Company to the issuer or its agent for registration of transfer, exchange or payment, and any Note issued is registered in the name of Cede & Co. or such other name as requested by an authorized representative of The Depository Trust Company and any payment is made to Cede & Co., ANY TRANSFER, PLEDGE OR OTHER USE HEREOF FOR VALUE OR OTHERWISE BY OR TO ANY PERSON IS WRONGFUL since the registered Owner hereof, Cede & Co., has an interest herein.

DRAFT

EXHIBIT B

NOTICE ADDRESSES

To the Commission:

San Diego County Regional Transportation Commission
401 B Street, Suite 800
San Diego, CA 92101
Attention: Director of Finance
Telephone: (619) 699-6931
Fax: (619) 699-4890

To the Trustee:

U.S. Bank National Association
633 W. Fifth Street, 24th Floor
Los Angeles, CA 90071
Attention: Global Corporate Trust Services
Telephone: (213) 615-6023

To the Rating Agencies:

[S&P Global Ratings
55 Water Street, 38th Floor
New York, New York 10041
Telephone No.: 212-438-2000
Facsimile No.: 212-438-2157
pubfin_structured@standardandpoors.com]

Fitch Ratings
One State Street Plaza
New York, New York 10004]

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**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE
SHORT-TERM NOTES (LIMITED TAX BONDS)
2018 SERIES A**

NOTE PURCHASE AGREEMENT

April [], 2018

San Diego County Regional Transportation Commission
401 B Street, Suite 800
San Diego, California 92101

Ladies and Gentlemen:

Citigroup Global Markets Inc. (the “Representative”), acting on behalf of itself and Merrill Lynch, Pierce, Fenner & Smith Incorporated and Wells Fargo Bank, National Association (collectively the “Underwriters”), hereby offers to enter into this Note Purchase Agreement with the San Diego County Regional Transportation Commission (the “Commission”), which, upon the Commission’s acceptance hereof, will be binding upon the Commission and the Underwriters. This offer is made subject to the written acceptance of this Note Purchase Agreement by the Commission and the delivery of such acceptance to the Representative or its attorney at or prior to 6:00 p.m., Pacific time, on the date hereof, and, if not so accepted, will be subject to withdrawal by the Underwriters upon notice delivered to the Commission at any time prior to the acceptance hereof by the Commission.

The Representative represents and warrants to the Commission that it has been duly authorized to enter into this Note Purchase Agreement and to act hereunder by and on behalf of the Underwriters.

1. Definitions. All capitalized terms not defined herein shall have the meanings ascribed to them in the Indenture, as defined below. Unless a different meaning clearly appears from the context, the following words and terms shall have the following meanings, respectively:

“Business Day” shall mean any day other than a Saturday, Sunday or legal holiday in the State or in New York, New York or a day on which either the Trustee or the Commission is legally authorized to close.

“Closing Date” shall have the meaning given such term in Section 7 hereof.

“Closing Time” shall mean the time at which payment for and delivery of the Series 2018A Notes shall occur, as established pursuant to Section 7 hereof.

“Continuing Disclosure Agreement” shall mean the Continuing Disclosure Agreement dated April [], 2018.

“County” shall mean the County of San Diego, California.

“End Date” shall have the meaning set forth in Section 2 hereof.

“Indenture” shall mean the Second Amended and Restated Subordinate Indenture, dated as of April 1, 2018, between the Commission and the Trustee, as amended or supplemented, including as supplemented by the Third Supplemental Indenture.

“Legal Documents” shall mean the Indenture, the Continuing Disclosure Agreement and the Tax Certificate.

“Note Purchase Agreement” shall mean this Note Purchase Agreement.

“Note Resolution” shall mean Resolution No. RTC-2018-[] adopted by the Commission on March [], 2018.

“Official Statement” shall mean the Official Statement of the Commission, dated April [], 2018, relating to the Series 2018A Notes, together with the cover page thereof and all appendices, exhibits, amendments and supplements thereto.

“Preliminary Official Statement” shall mean the Preliminary Official Statement of the Commission, dated March [], 2018, relating to the Series 2018A Notes, together with the cover page thereof and all appendices, exhibits, amendments and supplements thereto.

“Rule 15c2-12” shall mean Rule 15c2-12 of the Securities and Exchange Commission, promulgated under the Securities Exchange Act of 1934, as amended.

“Sales Tax” shall mean the 1/2 of 1% retail transactions and use tax imposed by the Commission and approved by the electors of the County at an election held November 3, 1987 and extended by the electors of the County at an election held November 2, 2004.

“Series 2018A Notes” shall mean \$[] aggregate principal amount of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds) 2018 Series A.

“State” shall mean the State of California.

“Tax Certificate” shall mean the Tax Certificate of the Commission dated the Closing Date.

“Third Supplemental Indenture” shall mean the Third Supplemental Indenture, dated as of April 1, 2018, between the Commission and U.S. Bank National Association, as Trustee, as amended or supplemented.

“TIFIA Lender” shall mean the U.S. Department of Transportation acting by and through the Executive Director of the Build America Bureau.

“TIFIA Loan Agreement” shall mean the loan agreement, dated as of June 27, 2017, between the Commission and the TIFIA Lender, pursuant to which the TIFIA Lender has agreed to extend credit to the Commission in an amount not to exceed \$537,484,439.

2. Use and Preparation of Official Statement; Continuing Disclosure Agreement. The Commission has heretofore delivered to the Underwriters copies of the Preliminary Official Statement, which the Commission has deemed final as of its date, except for the omission of such information as is permitted to be omitted in accordance with paragraph (b)(1) of Rule 15c2-12. The Commission shall prepare and deliver to the Underwriters, as promptly as practicable, but in no event later than seven (7) business days from the date hereof and at least two (2) business days prior to the Closing Date, whichever occurs first, a final Official Statement, with such changes and amendments as may be agreed to by the Representative, in such quantities as the Underwriters may reasonably request in order to comply with paragraph (b)(4) of Rule 15c2-12 and the rules of the Municipal Securities Rulemaking Board (the “MSRB”). The Commission hereby ratifies, confirms and approves the use and distribution by the Underwriters prior to the date hereof of the Preliminary Official Statement and hereby authorizes the Underwriters to use and distribute the Official Statement and all information contained therein in connection with the public offering and sale of the Series 2018A Notes. The Representative agrees to promptly file a copy of the Official Statement, including any supplements prepared by the Commission, with the MSRB on its Electronic Municipal Markets Access (“EMMA”) system. The Commission shall deliver sufficient copies of the Official Statement to enable the Underwriters to distribute a single copy to any potential customer of the Underwriters requesting an Official Statement during the time period beginning when the Official Statement becomes available and ending on a date referred to herein as the “End Date,” which is the date when the Official Statement becomes available through EMMA, but in no event less than 25 days after the end of the underwriting period (as defined in Rule 15c2-12). On the Closing Date the Commission may assume that the end of the underwriting period has occurred unless otherwise informed in writing by the Underwriters. In any event, the Underwriters shall promptly notify the Commission of the end of the underwriting period.

The Commission will undertake pursuant to a Continuing Disclosure Agreement, to be dated as of the date of issuance of the Series 2018A Notes, to provide certain annual financial and operating information and certain material event notices. A description of this undertaking is set forth in the Official Statement.

3. Purchase and Sale of the Series 2018A Notes. Upon the terms and conditions and in reliance upon the representations, warranties and agreements set forth herein, the Underwriters hereby agree to purchase from the Commission the Series 2018A Notes for offering to the public, and the Commission hereby agrees to sell to the Underwriters, all (but not less than all) of the \$[] aggregate principal amount of the Series 2018A Notes at an aggregate purchase price of \$[] (the “Purchase Price”), representing the aggregate principal amount of the Series 2018A Notes, plus original issue premium of \$[], less an underwriters’ discount of \$[].

4. The Series 2018A Notes. The principal amounts, maturity dates, interest rates and prices with respect to the Series 2018A Notes shall be as described in the Official Statement and in Appendix A hereto.

5. Public Offering of the Series 2018A Notes. Except as otherwise disclosed and agreed to by the Commission, the Underwriters agree to make a bona fide public offering of the Series 2018A Notes at the initial public offering price or prices set forth on the inside cover page of the Official Statement and in Appendix A hereto; provided, however, the Underwriters reserve the right to change the offering prices as the Underwriters deem necessary or desirable, in their sole discretion, in connection with the marketing of the Series 2018A Notes, and to sell the Series 2018A Notes to certain dealers (including dealers depositing the Series 2018A Notes into investment trusts) and others at prices lower than the initial offering prices set forth in the Official Statement. A “bona fide public offering” shall include an offering to institutional investors or registered investment companies, regardless of the number of such investors to which the Series 2018A Notes are sold. The Representative shall provide to the Commission on the Closing Date a certificate substantially in the form of Appendix B hereto stating that the Underwriters made a bona fide public offering of the Series 2018A Notes at the initial public offering price or prices set forth on the inside cover page of the Official Statement and in Appendix A hereto.

6. Use of Documents. The Commission hereby authorizes the Underwriters to use, in connection with the public offering and sale of the Series 2018A Notes, this Note Purchase Agreement, the Preliminary Official Statement, the Official Statement and the Legal Documents, and the information contained herein and therein.

7. Closing. The Closing Time shall be no later than 10:00 a.m., Pacific time, on April [], 2018, or at such other time or on such later date as shall have been mutually agreed upon by the Commission and the Representative (the “Closing Date”). At the Closing Time, the Commission will deliver or cause to be delivered the Series 2018A Notes to the Underwriters through The Depository Trust Company (“DTC”) in definitive or temporary form, duly executed by the Commission, together with the other documents hereinafter mentioned; and the Underwriters will accept such delivery and pay the Purchase Price in immediately available funds to the Trustee.

The Series 2018A Notes will be registered in the name of “Cede & Co.” as nominee of DTC. It is anticipated that CUSIP identification numbers will be printed on the Series 2018A Notes, but neither the failure to print such numbers on the Series 2018A Notes nor any error with respect thereto shall constitute a cause for failure or refusal by the Underwriters to accept delivery of the Series 2018A Notes in accordance with the terms of this Note Purchase Agreement.

Delivery of the Series 2018A Notes will be made through the book-entry system of DTC, and all other actions to be taken at the Closing Time, including the delivery of the items set forth in Section 9 hereof, shall take place at the offices of Orrick, Herrington & Sutcliffe LLP, San Francisco, California, or at such other place as shall have been mutually agreed upon by the Commission and the Representative.

8. Representations, Warranties and Agreements of the Commission. The Commission hereby represents, warrants and agrees with the Underwriters that:

(a) The Commission has been duly created and is validly existing under the laws of the State and has the power to issue the Series 2018A Notes pursuant to the Act, the Note Resolution and the Legal Documents.

(b) The Commission has full legal right, power and authority under the Constitution and the laws of the State to cause the collection of the Sales Tax, to adopt the Note Resolution, to enter into the Legal Documents, the TIFIA Loan Agreement and this Note Purchase Agreement, and to sell, issue and deliver the Series 2018A Notes to the Underwriters as provided herein; the Commission has full legal right, power and authority to perform its obligations under the Note Resolution, the Series 2018A Notes, the Legal Documents, the TIFIA Loan Agreement and this Note Purchase Agreement, and to carry out and consummate the transactions contemplated thereby and hereby and by the Official Statement; except as described in the Preliminary Official Statement and the Official Statement, the Commission has complied with, or will at the Closing Time be in compliance with, in all respects material to this transaction, the Constitution, the Act, the Ordinance and laws of the State, and the terms of the Note Resolution, the Series 2018A Notes, the Legal Documents, the TIFIA Loan Agreement and this Note Purchase Agreement.

(c) Except as described in the Preliminary Official Statement and the Official Statement, by all necessary official action, the Commission has duly adopted the Ordinance, which was approved by a majority of the voters in the County on November 3, 1987 and extended by more than a two-thirds vote of the voters in the County voting on such extension on November 2, 2004.

(d) By all necessary official action, the Commission has duly adopted the Note Resolution, has duly authorized the preparation and distribution of the Preliminary Official Statement and the preparation, execution and delivery of the Official Statement, has duly authorized and approved the execution and delivery of, and the performance of its obligations under, the Series 2018A Notes, this Note Purchase Agreement, the TIFIA Loan Agreement and the Legal Documents, and the consummation by it of all other transactions contemplated by this Note Purchase Agreement, the Note Resolution, the TIFIA Loan Agreement and the Legal Documents. When executed and delivered by their respective parties, the Legal Documents and this Note Purchase Agreement (assuming due authorization, execution and delivery by and enforceability against the other parties thereto) will be in full force and effect and each will constitute legal, valid and binding agreements or obligations of the Commission, enforceable in accordance with their respective terms, except as enforcement thereof may be limited by bankruptcy, insolvency, reorganization, moratorium or similar laws or equitable principles relating to or limiting creditors rights generally, the application of equitable principles, the exercise of judicial discretion and the limitations on legal remedies against public entities in the State.

(e) The Series 2018A Notes, when issued, authenticated and delivered in accordance with the Note Resolution and the Indenture, and sold to the Underwriters as provided herein, will constitute legal, valid and binding obligations of the Commission, enforceable in accordance with their respective terms, except as enforcement thereof may be limited by bankruptcy, insolvency, reorganization, moratorium or similar laws or equitable principles relating to or limiting creditors' rights generally, the application of equitable principles, the exercise of judicial discretion and the limitations on legal remedies against public entities in the State, and will be entitled to the benefits of the laws of the State, the Indenture and the Note Resolution.

(f) All consents, approvals, authorizations, orders, licenses or permits of any governmental authority, legislative body, board, agency or commission having jurisdiction of the

matter, that are required for the due authorization by, or that would constitute a condition precedent to or the absence of which would materially adversely affect the issuance, delivery or sale of the Series 2018A Notes and the execution, delivery of and performance of the Legal Documents and the TIFIA Loan Agreement by the Commission have been duly obtained (except for such approvals, consents and orders as may be required under the Blue Sky or securities laws of any state in connection with the offering and sale of the Series 2018A Notes, as to which no representation is made).

(g) Except as described in the Preliminary Official Statement and the Official Statement, the Commission is not in any material respect in breach of or default under any constitutional provision, law or administrative regulation of the State or of the United States or any agency or instrumentality of either or any judgment or decree or any loan agreement, indenture, bond, note, resolution, agreement or other instrument to which the Commission is a party or to which the Commission or any of its property or assets is otherwise subject (including, without limitation, the Note Resolution, the TIFIA Loan Agreement and the Legal Documents), and no event has occurred and is continuing which with the passage of time or the giving of notice, or both, would constitute a default or event of default under any such instrument; and the adoption of the Note Resolution, the issuance, delivery and sale of the Series 2018A Notes and the execution and delivery of this Note Purchase Agreement, the TIFIA Loan Agreement and the Legal Documents and compliance with the Commission's obligations therein and herein will not in any material respect conflict with, violate or result in a breach of or constitute a default under, any constitutional provision, law, administrative regulation, judgment, decree, loan agreement, indenture, agreement, mortgage, lease or other instrument to which the Commission is a party or to which the Commission or any of its property or assets is otherwise subject, nor will any such execution, delivery, adoption or compliance result in the creation or imposition of any lien, charge or other security interest or encumbrance of any nature whatsoever upon any of the property or assets of the Commission or under the terms of any such law, regulation or instruments, except as provided by the Note Resolution, the TIFIA Loan Agreement and the Legal Documents.

(h) As of the date hereof, no action, suit, proceeding, inquiry or investigation at law or in equity before or by any court, government agency, public board or body, is pending or, to the best of the Commission's knowledge, threatened against the Commission: (i) in any way affecting the existence of the Commission or in any way challenging the respective powers of the several offices or the titles of the officials of the Commission to such offices; (ii) affecting or seeking to prohibit, restrain or enjoin the issuance, sale or delivery of any of the Series 2018A Notes, the application of the proceeds of the sale of the Series 2018A Notes, the proceedings authorizing and approving the Sales Tax, the levy or collection of the Sales Tax; (iii) in any way contesting or affecting, as to the Commission, the validity or enforceability of the Act, the proceedings authorizing the Sales Tax, the Note Resolution, the Series 2018A Notes, the Legal Documents, the TIFIA Loan Agreement or this Note Purchase Agreement; (iv) in any way contesting the powers of the Commission or its authority with respect to issuance or delivery of the Series 2018A Notes, the adoption of the Note Resolution, or the execution and delivery of the Legal Documents, the TIFIA Loan Agreement or this Note Purchase Agreement, or contesting the power or authority to levy the Sales Tax; (v) contesting the exclusion from gross income of interest on the Series 2018A Notes for federal income tax purposes; (vi) in any way contesting the completeness or accuracy of the Preliminary Official Statement or the Official Statement, or any supplement or amendment thereto; or (vii) in any way contesting or challenging the consummation

of the transactions contemplated hereby or thereby or that might materially adversely affect the ability of the Commission to perform and satisfy its obligations under this Note Purchase Agreement, the Legal Documents, the TIFIA Loan Agreement or the Series 2018A Notes; nor to the best of the Commission's knowledge is there any basis for any such action, suit, proceeding, inquiry or investigation, wherein an unfavorable decision, ruling or finding would materially adversely affect the Act, the proceedings authorizing the Sales Tax, the Note Resolution, the Legal Documents, the TIFIA Loan Agreement or this Note Purchase Agreement or the performance by the Commission of its obligations thereunder, or the authorization, execution, delivery or performance by the Commission of the Series 2018A Notes, the Note Resolution, the Legal Documents, the TIFIA Loan Agreement or this Note Purchase Agreement.

(i) Between the date hereof and the Closing Time, the Commission will not, without the prior written consent of the Representative, offer or issue in any material amount any bonds, notes or other obligations for borrowed money, or in any material amount incur any material liabilities, direct or contingent, except in the course of normal business operations of the Commission or relating to the Project or except for such borrowings as may be described in or contemplated by the Preliminary Official Statement and the Official Statement.

(j) The Commission will furnish such information, execute such instruments, and take such other action in cooperation with and at the expense of the Underwriters as the Underwriters may reasonably request in order (i) to qualify the Series 2018A Notes for sale under the Blue Sky or other securities laws and regulations of such states and other jurisdictions in the United States as the Underwriters may designate and (ii) to determine the eligibility of the Series 2018A Notes for investment under the laws of such states and other jurisdictions; and the Commission will use commercially reasonable efforts to continue such qualification in effect so long as required for distribution of the Series 2018A Notes; provided, however, that in no event shall the Commission be required to take any action which would subject itself to service of process in any jurisdiction in which it is not already so subject, and will provide prompt written notice to the Underwriters of receipt by the Commission of any written notification with regard to the suspension of the qualification of the Series 2018A Notes for sale in any jurisdiction or the initiation or threat of any proceeding for that purpose.

(k) The Commission has the legal authority to apply and will apply, or cause to be applied, the proceeds from the sale of the Series 2018A Notes as provided in and subject to all of the terms and provisions of the Act, the Ordinance, the Note Resolution and the Indenture, and will not take or omit to take any action which action or omission will adversely affect the exclusion from gross income for federal income tax purposes of the interest on the Series 2018A Notes.

(l) The Series 2018A Notes, when issued, will conform to the description thereof contained in the Preliminary Official Statement (other than the information as to principal amounts, interest rates, redemption provisions and other information subject to change) and the Official Statement under the captions "THE 2018 SHORT-TERM NOTES" and Appendix C — "DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE"; the proceeds of the Series 2018A Notes, when issued, will be applied generally as described in the Preliminary Official Statement and the Official Statement under the captions "INTRODUCTION — Application of 2018 Short-Term Note Proceeds" and "FINANCING

PLAN”; and the Note Resolution and the Indenture conform to the descriptions thereof contained in the Preliminary Official Statement and the Official Statement.

(m) The Preliminary Official Statement (other than information allowed to be omitted by Rule 15c2-12), as of its date and as of the date hereof, did not and does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements therein, in the light of the circumstances under which they were made, not misleading (excluding therefrom the information contained under the caption “UNDERWRITING” and all information concerning the book-entry system set forth under the caption “THE 2018 SHORT-TERM NOTES” and in Appendix E as to which no representations or warranties are made and the information in Appendix C, which is correct in all material respects).

(n) As of the date hereof, and (unless an event occurs of the nature described in paragraph (p) of this Section 8) at all times subsequent thereto, up to and including the Closing Time, the Official Statement (excluding therefrom the information under the caption “UNDERWRITING” and all information concerning the book-entry system set forth under the caption “THE 2018 SHORT-TERM NOTES” and in Appendix E as to which no representations or warranties are made and the information in Appendix C, which is correct in all material respects) did not and does not contain any untrue statement of a material fact or omit to state a material fact necessary in order to make the statements in the Official Statement, in the light of the circumstances under which they are made, not misleading.

(o) If the Official Statement is supplemented or amended pursuant to paragraph (p) of this Section 8, at the time of each supplement or amendment thereto and (unless subsequently again supplemented or amended pursuant to such paragraph) at all times subsequent thereto up to and including the Closing Time, the Official Statement as so supplemented or amended will not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

(p) The Commission shall not amend or supplement the Official Statement without the prior written consent of the Representative, which shall not be unreasonably withheld. If between the date hereof and the Closing Time, any event shall occur which might or would cause the Official Statement, as then supplemented or amended, to contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading, the Commission shall notify the Representative thereof, and if, in the opinion of the Representative, such event requires the preparation and publication of a supplement or amendment to the Official Statement, the Commission shall forthwith prepare and furnish (at the expense of the Commission) a reasonable number of copies of an amendment of or supplement to the Official Statement in form and substance satisfactory to the Representative.

(q) Except as described in the Preliminary Official Statement and the Official Statement, the Commission has not granted a lien on or made a pledge of the Revenues or any other funds pledged under the Indenture.

(r) The Commission is not in default in any material respect on any bond, note or other obligation for borrowed money or under any agreement under which any such obligation is outstanding, and at no time has defaulted in any material respect on any payment obligation with respect to such outstanding bonds, notes or other obligations for borrowed money.

(s) No event of default or potential default under the TIFIA Loan Agreement has occurred and is continuing. If, between the date hereof and the Closing Time, the Commission becomes aware or has any reason to believe that it will not satisfy the conditions precedent to disbursement under the TIFIA Loan Agreement or becomes aware of any other circumstances that would prevent disbursement under the TIFIA Loan Agreement, it will promptly notify the Representative in writing.

(t) The financial statements of, and other financial information regarding, the Commission in the Preliminary Official Statement and the Official Statement relating to the receipts, expenditures and cash balances of Revenues by the Commission as of June 30, 2017 fairly represent the receipts, expenditures and cash balances of such amounts and, insofar as presented, other funds of the Commission as of the dates and for the periods therein set forth. The financial statements of the Commission have been prepared in accordance with generally accepted accounting principles consistently applied. Except as disclosed in the Preliminary Official Statement and the Official Statement or otherwise disclosed in writing to the Representative, there has not been any materially adverse change in the financial condition of the Commission or in its operations since June 30, 2017 and there has been no occurrence, circumstance or combination thereof which is reasonably expected to result in any such materially adverse change.

(u) Prior to the Closing Time, the Commission will not take any action within or under its control, other than actions in the normal course of operation, that will cause any material adverse change in such financial position, results of operations or condition, financial or otherwise, of the Commission. The Commission shall not take or omit to take any action that would impair its ability to draw funds under the TIFIA Loan Agreement to pay the Series 2018A Notes.

(v) Upon the delivery of the Series 2018A Notes, the aggregate principal amount of Notes authorized to be issued under the Indenture, together with all outstanding Subordinate Obligations, will not in combination with all outstanding debt obligations of the Commission exceed any limitation imposed by law or by the Indenture or by Section 132309(b) of the Public Utilities Code of the State of California.

(w) The sum of the principal of and interest on the Series 2018A Notes, together with all outstanding Parity Obligations, Subordinate Obligations and other outstanding debt obligations of the Commission, does not exceed the estimated proceeds of the retail transactions and use tax for the period for which the retail transactions and use tax is to be imposed by the Commission.

(x) Except as otherwise set forth in the Preliminary Official Statement and the Official Statement, the Commission has complied in all material respects during the previous five years with all previous undertakings required pursuant to Rule 15c2-12.

(y) Any certificate, signed by any official of the Commission authorized to do so in connection with the transactions described in this Note Purchase Agreement, shall be deemed a representation and warranty by the Commission to the Underwriters as to the statements made therein.

9. Conditions to the Underwriters' Obligations. The Representative has entered into this Note Purchase Agreement in reliance upon the representations, warranties and obligations of the Commission contained herein and upon the documents and instruments to be delivered at the Closing Time. Accordingly, the Underwriters' obligations under this Note Purchase Agreement shall be subject to the following conditions:

(a) The representations and warranties of the Commission contained herein shall be true and correct at the date hereof and true and correct at and as of the Closing Time, as if made at and as of the Closing Time and will be confirmed by a certificate or certificates of the appropriate Commission official or officials dated the Closing Date, and the Commission shall be in compliance with each of the agreements and covenants made by it in this Note Purchase Agreement;

(b) (i) At the Closing Time, the Act, the Note Resolution and the Legal Documents shall be in full force and effect, and shall not have been amended, modified or supplemented, except as may have been agreed to by the Commission and the Representative, and (ii) the Commission shall perform or have performed all of its obligations required under or specified in the Act, the Note Resolution, the Legal Documents, this Note Purchase Agreement, the Preliminary Official Statement and the Official Statement to be performed at or prior to the Closing Time;

(c) As of the date hereof and at the Closing Time, all necessary official action of the Commission relating to this Note Purchase Agreement, the Legal Documents, the Preliminary Official Statement and the Official Statement shall have been taken and shall be in full force and effect and shall not have been amended, modified or supplemented in any material respect;

(d) Subsequent to the date hereof, up to and including the Closing Time, there shall not have occurred any change in or particularly affecting the Commission, the Act, the Ordinance, the Sales Tax, the Revenues, the TIFIA Loan Agreement or the Series 2018A Notes as the foregoing matters are described in the Preliminary Official Statement and the Official Statement, which in the reasonable professional judgment of the Representative materially impairs the investment quality of the Series 2018A Notes;

(e) Subsequent to the date hereof, up to and including the Closing Time, the California Department of Tax and Fee Administration shall not have suspended or advised the suspension of the collection of the Sales Tax or the escrow of any proceeds thereof, and the General Counsel to the Commission shall not have advised the suspension of the collection of the Sales Tax or the escrow of any proceeds thereof other than as disclosed in the Preliminary Official Statement and the Official Statement;

(f) At or prior to the Closing Date, the Representative shall receive copies of each of the following documents:

(1) The Official Statement delivered in accordance with Section 2 hereof and each supplement or amendment, if any, executed on behalf of the Commission by its Executive Director.

(2) An approving opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel, dated the Closing Date, as to the validity of the Series 2018A Notes, the exclusion of interest on the Series 2018A Notes from federal gross income and the exclusion of interest on the Series 2018A Notes from State income taxation, addressed to the Commission substantially in the form attached as Appendix F to the Official Statement, and a reliance letter with respect thereto addressed to the Underwriters.

(3) A supplemental opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel, addressed to the Underwriters, to the effect that:

(i) The Note Purchase Agreement and the Continuing Disclosure Agreement each has been duly executed and delivered by the Commission and each is valid and binding upon the Commission, subject to laws relating to bankruptcy, insolvency, reorganization or creditors' rights generally, to the application of equitable principles, the exercise of judicial discretion and the limitations on legal remedies against public entities in the State of California;

(ii) The statements contained in the Official Statement in the sections entitled "THE 2018 SHORT-TERM NOTES" (other than the information concerning DTC and the book-entry system), "SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES," "TAX MATTERS" and Appendix C — "DEFINITIONS AND SUMMARY OF CERTAIN PROVISIONS OF THE INDENTURE," excluding any material that may be treated as included under such captions by cross-reference, insofar as such statements expressly summarize certain provisions of the Indenture, the Series 2018A Notes, and the form and content of such counsel's opinion attached as Appendix F to the Preliminary Official Statement and the Official Statement, are accurate in all material respects; and

(iii) The Series 2018A Notes are not subject to the registration requirements of the Securities Act of 1933, as amended (the "1933 Act") and the Indenture is exempt from qualification pursuant to the Trust Indenture Act of 1939, as amended (the "Trust Indenture Act").

(4) A letter, dated the Closing Date and addressed to the Commission and the Underwriters, from Norton Rose Fulbright US LLP, Disclosure Counsel, substantially in the form attached as Appendix C hereto.

(5) The opinion of Nixon Peabody LLP, Underwriters' Counsel, addressed to the Underwriters, in form and substance acceptable to the Underwriters, covering such items as the Representative may request.

(6) The opinion of the General Counsel to the Commission, dated the Closing Date, addressed to the Underwriters and the Trustee, to the effect that:

(i) The Commission has been duly organized and is validly existing under the Constitution and laws of the State of California, and has all requisite power and authority thereunder: (a) to adopt the Note Resolution, and to enter into, execute, deliver and perform its covenants and agreements under the Legal Documents, the TIFIA Loan Agreement and the Note Purchase Agreement; (b) to approve and authorize the use and distribution of the Preliminary Official Statement and the use, execution and distribution of the Official Statement; (c) to issue, sell, execute and deliver the Series 2018A Notes; (d) to cause the Sales Tax to be levied and collected as described in the Preliminary Official Statement and the Official Statement; (e) to pledge the Revenues as contemplated by the Legal Documents; and (f) to carry on its activities as currently conducted;

(ii) The Commission has taken all actions required to be taken by it prior to the Closing Date material to the transactions contemplated by the documents mentioned in paragraph (i) above, and the Commission has duly authorized the execution and delivery of, and the due performance of its obligations under, the Note Purchase Agreement, the Legal Documents, the TIFIA Loan Agreement and the Series 2018A Notes;

(iii) the Note Resolution was duly adopted by at least a two-thirds vote of all the voting members of the Board of Directors of the Commission at a meeting of the governing body of the Commission which was called and held pursuant to law and with all required notices and in accordance with all applicable open meetings laws and at which a quorum was present and acting at the time of the adoption of the Note Resolution;

(iv) the adoption of the Note Resolution, the execution and delivery by the Commission of the Note Purchase Agreement, the Legal Documents, the TIFIA Loan Agreement and the Series 2018A Notes and the compliance with the provisions of the Note Purchase Agreement, the Legal Documents, the TIFIA Loan Agreement and the Series 2018A Notes, to the best of such counsel's knowledge after due inquiry, do not and will not conflict with or violate in any material respect any California constitutional, statutory or regulatory provision, or, to the best of such counsel's knowledge after due inquiry, conflict with or constitute on the part of the Commission a material breach of or default under any agreement or instrument to which the Commission is a party or by which it is bound;

(v) the Series 2018A Notes, the Legal Documents, the TIFIA Loan Agreement and the Note Purchase Agreement constitute binding and legal obligations of the Commission and are enforceable according to the terms thereof, except as enforcement thereof may be limited by bankruptcy, insolvency or other laws affecting enforcement of creditors' rights generally, and by the application of

equitable principles if equitable remedies are sought, by the exercise of judicial discretion and the limitations on legal remedies against public entities in the State;

(vi) no litigation is pending with service of process completed or, to the best of such counsel's knowledge after due inquiry, threatened against the Commission in any court in any way affecting the titles of the officials of the Commission to their respective positions, or seeking to restrain or to enjoin the issuance, sale or delivery of the Series 2018A Notes, or the collection of revenues pledged or to be pledged to pay the principal of and interest on the Series 2018A Notes, or in any way contesting or affecting the validity or enforceability of the Series 2018A Notes, the Note Resolution, the Legal Documents, the TIFIA Loan Agreement or the Note Purchase Agreement, or contesting in any way the completeness or accuracy of the Preliminary Official Statement or the Official Statement, or contesting the powers of the Commission or its authority with respect to the Series 2018A Notes, the Note Resolution, the Legal Documents, the TIFIA Loan Agreement or the Note Purchase Agreement, or questioning the existence of the Commission;

(vii) the information contained in the Preliminary Official Statement and the Official Statement under the captions "SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION" and "ABSENCE OF MATERIAL LITIGATION" does not contain any untrue statement of a material fact and does not omit to state any material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading;

(viii) to the best of such counsel's knowledge after due inquiry, no authorization, approval, consent or other order of the State or any local agency of the State, other than such authorizations, approvals and consents which have been obtained, is required for the valid authorization, execution and delivery by the Commission of the Legal Documents and the TIFIA Loan Agreement and the authorization and distribution of the Official Statement (provided that no opinion need be expressed as to any action required under state securities or Blue Sky laws in connection with the purchase of the Series 2018A Notes by the Underwriters); and

(ix) to the best of such counsel's knowledge after due inquiry, the Commission is not in breach of or default under any applicable law or administrative regulation of the State or any applicable judgment or decree or any loan agreement, indenture, bond, note, resolution, agreement or other instrument to which the Commission is a party or is otherwise subject, which breach or default would materially adversely affect the Commission's ability to enter into or perform its obligations under the Legal Documents, the TIFIA Loan Agreement and the Note Purchase Agreement, and no event has occurred and is continuing which, with the passage of time or the giving of notice, or both, would constitute a default or an event of default under any such instrument and which would materially adversely

affect the Commission's ability to enter into or perform its obligations under the Legal Documents, the TIFIA Loan Agreement and the Note Purchase Agreement.

(7) A certificate, dated the Closing Date and signed by such officials of the Commission as shall be satisfactory to the Representative, to the effect that (i) the representations, warranties and covenants of the Commission contained in the Note Purchase Agreement are true and correct in all material respects on and as of the Closing Time with the same effect as if made at the Closing Time; (ii) the Note Resolution is in full force and effect at the Closing Time and has not been amended, modified or supplemented, except as agreed to by the Commission and the Representative; (iii) the Commission has complied with all the agreements and satisfied all the conditions on its part to be performed or satisfied at or prior to the Closing Time; (iv) subsequent to the date of the Official Statement and on or prior to the date of such certificate, there has been no material adverse change in the condition (financial or otherwise) of the Commission, whether or not arising in the ordinary course of the Commission's operations, as described in the Official Statement; and (v) the Preliminary Official Statement, as of its date and as of the date of the Note Purchase Agreement, (excluding therefrom the information under the caption "UNDERWRITING," all information concerning the book-entry system set forth under the caption "THE 2018 SHORT-TERM NOTES" and in Appendix E, as to which no representations and warranties need be made, and the information in Appendix C, which is correct in all material respects), and the Official Statement, as of its date and as of the Closing Date, (excluding therefrom the information under the caption "UNDERWRITING," all information concerning the book-entry system set forth under the caption "THE 2018 SHORT-TERM NOTES" and in Appendix E, as to which no representations and warranties need be made, and the information in Appendix C, which is correct in all material respects), did not and does not contain any untrue statement of a material fact and neither omitted nor omits to state any material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading.

(8) The audited financial statements of the Commission relating to the receipts, expenditures and cash balances of Sales Tax Revenues by the Commission as of June 30, 2017 included in the Official Statement, certified by the Commission on the Closing Date as being correct and complete.

(9) A certificate, dated the Closing Date, signed by a duly authorized official of the Trustee, satisfactory in form and substance to the Representative, to the effect that:

(i) the Trustee is a national banking association organized and existing under and by virtue of the laws of the United States of America, having the full power and being qualified to enter into and perform its duties under the Indenture;

(ii) the Trustee is duly authorized to enter into, has duly executed and delivered the Legal Documents to which the Trustee is a party and has duly authenticated and delivered the Series 2018A Notes;

(iii) the execution and delivery of the Legal Documents to which the Trustee is a party and compliance with the provisions on the Trustee's part contained therein, will not conflict with or constitute a breach of or default under any law, administrative regulation, judgment, decree, loan agreement, indenture, bond, note, resolution, agreement or other instrument to which the Trustee is a party or is otherwise subject (except that no representation, warranty or agreement is made with respect to any federal or state securities or Blue Sky laws or regulations), nor will any such execution, delivery, adoption or compliance result in the creation or imposition of any lien, charge or other security interest or encumbrance of any nature whatsoever upon any of the properties or assets held by the Trustee pursuant to the lien created by the Indenture under the terms of any such law, administrative regulation, judgment, decree, loan agreement, indenture, bond, note, resolution, agreement or other instrument, except as provided by the Indenture;

(iv) the Trustee has not been served with any action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, governmental agency, public board or body, nor is any such action, to the best of such official's knowledge after reasonable investigation, threatened against the Trustee affecting the existence of the Trustee, or the titles of its officers to their respective offices, or in any way contesting or affecting the validity or enforceability of the Legal Documents to which the Trustee is a party, or contesting the powers of the Trustee or its authority to enter into, adopt or perform its obligations under any of the foregoing, wherein an unfavorable decision, ruling or finding would materially adversely affect the validity or enforceability of the Legal Documents to which the Trustee is a party; and

(v) the Trustee will apply the proceeds from the Series 2018A Notes as provided in the Indenture.

(10) A certified copy of the general resolution or other documentation of the Trustee authorizing the execution and delivery of the Legal Documents to which the Trustee is a party.

(11) The opinion of counsel of the Trustee, dated the Closing Date, addressed to the Commission and the Underwriters, to the effect that:

(i) the Trustee is a national banking association duly organized, validly existing and in good standing under the laws of the United States having full power and authority and being qualified to enter into, accept and administer the trust created under the Legal Documents to which it is a party and to enter into such Legal Documents;

(ii) the Legal Documents to which it is a party have been duly authorized, executed and delivered by the Trustee and constitute the valid and binding obligations of the Trustee enforceable against the Trustee in accordance with their respective terms, except as enforcement thereof may be limited by bankruptcy, insolvency or other laws affecting enforcement of creditors' rights

generally and by the application of equitable principles if equitable remedies are sought;

(iii) the execution, delivery and performance of the Legal Documents will not conflict with or cause a default under any law, ruling, agreement, administrative regulation or other instrument by which the Trustee is bound;

(iv) all authorizations and approvals required by law and the articles of association and bylaws of the Trustee in order for the Trustee to execute and deliver and perform its obligations under the Legal Documents to which it is a party have been obtained; and

(v) no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, regulatory agency, public board or body, is pending or threatened in any way affecting the existence of the Trustee or the titles of its directors or officers to their respective offices, or seeking to restrain or enjoin the issuance, sale or delivery of the Series 2018A Notes or the application of proceeds thereof in accordance with the Legal Documents to which it is a party, or in any way contesting or affecting the Series 2018A Notes or the Legal Documents to which it is a party.

(12) Evidence of signature authority and incumbency of the Trustee.

(13) A certified copy of the proceedings relating to authorization and approval of the Sales Tax.

(14) A copy of the executed Agreement for State Administration of Transactions and Use Tax, between the Commission and the California [State Board of Equalization], [Department of Tax and Fee Administration] including all amendments thereto.

(15) A certified copy of the Note Resolution.

(16) Fully executed copies of each of the Legal Documents.

(17) Evidence of required filings with the California Debt and Investment Advisory Commission.

(18) A copy of the Blue Sky Survey with respect to the Series 2018A Notes.

(19) A Tax Certificate of the Commission, in form satisfactory to Bond Counsel, signed by such officials of the Commission as shall be satisfactory to the Representative.

(20) Evidence as of the Closing Date satisfactory to the Representative that the Series 2018A Notes have received a rating of “[_____]” from Fitch Ratings and

“[_____]” from S&P Global Ratings (or such other equivalent rating as Fitch Ratings and S&P Global Ratings shall issue), and that such ratings have not been revoked or downgraded.

(21) Two transcripts of all proceedings relating to the authorization and issuance of the Series 2018A Notes, which may be in digital form (or a commitment to so provide).

(22) A certified copy of the executed TIFIA Loan Agreement and any amendments thereto.

(23) Such additional legal opinions, certificates, proceedings, instruments and other documents as the Representative, Underwriters’ Counsel or Bond Counsel may reasonably request to evidence compliance by the Commission with legal requirements, the truth and accuracy, as of the Closing Time, of the representations of the Commission herein contained and of the Official Statement and the due performance or satisfaction by the Commission at or prior to such time of all agreements then to be performed and all conditions then to be satisfied by the Commission.

10. Termination.

(a) If the Commission shall be unable to satisfy the conditions of the Underwriters’ obligations contained in this Note Purchase Agreement or if the Underwriters’ obligations shall be terminated for any reason permitted by this Note Purchase Agreement, this Note Purchase Agreement may be cancelled by the Representative at, or at any time prior to, the Closing Time. Notice of such cancellation shall be given to the Commission in writing, or by telephone or telegraph confirmed in writing. Notwithstanding any provision herein to the contrary, the performance of any and all obligations of the Commission hereunder and the performance of any and all conditions contained herein for the benefit of the Underwriters may be waived by the Representative at its sole discretion.

(b) The Underwriters shall also have the right, prior to the Closing Time, to cancel their obligations to purchase the Series 2018A Notes, by written notice to the Commission, if between the date hereof and the Closing Time:

(i) any event occurs or information becomes known, which, in the reasonable professional judgment of the Representative, makes untrue any statement of a material fact set forth in the Official Statement or results in an omission to state a material fact necessary to make the statements made therein, in the light of the circumstances under which they were made, not misleading and, in either such event, (A) the Commission refuses to permit the Official Statement to be supplemented to supply such statement or information in a manner satisfactory to the Representative or (B) the effect of the Official Statement as so supplemented is, in the judgment of the Representative, to materially adversely affect the market price or marketability of the Series 2018A Notes or the ability of the Underwriters to enforce contracts for the sale, at the contemplated offering prices (or yields), of the Series 2018A Notes; or

(ii) the marketability for the Series 2018A Notes or the market prices of the Series 2018A Notes or the ability of the Underwriters to enforce contracts for the sale of the Series 2018A Notes shall have been materially and adversely affected, in the reasonable professional judgment of the Representative, by:

(A) an amendment to the Constitution of the United States or the State of California shall have been passed or legislation shall have been passed by either chamber of the Congress of the United States or the legislature of any state having jurisdiction of the subject matter or legislation pending in the Congress of the United States shall have been amended or legislation shall have been recommended to the Congress of the United States or to any state having jurisdiction of the subject matter or otherwise endorsed for passage (by press release, other form of notice or otherwise) by the President of the United States, the Treasury Department of the United States, the Internal Revenue Service or the Chairman or ranking minority member of the Committee on Finance of the United States Senate or the Committee on Ways and Means of the United States House of Representatives, or legislation shall have been proposed for consideration by either such Committee by any member thereof or presented as an option for consideration by either such Committee by the staff of such Committee or by the staff of the joint Committee on Taxation of the Congress of the United States, or legislation shall have been favorably reported for passage to either House of the Congress of the United States by a Committee of such House to which such legislation has been referred for consideration, or a decision shall have been rendered by a court of the United States or of the State of California or the Tax Court of the United States, or a ruling shall have been made or a regulation or temporary regulation shall have been made or any other release or announcement shall have been made by the Treasury Department of the United States, the Internal Revenue Service or other federal or State of California authority, with respect to federal or State of California taxation upon revenues or other income of the general character to be derived by the Commission or upon interest received on obligations of the general character of the Series 2018A Notes which, in the reasonable judgment of the Representative, is likely to have the purpose or effect, directly or, indirectly, of adversely affecting the tax status of the Commission, its property or income, its securities (including the Series 2018A Notes) or the interest thereon, or any tax exemption granted or authorized by State of California legislation; or

(B) legislation shall have been introduced or passed by either chamber of the Congress or recommended for passage by the President of the United States, or a decision rendered by a court established under Article III of the Constitution of the United States or an order, stop order, ruling, regulation (final, temporary or proposed) or official statement issued or made by or on behalf of the Securities and Exchange Commission, or any other governmental agency having jurisdiction of the subject matter

shall have been made or issued to the effect that obligations of the general character of the Series 2018A Notes are not exempt from registration under the 1933 Act, or that the Indenture is not exempt from qualification under the Trust Indenture Act of 1939; or

(C) the declaration of war or engagement in or escalation of military hostilities by the United States or the occurrence of any other national emergency or calamity or terrorism affecting the operation of the government of the United States, or the financial, political or economic conditions affecting the United States or the Commission, including, without limitation, a downgrade of the sovereign debt rating of the United States by any major credit rating agency or payment default on United States Treasury obligations or a default with respect to the debt obligations of, or the institution of proceedings under any federal bankruptcy laws by or against any state of the United States or any city, county or other political subdivision located in the United States having a population of over 1,000,000; or

(D) the declaration of a general banking moratorium by federal, New York or California authorities or a major financial crisis, a material disruption in commercial banking or securities settlement or clearance services, the general suspension of trading on any national securities exchange, the establishment of minimum or maximum prices on any national securities exchange; or

(E) an order, decree or injunction of any court of competent jurisdiction, issued or made to the effect that the issuance, offering or sale of obligations of the general character of the Series 2018A Notes, or the issuance, offering or sale of the Series 2018A Notes, including any or all underlying obligations, as contemplated hereby or by the Official Statement, is or would be in violation of the federal securities laws as amended and then in effect; or

(F) any material adverse change in the affairs or financial condition of the Commission, except for changes which the Official Statement disclosures are expected to occur; or

(iii) additional material restrictions not in force or being enforced as of the date hereof shall have been imposed upon trading in securities generally by any governmental authority or by any national securities exchange which, in the reasonable professional judgment of the Representative, materially and adversely affect the marketability or market price for the Series 2018A Notes or the ability of the Underwriters to enforce contracts for the sale of the Series 2018A Notes, or there is a material increase in restrictions now in force with respect to the extension of credit by or the charge to the net capital requirements of underwriters or broker-dealers which, in the reasonable professional judgment of the Representative, materially and adversely affect the marketability or market price for the Series

2018A Notes or the ability of the Underwriters to enforce contracts for the sale of the Series 2018A Notes; or

(iv) any litigation shall be instituted or be pending at the Closing Time to restrain or enjoin the issuance, sale or delivery of the Series 2018A Notes, or in any way contesting or affecting any authority for or the validity of the proceedings authorizing and approving the Sales Tax or the rates, levy or collection thereof, the issuance, sale or delivery of Series 2018A Notes, the Act, the Ordinance, the Note Resolution, the Legal Documents, the TIFIA Loan Agreement or the existence or powers of the Commission with respect to its obligations under the Legal Documents, the TIFIA Loan Agreement or the Series 2018A Notes; or

(v) there shall have occurred any downgrading or published negative credit watch or similar published information from a rating agency that as of the date hereof has published, or has been asked to furnish, an unenhanced long-term rating on the Commission's senior lien debt obligations or subordinate lien debt obligations, including the Series 2018A Notes, which action reflects a change or possible change in the ratings accorded to such obligations, including the Series 2018A Notes; or

(vi) there shall have occurred (1) any event of default or potential default under the TIFIA Loan Agreement, or (2) any event that in the reasonable judgment of the Representative could limit the ability of the Commission to receive disbursements under the TIFIA Loan Agreement.

If the Underwriters terminate their obligation to purchase the Series 2018A Notes because any of the conditions specified in Section 6, Section 9 or this Section 10 shall not have been fulfilled at or before the Closing Time, such termination shall not result in any liability on the part of the Representative.

11. Conditions to Obligations of the Commission. The performance by the Commission of its obligations is conditioned upon (i) the performance by the Underwriters of their obligations hereunder and (ii) receipt by the Commission and the Underwriters of opinions addressed to the Underwriters and certificates being delivered at the Closing Time by persons and entities other than the Commission.

12. Amendment of Official Statement. For a period beginning on the date hereof and continuing until the End Date, (a) the Commission will not adopt any amendment of, or supplement to, the Official Statement to which the Representative shall object in writing or that shall be disapproved by the Underwriters' Counsel and (b) if any event relating to or affecting the Commission shall occur as a result of which it is necessary, in the opinion of Underwriters' Counsel, to amend or supplement the Official Statement in order to make the Official Statement not misleading in the light of the circumstances existing at the time it is delivered to a purchaser of the Series 2018A Notes, the Commission will forthwith prepare and furnish to the Underwriters a reasonable number of copies of an amendment of, or supplement to, the Official Statement (in form and substance satisfactory to Underwriters' Counsel) that will amend or supplement the Official Statement so that it will not contain an untrue statement of a material fact or omit to state

a material fact necessary in order to make the statements therein, in the light of the circumstances existing at the time the Official Statement is delivered to a purchaser of the Series 2018A Notes, not misleading.

13. Indemnification. The Commission (a “Commission Indemnifying Party”) shall indemnify and hold harmless, to the extent permitted by law, the Underwriters and their respective directors, officers, employees and agents and each person who controls the Underwriters within the meaning of Section 15 of the 1933 Act (any such person being therein sometimes called a “Commission Indemnified Party”), against any and all losses, claims, damages or liabilities, joint or several, to which such Commission Indemnified Party may become subject under any statute or at law or in equity or otherwise, and shall promptly reimburse any such Commission Indemnified Party for any reasonable legal or other expenses incurred by it in connection with investigating any claims against it and defending any actions, but only to the extent that such losses, claims, damages, liabilities or actions arise out of or are based upon any untrue statement of a material fact contained in the Preliminary Official Statement or the Official Statement under the captions “THE 2018 SHORT-TERM NOTES,” “SECURITY AND SOURCES OF PAYMENT FOR THE 2018 SHORT-TERM NOTES,” “JUNIOR SUBORDINATE TIFIA LOAN,” “SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION,” “THE SALES TAX,” “FINANCING PLAN,” “COMMISSION INVESTMENT PORTFOLIO,” and “ABSENCE OF MATERIAL LITIGATION” or any amendment or supplement thereof, or the omission to state therein a material fact necessary to make the statements therein in light of the circumstances under which they were made not misleading. This indemnity agreement shall not be construed as a limitation on any other liability which the Commission may otherwise have to any Commission Indemnified Party, provided that in no event shall the Commission be obligated for double indemnification.

The Underwriters (collectively, an “Underwriter Indemnifying Party”) shall indemnify and hold harmless, to the extent permitted by law, the Commission and its directors, officers, members, employees and agents and each person who controls the Commission within the meaning of Section 15 of the 1933 Act (any such person being therein sometimes called an “Underwriter Indemnified Party”), against any and all losses, claims, damages or liabilities, joint or several, to which such Underwriter Indemnified Party may become subject under any statute or at law or in equity or otherwise, and shall promptly reimburse any such Underwriter Indemnified Party for any reasonable legal or other expenses incurred by it in connection with investigating any claims against it and defending any actions, but only to the extent that such losses, claims, damages, liabilities or actions arise out of or are based upon any untrue statement of a material fact contained in the Preliminary Official Statement or the Official Statement under the caption “UNDERWRITING” or any amendment or supplement thereof, or the omission to state therein a material fact necessary to make the statements therein in light of the circumstances under which they were made not misleading. This indemnity agreement shall not be construed as a limitation on any other liability which the Underwriters may otherwise have to any Underwriter Indemnified Party, provided that in no event shall the Underwriters be obligated for double indemnification.

For purposes of this paragraph and the immediately succeeding paragraph, an “Indemnified Party” means a Commission Indemnified Party or an Underwriter Indemnified Party as the context dictates and an “Indemnifying Party” means a Commission Indemnifying Party or an Underwriter Indemnifying Party as the context dictates. An Indemnified Party shall, promptly after the receipt of notice of the commencement of any action against such Indemnified Party in respect of which

indemnification may be sought against an Indemnifying Party, notify the Indemnifying Party in writing of the commencement thereof, but the omission to notify the Indemnifying Party of any such action shall not relieve the Indemnifying Party from any liability that it may have to such Indemnified Party otherwise than under the indemnity agreement contained herein. In case any such action shall be brought against an Indemnified Party and such Indemnified Party shall notify the Indemnifying Party of the commencement thereof, the Indemnifying Party may, or if so requested by such Indemnified Party shall, participate therein or assume the defense thereof, with counsel satisfactory to such Indemnified Party, and after notice from the Indemnifying Party to such Indemnified Party of an election so to assume the defense thereof, the Indemnifying Party will not be liable to such Indemnified Party under this paragraph for any legal or other expenses subsequently incurred by such Indemnified Party in connection with the defense thereof other than reasonable costs of investigation. If the Indemnifying Party shall not have employed counsel to have charge of the defense of any such action or if the Indemnified Party shall have reasonably concluded that there may be defenses available to it or them that are different from or additional to those available to the Indemnifying Party (in which case the Indemnifying Party shall not have the right to direct the defense of such action on behalf of such Indemnified Party), such Indemnified Party shall have the right to retain legal counsel of its own choosing and reasonable legal and other expenses incurred by such Indemnified Party shall be borne by the Indemnifying Party.

An Indemnifying Party shall not be liable for any settlement of any such action effected without its consent by any Indemnified Party, which consent shall not be unreasonably withheld, but if settled with the consent of the Indemnifying Party or if there be a final judgment for the plaintiff in any such action against the Indemnifying Party or any Indemnified Party, with or without the consent of the Indemnifying Party, the Indemnifying Party agrees to indemnify and hold harmless such Indemnified Party to the extent provided herein.

In order to provide for just and equitable contribution in circumstances in which indemnification hereunder is for any reason held to be unavailable from the Commission or the Underwriters, to the extent permitted by law, the Commission and the Underwriters shall contribute to the aggregate losses, claims, damages and liabilities (including any investigation, legal and other expenses incurred in connection with, and any amount paid in settlement of, any action, suit or proceeding or any claims asserted, to which the Commission and the Underwriters may be subject) in such proportion so that the Underwriters are jointly and severally responsible for that portion represented by the percentage that the Underwriters' discount set forth in the Official Statement bears to the public offering price appearing thereon and the Commission is responsible for the balance; provided, however, that no person guilty of fraudulent misrepresentation (within the meaning of Section 11(f) of the 1933 Act) shall be entitled to contribution from any person who was not guilty of such fraudulent misrepresentation. In no case shall any Underwriter be responsible for any amount in excess of the purchase discount or fee applicable to the Series 2018A Notes purchased by the Underwriters hereunder. For purposes of this paragraph, each person, if any, who controls the Underwriters within the meaning of the 1933 Act shall have the same rights to contribution as the Underwriters. Any party entitled to contribution will, promptly after receipt of notice of commencement of any action, suit or proceeding against such party in respect of which a claim for contribution may be made against another party or parties under this paragraph, notify such party or parties from whom contribution may be sought, but the omission so to notify shall not relieve that party or parties from whom

contribution may be sought from any other obligation it or they may have hereunder or otherwise than under this paragraph. No party shall be liable for contribution with respect to any action or claim settled without its consent.

Nothing in this Section 13 shall relate to, have any effect on, or provide any obligation for or right to indemnification or contribution with respect to any action, expense, judgment, order, ruling, award or settlement in the litigation brought by the Commission against affiliates of the Underwriters alleging that the defendants conspired to suppress the U.S. dollar London Interbank Offered Rate.

14. Expenses.

(a) Whether or not the Series 2018A Notes are issued as contemplated by this Note Purchase Agreement, the Underwriters shall be under no obligation to pay and the Commission hereby agrees to pay any expenses incident to the performance of the Commission's obligations hereunder, including but not limited to the following: (i) the cost of preparation, printing, engraving, execution and delivery of the Series 2018A Notes; (ii) any fees charged by any rating agency for issuing the rating on the Series 2018A Notes; (iii) the cost of printing (and/or word processing and reproduction), distribution and delivery of the Preliminary Official Statement in electronic form and the Official Statement; (iv) the fees and disbursements of Bond Counsel, the Trustee (including its counsel's fees), any disclosure counsel, accountants, consultants and any financial advisor; (v) the fees of Digital Assurance Certification, L.L.C. for a continuing disclosure undertaking compliance review; and (vi) any out-of-pocket disbursements of the Commission. The Commission shall also pay for any expenses (included in the expense component of the Underwriters' discount) incurred by the Underwriters on behalf of the Commission's employees and representatives which are in connection with this Note Purchase Agreement, including, but not limited to, meals, transportation and lodging of those employees and representatives.

(b) Whether or not the Series 2018A Notes are issued as contemplated by this Note Purchase Agreement, the Underwriters shall pay (from the expense component of the Underwriters' discount) (i) any fees assessed upon the Underwriters with respect to the Series 2018A Notes by the MSRB or Financial Industry Resources Authority; (ii) all advertising expenses in connection with the public offering and distribution of the Series 2018A Notes (excluding any expenses of the Commission and its employees or agents); (iii) any fees payable to the California Debt and Investment Advisory Commission ("CDIAC"); and (iv) all other expenses incurred by them or any of them in connection with the public offering and distribution of the Series 2018A Notes, including the fees and disbursements of Underwriters' Counsel. The Underwriters are required to pay the fees to CDIAC in connection with the Series 2018A Note offering. The Commission acknowledges that it has had the opportunity, in consultation with such advisors as it may deem appropriate, if any, to evaluate and consider such fees. Notwithstanding that such fees are solely the legal obligation of the Underwriters, the Commission agrees to reimburse the Underwriters for such fees.

15. Establishment of Issue Price.

(a) The Representative, on behalf of the Underwriters, agrees to assist the Commission in establishing the issue price of the Series 2018A Notes and shall execute and deliver

to the Commission at Closing an “issue price” or similar certificate substantially in the form attached hereto as Appendix B, together with the supporting pricing wires or equivalent communications, with modifications to such certificate as may be deemed appropriate or necessary, in the reasonable judgment of the Representative, the Commission and Bond Counsel, to accurately reflect, as applicable, the sales price or prices or the initial offering price or prices to the public of the Series 2018A Notes.

(b) [Except for the maturities forth in Schedule I attached hereto,] the Commission will treat the first price at which 10% of each maturity of the Series 2018A Notes (the “10% test”) is sold to the public as the issue price of that maturity (if different interest rates apply within a maturity, each separate CUSIP number within that maturity will be subject to the 10% test).

(c) [The Representative confirms that the Underwriters have offered the Series 2018A Notes to the public on or before the date of this Note Purchase Agreement at the offering price or prices (the “initial offering price”), or at the corresponding yield or yields, set forth in the final official statement. Schedule I sets forth, as of the date of this Note Purchase Agreement, the maturities, if any, of the Series 2018A Notes for which the 10% test has not been satisfied and for which the Commission and the Representative, on behalf of the Underwriters, agree that (1) the Representative will retain all unsold Series 2018A Notes of each maturity for which the 10% test has not been satisfied and not allocate any such Series 2018A Notes to any other Underwriter and (2) the restrictions set forth in the next sentence shall apply, which will allow the Commission to treat the initial offering price to the public of each such maturity as of the sale date as the issue price of that maturity (the “hold-the-offering-price rule”). So long as the hold-the-offering-price rule remains applicable to any maturity of the Series 2018A Notes, the Representative will] neither offer nor sell unsold Series 2018A Notes of that maturity to any person at a price that is higher than the initial offering price to the public during the period starting on the sale date and ending on the earlier of the following:

- i. the close of the fifth (5th) business day after the sale date; or
- ii. the date on which the Underwriters have sold at least 10% of that maturity of the Series 2018A Notes to the public at a price that is no higher than the initial offering price to the public.

The Representative shall promptly advise the Commission or the Commission’s municipal advisor when the Underwriters have sold 10% of that maturity of the Series 2018A Notes to the public at [a price] that is no higher than the initial offering price to the public, if that occurs prior to the close of the fifth (5th) business day after the sale date.

The Commission acknowledges that, in making the representation set forth in this subsection, the Representative will rely on (i) the agreement of each Underwriter to comply with the hold-the-offering-price rule, as set forth in an agreement among underwriters and the related pricing wires, (ii) in the event a selling group has been created in connection with the initial sale of the Series 2018A Notes to the public, the agreement of each dealer who is a member of the selling group to comply with the hold-the-offering-price rule, as set forth in a selling group agreement and the related pricing wires, and (iii) in the event that an Underwriter is a party to a

retail distribution agreement that was employed in connection with the initial sale of the Series 2018A Notes to the public, the agreement of each broker-dealer that is a party to such agreement to comply with the hold-the-offering-price rule, as set forth in the retail distribution agreement and the related pricing wires. The Commission further acknowledges that each Underwriter shall be solely liable for its failure to comply with its agreement regarding the hold the offering price rule and that no Underwriter shall be liable for the failure of any other Underwriter, or of any dealer who is a member of a selling group, or of any broker-dealer that is a party to a retail distribution agreement to comply with its agreement regarding the hold-the-offering-price rule as applicable to the Series 2018A Notes.]

(d) The Representative confirms that:

- i. any agreement among underwriters, any selling group agreement and each retail distribution agreement (to which the Representative is a party) relating to the initial sale of the Series 2018A Notes to the public, together with the related pricing wires, contains or will contain language obligating each Underwriter, each dealer who is a member of the selling group, and each broker-dealer that is a party to such retail distribution agreement, as applicable, to (A) report the prices at which it sells to the public the unsold Series 2018A Notes of each maturity allotted to it until it is notified by the Representative that either the 10% test has been satisfied as to the Series 2018A Notes of that maturity or all Series 2018A Notes of that maturity have been sold to the public and (B) comply with the hold-the-offering-price rule, if applicable, in each case if and for so long as directed by the Representative and as set forth in the related pricing wires, and
- ii. any agreement among underwriters relating to the initial sale of the Series 2018A Notes to the public, together with the related pricing wires, contains or will contain language obligating each Underwriter that is a party to a retail distribution agreement to be employed in connection with the initial sale of the Series 2018A Notes to the public to require each broker-dealer that is a party to such retail distribution agreement to (A) report the prices at which it sells to the public the unsold Series 2018A Notes of each maturity allotted to it until it is notified by the Representative or the Underwriter that either the 10% test has been satisfied as to the Series 2018A Notes of that maturity or all Series 2018A Notes of that maturity have been sold to the public and (B) comply with the hold-the-offering-price rule, if applicable, in each case if and for so long as directed by the Representative or the Underwriter and as set forth in the related pricing wires.

(e) The Underwriters acknowledge that sales of any Series 2018A Notes to any person that is a related party to an Underwriter shall not constitute sales to the public for purposes of this section. Further, for purposes of this section:

- i. “public” means any person other than an underwriter or a related party,
- ii. “underwriter” means (A) any person that agrees pursuant to a written contract with the Commission (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Series 2018A Notes to the public and (B) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (A) to participate in the initial sale of the Series 2018A Notes to the public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Series 2018A Notes to the public),
- iii. a purchaser of any of the Series 2018A Notes is a “related party” to an underwriter if the underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other), and
- iv. “sale date” means the date of execution of this Note Purchase Agreement by all parties.

16. Notices. Any notice or other communication to be given under this Note Purchase Agreement (other than the acceptance hereof as specified in the first paragraph hereof) may be given by delivering the same in writing, if to the Commission, addressed to:

San Diego County Regional Transportation Commission
401 B Street, Suite 800
San Diego, California 92101
Attention: Chief Deputy Executive Director

or if to the Representative or the Underwriters, addressed to:

Citigroup Global Markets Inc.
444 South Flower Street
Los Angeles, CA 90071
Attention: Chris Mukai, Managing Director

17. Parties in Interest; Survival of Representations and Warranties. This Note Purchase Agreement when accepted by the Commission in writing as heretofore specified shall constitute the entire agreement between the Commission and the Underwriters and is made solely for the benefit of the Commission and the Underwriters (including the successors or assigns of the Underwriters). No other person shall acquire or have any right hereunder or by virtue hereof. All representations, warranties and agreements of the Commission in this Note Purchase Agreement or in any certificate delivered pursuant hereto shall survive regardless of (a) any investigation or any statement in respect thereof made by or on behalf of the Underwriters, (b) delivery to and payment by the Underwriters for the Series 2018A Notes hereunder and (c) any termination of this Note Purchase Agreement.

18. Execution in Counterparts. This Note Purchase Agreement may be executed in several counterparts, each of which shall be regarded as an original and all of which shall constitute one and the same document.

19. No Advisory or Fiduciary Role. The Commission acknowledges and agrees that: (i) the primary role of the Underwriters, is to purchase securities, for resale to investors, in an arm's-length commercial transaction between the Commission and the Underwriters and that the Underwriters have financial and other interests that differ from those of the Commission; (ii) the Underwriters are not acting as a municipal advisor, financial advisor, or fiduciary to the Commission and have not assumed any advisory or fiduciary responsibility to the Commission with respect to the transaction contemplated hereby and the discussions, undertakings and procedures leading thereto (irrespective of whether the Underwriters have provided other services or are currently providing other services to the Commission on other matters); and (iii) the Commission has consulted its own financial and/or municipal, legal, accounting, tax and other advisors, as applicable, to the extent it deems appropriate. If the Commission would like a municipal advisor in this transaction that has legal fiduciary duties to the Commission, then the Commission is free to engage a municipal advisor to serve in that capacity.

20. Applicable Law. This Note Purchase Agreement shall be interpreted, governed and enforced in accordance with the laws of the State of California.

CITIGROUP GLOBAL MARKETS INC.
MERRILL LYNCH, PIERCE, FENNER &
SMITH INCORPORATED
WELLS FARGO BANK, NATIONAL
ASSOCIATION

By CITIGROUP GLOBAL MARKETS INC.,
as Representative

By: _____
Authorized Officer

The foregoing is hereby agreed to and
accepted as of the date first above written:

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Authorized Officer

SCHEDULE I

SERIES 2018A NOTES THAT MET 10% TEST

<u>Maturity (April 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>Price (%)</u>
	\$	%	%	%

*

SERIES 2018A NOTES THAT DID NOT MEET 10% TEST

<u>Maturity (April 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>Price (%)</u>
	\$	%	%	%

*

* Priced to par call on ___ 1, 20__.

APPENDIX A

MATURITY SCHEDULE

\$[_____]

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE
SHORT-TERM NOTES (LIMITED TAX BONDS)
2018 SERIES A**

<u>Maturity (April 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>Price (%)</u>
	\$	%	%	%

*

* Priced to par call on ____ 1, 20__.

APPENDIX B

CERTIFICATE OF THE REPRESENTATIVE REGARDING OFFERING PRICES

This certificate is furnished by Citigroup Global Markets Inc., as representative (the “Representative”) of the underwriters (the “Underwriters”) listed in the Note Purchase Agreement, dated April [], 2018 (the “Note Purchase Agreement”), among the Underwriters and the San Diego County Regional Transportation Commission for the sale of the \$[] aggregate principal amount of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds) 2018 Series A (the “Notes”).

Certain information furnished in this certificate has been derived from other purchasers, bond houses and brokers and has not been independently verified by us. We have relied (without any independent investigation or verification) on trades reported to the Municipal Securities Rulemaking Board via its EMMA portal for all information regarding trades to which neither the Representative nor the syndicate account were a party. We make no representations as to the accuracy of any information reported on the EMMA portal.

THE UNDERSIGNED HEREBY CERTIFY AS FOLLOWS:

1. The undersigned is authorized to execute this certificate on behalf of the Representative.

2. On April [], 2018 (the “Sale Date”), the Underwriters did make a bona fide public offering of all of the Notes at the prices set forth in Schedule 1 attached to this certificate (the “Initial Offering Prices”) to the general public (excluding bond houses, brokers, or similar persons acting in the capacity of underwriter or wholesalers)

3. ***Sale of the General Rule Maturities.*** As of the date of this Certificate, for each Maturity of the General Rule Maturities, the first price at which at least 10% of such Maturity was sold to the Public is the respective price listed in Schedule 1.

4. ***Initial Offering Price of the Hold-the-Offering-Price-Maturities.***

(a) The Underwriters offered the Hold-the-Offering-Price Maturities to the Public for purchase at the Initial Offering Prices on or before the Sale Date. A copy of the pricing wire or equivalent communication for the Notes is attached to this Certificate as Schedule 2.

(b) As set forth in the Note Purchase Agreement for the Notes, the Representative has agreed in writing that, (i) for each Maturity of the Hold-the-Offering-Price Maturities, it would neither offer nor sell any of the unsold Notes of such Maturity to any person at a price that is higher than the Initial Offering Price for such Maturity during the Holding Period for such Maturity (the “hold-the-offering-price rule”), and (ii) unsold Notes of the Hold-the-Offering-Price Maturities shall be retained by the Representative and not allocated to any of the other Underwriters. Pursuant to such agreement, the Representative has not offered or sold any unsold Notes of any Maturity of the Hold-the-Offering-Price Maturities at a price that is higher than the respective Initial Offering Price for that Maturity of the Notes during the Holding Period.

5. *Defined Terms.*

(a) *General Rule Maturities* means those Maturities of the Notes listed in Schedule 1 hereto as the “General Rule Maturities.”

(b) *Hold-the-Offering-Price Maturities* means those Maturities of the Notes listed in Schedule 1 hereto as the “Hold-the-Offering-Price Maturities.”

(c) *Holding Period* means, with respect to a Hold-the-Offering-Price Maturity, the period starting on the Sale Date and ending on the earlier of (i) the close of the fifth business day after the Sale Date, or (ii) the date on which the Underwriters have sold at least 10% of such Hold-the-Offering-Price Maturity to the Public at prices that are no higher than the Initial Offering Price for such Hold-the-Offering-Price Maturity.

(d) *Issuer* means the San Diego County Regional Transportation Commission.

(e) *Maturity* means Notes with the same credit and payment terms. Notes with different maturity dates, or Notes with the same maturity date but different stated interest rates, are treated as separate maturities.

(f) *Public* means any person (including an individual, trust, estate, partnership, association, company, or corporation) other than an Underwriter or a Related Party (as such terms are defined below) to an Underwriter.

(g) A purchaser of any of the Notes is a *Related Party* to any Underwriter if the Underwriter and the purchaser are subject, directly or indirectly, to (i) at least 50% common ownership of the voting power or the total value of their stock, if both entities are corporations (including direct ownership by one corporation of another), (ii) more than 50% common ownership of their capital interests or profits interests, if both entities are partnerships (including direct ownership by one partnership of another), or (iii) more than 50% common ownership of the value of the outstanding stock of the corporation or the capital interests or profit interests of the partnership, as applicable, if one entity is a corporation and the other entity is a partnership (including direct ownership of the applicable stock or interests by one entity of the other).

(h) *Underwriter* means (i) any person that agrees pursuant to a written contract with the Issuer (or with the lead underwriter to form an underwriting syndicate) to participate in the initial sale of the Notes to the Public, and (ii) any person that agrees pursuant to a written contract directly or indirectly with a person described in clause (i) of this paragraph to participate in the initial sale of the Notes to the Public (including a member of a selling group or a party to a retail distribution agreement participating in the initial sale of the Notes to the Public).

6. The San Diego County Regional Transportation Commission may rely on the foregoing representations in making its certification as to issue price of the Notes under the Code, and Orrick, Herrington & Sutcliffe LLP, as Bond Counsel, may rely on the foregoing representations in rendering their opinion that the interest on the Notes is excluded from gross

income for federal income tax purposes; provided, however, that nothing herein represents our interpretation of any laws, and in particular, regulations under section 148 of the Internal Revenue Code.

Dated: April [], 2018

CITIGROUP GLOBAL MARKETS INC.,
as Representative

By: _____
Authorized Signatory

DRAFT

Schedule 1

\$[_____]

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE
SHORT-TERM NOTES (LIMITED TAX BONDS)
2018 SERIES A**

“General Rule Maturities”

<u>Maturity (April 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>Price (%)</u>
	\$	%	%	%

*

“Hold-the-Offering-Price Maturities”

<u>Maturity (April 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>Price (%)</u>
	\$	%	%	%

*

* Priced to par call on ____ 1, 20__.

Schedule 2

Pricing Wire

DRAFT

APPENDIX C
FORM OF LETTER OF DISCLOSURE COUNSEL

[Closing Date]

San Diego County Regional Transportation Commission
401 B Street, Suite 800
San Diego, California 92101

Citigroup Global Markets Inc.,
as Representative
444 South Flower Street, 27th Floor
Los Angeles, California 90071

Re: \$[] San Diego County Regional Transportation Commission Subordinate
Sales Tax Revenue Short-Term Notes (Limited Tax Bonds) 2018 Series A

Ladies and Gentlemen:

We have acted as Disclosure Counsel to the San Diego County Regional Transportation Commission (the “Commission”) in connection with the issuance by the Commission of its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds) 2018 Series A in the aggregate principal amount of \$[] (the “Notes”). The Notes were issued pursuant to the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as amended and supplemented, including by a Third Supplemental Indenture, dated as of April 1, 2018 (collectively, the “Indenture”), each between the Commission and U.S. Bank National Association, as trustee. The Notes are more fully described in the Official Statement of the Commission, dated April [], 2018 (the “Official Statement”). This opinion is delivered to you pursuant to Section 9(f)(4) of the Note Purchase Agreement, dated April [], 2018 (the “Note Purchase Agreement”), by and between the Commission and Citigroup Global Markets Inc., acting on behalf of itself and Merrill Lynch, Pierce, Fenner & Smith Incorporated and Wells Fargo Bank, National Association (collectively, the “Underwriters”). Capitalized terms used and not defined herein shall have the meanings ascribed to such terms in the Note Purchase Agreement.

In rendering this opinion, we have reviewed the Indenture and such records, documents, certificates and opinions, and made such other investigations of law and fact as we have deemed necessary or appropriate.

This opinion is limited to matters governed by the federal securities law of the United States, and we assume no responsibility with respect to the applicability or effect of the laws of any other jurisdiction.

In our capacity as Disclosure Counsel to the Commission, we have rendered certain legal advice and assistance in connection with the preparation of the Preliminary Official Statement of the Commission, dated March [], 2018 (the “Preliminary Official Statement”), and the Official Statement. Rendering such assistance involved, among other things, discussions and inquiries concerning various legal matters, review of certain records, documents and proceedings, and participation in meetings and telephone conferences with, among others, representatives of the Commission, PFM Financial Advisors LLC, Inc., the Commission’s financial advisor, Bond Counsel, Citigroup Global Markets Inc., as representative of the Underwriters, and counsel to the Underwriters, at which meetings and conferences the contents of the Preliminary Official Statement and the Official Statement and related matters were discussed. On the basis of the information made available to us in the course of the foregoing (but without having undertaken to determine or verify independently, or assuming any responsibility for, the accuracy, completeness or fairness of any of the statements contained in the Preliminary Official Statement or the Official Statement), no facts have come to the attention of the personnel directly involved in rendering legal advice and assistance in connection with the preparation of the Preliminary Official Statement and the Official Statement that causes them to believe that (a) the Preliminary Official Statement as of its date and as of the date of the Note Purchase Agreement contained any untrue statement of a material fact or omitted to state a material fact necessary in order to make the statements made therein, in the light of the circumstances under which they were made, not misleading (except for any information relating to The Depository Trust Company, Cede & Co., the book-entry system, forecasts, projections, estimates, assumptions and expressions of opinions and the other financial and statistical data included therein, and information in Appendices A, E and F thereof, as to all of which we express no view, and except for such information as is permitted to be excluded from the Preliminary Official Statement pursuant to Rule 15c2-12 of the Securities Exchange Act of 1934, as amended, including but not limited to information as to pricing, yield, interest rate, maturity, amortization, redemption provisions, underwriters’ compensation and the CUSIP numbers), or (b) the Official Statement as of its date or as of the date hereof contained or contains any untrue statement of a material fact or omitted or omits to state a material fact necessary to make the statements therein, in the light of the circumstances under which they were made, not misleading (except for any information relating to The Depository Trust Company, Cede & Co., the book-entry system, the CUSIP numbers, forecasts, projections, estimates, assumptions and expressions of opinions and the other financial and statistical data included therein, and information in Appendices A, E and F thereof, as to all of which we express no view).

During the period from the date of the Preliminary Official Statement to the date of this opinion, except for our review of the certificates and opinions regarding the Preliminary Official Statement and the Official Statement delivered on the date hereof, we have not undertaken any procedures or taken any actions which were intended or likely to elicit information concerning the accuracy, completeness or fairness of any of the statements contained in the Preliminary Official Statement or the Official Statement.

We are furnishing this opinion to you, solely for your benefit. This opinion is rendered in connection with the transaction described herein, and may not be relied upon by you for any other purpose. This opinion shall not extend to, and may not be used, circulated, quoted, referred to, or relied upon by, any other person, firm, corporation or other entity without our prior written consent. The delivery of this opinion shall not create any attorney-client relationship between our firm and the addressees hereof, other than the Commission. Our engagement with respect to this matter terminates upon the delivery of this opinion to you at the time of the remarketing relating to the Notes, and we have no obligation to update this opinion.

Respectfully submitted,

CONTINUING DISCLOSURE AGREEMENT

This Continuing Disclosure Agreement (this “Disclosure Agreement”) is executed and delivered by the San Diego County Regional Transportation Commission (the “Commission”) and Digital Assurance Certification LLC, as dissemination agent (the “Dissemination Agent”), in connection with the issuance of \$_____ San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A (the “2018 Short-Term Notes”). The 2018 Short-Term Notes are being issued pursuant to the Subordinate Indenture, dated as of April 1, 2018 (amending and restating the Subordinate Indenture, dated as of August 1, 1991, as amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended), as supplemented and amended by the First Supplement to the Subordinate Indenture, dated as of April 1, 2018 (collectively, the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee. Pursuant to the Indenture, the Commission and the Dissemination Agent covenant and agree as follows:

Section 1. Purpose of the Disclosure Agreement. This Disclosure Agreement is being executed and delivered by the Commission for the benefit of the Beneficial Owners of the 2018 Short-Term Notes and in order to assist the Participating Underwriter in complying with the Rule (as defined herein).

Section 2. Definitions. In addition to the definitions set forth in the Indenture, which apply to any capitalized term used in this Disclosure Agreement unless otherwise defined in this Section, the following capitalized terms shall have the following meanings:

“Annual Report” shall mean any Annual Report provided by the Commission pursuant to, and as described in, Sections 3 and 4 of this Disclosure Agreement.

“Audited Financial Statements” means the audited financial results of the Commission for the applicable Fiscal Year.

“Beneficial Owner” shall mean any person which (a) has the power, directly or indirectly, to vote or consent with respect to, or to dispose of ownership of, any 2018 Short-Term Notes (including persons holding 2018 Short-Term Notes through nominees, depositories or other intermediaries), or (b) is treated as the owner of any 2018 Short-Term Notes for federal income tax purposes.

“Business Day” shall mean a day other than (a) Saturday or Sunday, (b) a day on which banking institutions in the city in which the Principal Office of the Trustee is located are authorized or required by law to be closed, and (c) a day on which the New York Stock Exchange is authorized or obligated by law or executive order to be closed.

“Disclosure Representative” shall mean the designee of the Commission designated to act as the Disclosure Representative, or such other person as the Commission shall designate in writing to the Dissemination Agent from time to time.

“Dissemination Agent” means an entity selected and retained by the Commission, or any successor thereto selected by the Commission. The initial Dissemination Agent shall be Digital Assurance Certification LLC.

“EMMA” shall mean the Municipal Securities Rulemaking Board’s Electronic Municipal Market Access System for Municipal Securities disclosures, maintained on the internet at <http://emma.msrb.org>.

“Listed Events” shall mean any of the events listed in Section 5(a) and (b) of this Disclosure Agreement.

“MSRB” shall mean the Municipal Securities Rulemaking Board established pursuant to Section 15B(b)(1) of the Securities Exchange Act of 1934 or any other entity designated or authorized by the SEC to receive reports pursuant to the Rule. Until otherwise designated by the MSRB or the SEC, filings with the MSRB are to be made through the EMMA website of the MSRB, currently located at <http://emma.msrb.org>.

“Participating Underwriter” shall mean any original underwriter of the 2018 Short-Term Notes required to comply with the Rule in connection with offering of the 2018 Short-Term Notes.

“Repository” shall mean, until otherwise designated by the SEC, EMMA.

“Rule” shall mean Rule 15c2-12 adopted by the SEC under the Securities Exchange Act of 1934, as amended from time to time.

“State” shall mean the State of California.

“SEC” shall mean the Securities and Exchange Commission.

Section 3. Provision of Annual Reports.

(a) The Commission shall, or shall cause the Dissemination Agent to, not later than two hundred ten (210) days after the end of each fiscal year, commencing with the fiscal year ending June 30, 2018, provide to the Repository an Annual Report which is consistent with the requirements of Section 4 of this Disclosure Agreement. The Annual Report may be submitted as a single document or as separate documents comprising a package, and may include by reference other information as provided in Section 4 of this Disclosure Agreement. If the Commission’s fiscal year changes, it shall give notice of such change in the same manner as for a Listed Event under Section 5(e).

(b) Not later than one Business Day prior to the date specified in subsection (a) for providing the Annual Report to the Repository, the Commission shall provide the Annual Report to the Dissemination Agent (if other than the Commission). The Commission shall provide, or cause the preparer of the Annual Report to provide, a written certificate with each Annual Report furnished to the Dissemination Agent to the effect that such Annual Report constitutes the Annual Report required to be furnished to it hereunder. The Dissemination Agent may conclusively rely upon such certification and shall have no duty or obligation to review such Annual Report.

(c) If the Commission is unable to provide to the Repository an Annual Report by the date required in subsection (a), the Commission shall send, or shall cause the Dissemination Agent to send, a notice to the Repository or to the MSRB, in substantially the form attached as Exhibit A.

(d) The Dissemination Agent shall:

(i) determine the electronic filing address of, and then-current procedures for submitting Annual Reports to, the MSRB each year prior to the date for providing the Annual Report; and

(ii) file a report with the Commission certifying that the Annual Report has been provided to the MSRB pursuant to this Disclosure Agreement, and stating the date it was provided.

Section 4. Content of Annual Reports. The Commission Annual Report shall contain or include by reference the following:

(a) The Audited Financial Statements of the Commission for the prior Fiscal Year, prepared in accordance with generally accepted accounting principles as promulgated to apply to governmental entities from time to time by the Governmental Accounting Standards Board. If the Audited Financial Statements are not available by the time the Annual Report is required to be filed pursuant to Section 3(a), the Annual Report shall contain unaudited financial statements in a format similar to the financial statements contained in the final Official Statement, dated _____, 2018 relating to the 2018 Short-Term Notes (the "Official Statement") and the Audited Financial Statements shall be filed in the same manner as the Annual Report when such Audited Financial Statements become available.

(b) The outstanding principal amount of the 2018 Short-Term Notes, if there have been any unscheduled redemptions, retirements or defeasances, and the debt service on any additional parity bonds, notes or other obligations issued, in each case during the prior Fiscal Year.

(c) The amount of Sales Tax Revenues (as such term is defined in the Official Statement) received as of the most recently ended Fiscal Year.

Any or all of the items listed above may be included by specific reference to other documents, including official statements of debt issues of the Commission or related public entities, which have been submitted to the Repository or the SEC. If the document included by reference is a final official statement, it must be available from the Municipal Securities Rulemaking Board. The Commission shall clearly identify each such other document so included by reference.

Section 5. Reporting of Listed Events.

(a) Pursuant to the provisions of this Section 5, the Commission shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the 2018 Short-Term Notes in a timely manner not more than ten (10) Business Days after the event:

- (1) principal and interest payment delinquencies;
- (2) defeasances;
- (3) tender offers;
- (4) rating changes;
- (5) adverse tax opinions or the issuance by the Internal Revenue Service of a proposed or final determination of taxability, Notices of Proposed Issue (IRS Form 5701-TEB) or other material notices or determinations with respect to the tax- status of the 2018 Short-Term Notes or other material events affecting the tax status of the 2018 Short-Term Notes;
- (6) unscheduled draws on the debt service reserves reflecting financial difficulties;
- (7) unscheduled draws on credit enhancements reflecting financial difficulties;
- (8) substitution of credit or liquidity providers or their failure to perform; or
- (9) bankruptcy, insolvency, receivership or similar proceedings.

For these purposes, any event described in the immediately preceding paragraph (9) is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent, or similar officer for the Commission in a proceeding under the United States Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of the Commission, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of the Commission.

(b) Pursuant to the provisions of this Section 5, the Commission shall give, or cause to be given, notice of the occurrence of any of the following events with respect to the 2018 Short-Term Notes, if material:

(1) consummation of a merger, consolidation or acquisition involving the Commission or the sale of all or substantially all of the assets of the obligated persons, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms;

(2) appointment of a successor or additional trustee or the change of the name of a trustee;

(3) non-payment related defaults;

(4) modifications to the rights of Owners;

(5) optional, unscheduled or contingent bond calls; or

(6) release, substitution or sale of property securing repayment of the 2018 Short-Term Notes.

(c) Whenever the Commission obtains knowledge of the occurrence of a Listed Event, described in subsection (b) of this Section 5, the Commission shall as soon as possible determine if such event would be material under applicable Federal securities law.

(d) If the Commission determines that knowledge of the occurrence of a Listed Event described in subsection (b) of this Section 5 would be material under applicable federal securities law, the Commission shall, in a timely manner not more than ten (10) Business Days after its occurrence, notify the Dissemination Agent in writing and instruct the Dissemination Agent to report the occurrence to the Repository in a timely manner not more than ten (10) Business Days after occurrence of the Listed Event.

(e) If the Dissemination Agent has been instructed by the Commission to report the occurrence of a Listed Event, the Dissemination Agent shall file a notice of such occurrence with the MSRB.

Section 6. Filings with the MSRB. All information, operating data, financial statements, notices and other documents provided to the MSRB in accordance with this Disclosure Agreement shall be provided in an electronic format prescribed by the MSRB and shall be accompanied by identifying information as prescribed by the MSRB.

Section 7. Termination of Reporting Obligation. The Commission's obligations under this Disclosure Agreement shall terminate upon the legal defeasance, prior redemption or payment in full of all of the 2018 Short-Term Notes. If such termination occurs prior to the final maturity of the 2018 Short-

Term Notes, the Commission shall give notice of such termination in the same manner as for a Listed Event under Section 5(e).

Section 8. Dissemination Agent. The Commission may, from time to time, appoint or engage a Dissemination Agent to assist it in carrying out its obligations under this Disclosure Agreement, and may discharge any such Dissemination Agent, with or without appointing a successor Dissemination Agent. The Dissemination Agent may resign by providing thirty (30) days written notice to the Commission.

Section 9. Amendment; Waiver. Notwithstanding any other provision of this Disclosure Agreement, the Commission may amend this Disclosure Agreement, and any provision of this Disclosure Agreement may be waived, provided that in the opinion of nationally recognized bond counsel, such amendment or waiver is permitted by the Rule.

Section 10. Additional Information. Nothing in this Disclosure Agreement shall be deemed to prevent the Commission from disseminating any other information, using the means of dissemination set forth in this Disclosure Agreement or any other means of communication, or including any other information in any Annual Report or notice of occurrence of a Listed Event, in addition to that which is required by this Disclosure Agreement. If the Commission chooses to include any information in any Annual Report or notice of occurrence of a Listed Event in addition to that which is specifically required by this Disclosure Agreement, the Commission shall have no obligation under this Disclosure Agreement to update such information or include it in any future Annual Report or notice of occurrence of a Listed Event.

Section 11. Default. In the event of a failure of the Commission to comply with any provision of this Disclosure Agreement, any Owner or Beneficial Owner of the 2018 Short-Term Notes may take such actions as may be necessary and appropriate, including seeking mandate or specific performance by court order, to cause the Commission to comply with its obligations under this Disclosure Agreement. A default under this Disclosure Agreement shall not be deemed an Event of Default under the Indenture, and the sole remedy under this Disclosure Agreement in the event of any failure of the Commission or the Dissemination Agent to comply with this Disclosure Agreement shall be an action to compel performance.

Section 12. Duties, Immunities and Liabilities of Dissemination Agent. The Dissemination Agent shall have only such duties as are specifically set forth in this Disclosure Agreement, and the Commission agrees to indemnify and save the Dissemination Agent, its officers, directors, employees and agents, harmless against any loss, expense and liabilities which they may incur arising out of or in the exercise or performance of their respective powers and duties hereunder, including the costs and expenses (including attorneys' fees) of defending against any claim of liability, but excluding liabilities due to the Dissemination Agent's negligence or willful misconduct. The Dissemination Agent shall be paid compensation by the Commission for its services provided hereunder in accordance with its schedule of fees as amended from time to time, and all expenses, legal fees and advances made or incurred by the Dissemination Agent in the performance of its duties hereunder. The Dissemination Agent shall have no duty or obligation to review any information provided to it hereunder and shall not be deemed to be acting in any fiduciary capacity for the Commission, the Trustee, the Holders, or any other party. The obligations of the Commission under this Section shall survive resignation or removal of the Dissemination Agent and payment of the 2018 Short-Term Notes.

Section 13. Notices. Any notices or communications herein required or permitted to be given shall be in writing and shall be delivered in such manner and to such addresses as are specified in the Indenture.

Section 14. Beneficiaries. This Disclosure Agreement shall inure solely to the benefit of the Commission, the Dissemination Agent, the Participating Underwriter and Owners and Beneficial Owners from time to time of the 2018 Short-Term Notes, and shall create no rights in any other person or entity.

Date: _____, 2018

SAN DIEGO COUNTY REGIONAL
TRANSPORTATION COMMISSION

By: _____
Chief Deputy Executive Director

DIGITAL ASSURANCE CERTIFICATION LLC
as Dissemination Agent

By: _____
Authorized Representative

Exhibit A

NOTICE TO REPOSITORY OF FAILURE TO FILE ANNUAL REPORT

Name of Issuer: San Diego County Regional Transportation Commission (the “Commission”)

Name of Issue: \$_____ San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018
Series A

Date of Issuance: _____, 2018

NOTICE IS HEREBY GIVEN that the Commission has not provided an Annual Report with respect to the above-captioned 2018 Short-Term Notes as required by the Subordinate Indenture, dated as of April 1, 2018 (amending and restating the Subordinate Indenture, dated as of August 1, 1991, as amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended), as supplemented and amended by the First Supplement to the Subordinate Indenture, dated as of April 1, 2018 (collectively, the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee thereunder. [The Commission anticipates that the Annual Report will be filed by [date].]

Dated: _____, 20__

Digital Assurance Certification LLC,
as Dissemination Agent

cc: San Diego County Regional Transportation Commission

Ratings: Moody's: P-1
S&P: A-1
(See "Ratings" herein)

In the opinion of Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission, based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the Notes, when issued in accordance with the Subordinate Indenture, the Issuing and Paying Agent Agreement and the Tax Certificate, is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 and is exempt from State of California personal income taxes. In the further opinion of Bond Counsel, interest on the Notes is not a specific preference item for purposes of the federal alternative minimum tax. Bond Counsel expresses no opinion regarding any other tax consequences related to the ownership or disposition of, or the amount, accrual or receipt of interest on, the Notes. See "TAX MATTERS."

\$75,000,000
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE COMMERCIAL PAPER NOTES
(LIMITED TAX BONDS)
SERIES B

This cover page contains certain information for quick reference only. It is not a summary of the Notes. Investors must read the entire Offering Memorandum to obtain information essential to making an informed investment decision.

The San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the "Notes" or the "Series B Notes") are deliverable in fully registered form and, when issued, will be registered in the name of Cede & Co., as nominee of The Depository Trust Company, New York, New York ("DTC"). Individual purchases of the Notes will be made in principal amounts of \$100,000 and in integral multiples of \$1,000 in excess thereof and will be in book-entry form only. Purchasers of the Notes will not receive instruments representing their beneficial ownership in the Notes purchased but will receive a credit balance on the books of their respective DTC Participants or DTC Indirect Participants. See Appendix C – "Book-Entry Only System" herein.

The Notes are limited obligations of the San Diego County Regional Transportation Commission (the "Commission") payable from the receipts of a one-half of one percent (1/2%) retail transactions and use tax (the "Sales Tax") imposed in the County of San Diego (the "County") for transportation and related purposes. Collection of the Sales Tax commenced April 1, 1988; the Sales Tax expires on March 31, 2048. **The Commission has incurred obligations secured by the Sales Tax on a basis senior to the Notes, as well as obligations secured by the Sales Tax on parity with the Notes. Subject to certain financial covenants described herein, the Commission may incur additional obligations secured by the Sales Tax on a basis senior to the Notes or on parity with the Notes.** See "Security and Source of Payment for the Notes" herein.

The payment of principal of and interest on the Notes is supported by an irrevocable, transferable direct-pay letter of credit (the "Letter of Credit") issued by MUFG Union Bank, N.A. (the "Bank").



The Letter of Credit was issued on September 19, 2012, pursuant to a Reimbursement Agreement, dated as of September 1, 2012 (the "Reimbursement Agreement"), between the Commission and the Bank. The Letter of Credit is stated to expire on September 16, 2018. See "THE LETTER OF CREDIT AND REIMBURSEMENT AGREEMENT" and "THE BANK" herein.

NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE COUNTY, THE STATE OF CALIFORNIA (THE "STATE") OR ANY POLITICAL SUBDIVISION THEREOF, OTHER THAN THE COMMISSION TO THE EXTENT OF THE PLEDGE OF REVENUES DESCRIBED HEREIN, IS PLEDGED TO THE PAYMENT OF PRINCIPAL OF OR INTEREST ON THE NOTES. THE GENERAL FUND OF THE COMMISSION IS NOT LIABLE, AND THE CREDIT OR TAXING POWER (OTHER THAN AS DESCRIBED IN THE SUBORDINATE INDENTURE) OF THE COMMISSION IS NOT PLEDGED, FOR THE PAYMENT OF THE NOTES OR THEIR INTEREST. THE NOTES ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR

ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY OF ITS INCOME OR RECEIPTS, EXCEPT THE REVENUES.

Dated: _____, 2018.

CITIGROUP

DRAFT

No dealer, broker, salesperson or other person has been authorized by the Commission, the Dealer, the Bank or the Municipal Advisor to give any information or to make any representations other than those contained herein and, if given or made, such other information or representations must not be relied upon as having been authorized by any of the foregoing. This Offering Memorandum does not constitute an offer to sell or the solicitation of an offer to buy, nor shall there be any offer, solicitation or sale of any Notes by any person in any jurisdiction in which it is unlawful for such person to make such an offer, solicitation or sale.

This Offering Memorandum is not to be construed as a contract with the purchasers of the Notes.

The information set forth herein has been obtained from the Commission, the Bank, The Depository Trust Company, and other sources which are believed to be reliable, but it is not guaranteed as to accuracy or completeness, and is not to be construed as a representation by any Dealer of the Notes. The information and expressions of opinion herein are subject to change without notice and neither delivery of this Offering Memorandum nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change since the date hereof in the affairs of the Commission, or in any other matters which are material to the full and punctual payment of any Notes. All summaries of statutes and documents are made subject to the provisions of such statutes and documents, respectively, and do not purport to be complete statements of any or all of such provisions.

This Offering Memorandum is submitted in connection with the sale of the Notes referred to herein and may not be reproduced or used, in whole or in part, for any other purpose.

The Notes have not been registered under the Securities Act of 1933, as amended, in reliance upon an exemption contained therein, and have not been registered or qualified under the securities laws of any state.

The Dealer has provided the following sentence for inclusion in this Offering Memorandum. The Dealer has reviewed the information in this Offering Memorandum in accordance with, and as part of, its responsibility to investors under the federal securities law as applied to the facts and circumstances of this transaction, but the Dealer does not guarantee the accuracy or completeness of such information. The information and expression of opinion herein are subject to change without notice and neither the delivery of this Offering Memorandum nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the Commission since the date hereof. This Offering Memorandum, including any supplement or amendment hereto, is intended to be deposited with one or more repositories.

CAUTIONARY STATEMENTS REGARDING FORWARD-LOOKING STATEMENTS IN THIS OFFERING MEMORANDUM

Certain statements included or incorporated by reference in this Offering Memorandum constitute forward-looking statements. Such statements are generally identifiable by the terminology used such as “plan,” “expect,” “estimate,” “project,” “budget” or other similar words. The achievement of certain results or other expectations contained in such forward-looking statements involve known and unknown risks, uncertainties and other factors which may cause actual results, performance or achievements described to be materially different from any future results, performance or achievements expressed or implied by such forward-looking statements. No assurance is given that actual results will meet the forecasts of the Commission in any way, regardless of the level of optimism communicated in the information. The Commission is not obligated to issue any updates or revisions to the forward-looking statements if or when its expectations, or events, conditions or circumstances on which such statements are based occur.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

BOARD MEMBERS

CHAIR: Hon. Terry Sinnott

VICE-CHAIR: Hon. Steve Vaus

City of Carlsbad

Hon. Matt Hall, Mayor
(A) Hon. Keith Blackburn, Mayor Pro Tempore
(A) Hon. Mark Packard, Councilmember

City of Chula Vista

Hon. Mary Salas, Mayor
(A) Hon. Steve Padilla, Councilmember
(A) Hon. John Mccann, Councilmember

City of Coronado

Hon. Richard Bailey, Mayor
(A) Hon. Bill Sandke, Councilmember
(A) Hon. Carrie Downey, Councilmember

City of Del Mar

Hon. Terry Sinnott, Mayor
(A) Hon. Ellie Haviland, Councilmember
(A) Hon. Dave Druker, Councilmember

City of El Cajon

Hon. Bill Wells, Mayor
(A) Hon. Steve Goble, Councilmember

City of Encinitas

Hon. Catherine Blakespear, Mayor
(A) Hon. Tony Kranz, Deputy Mayor
(A) Hon. Tasha Boerner Horvath, Councilmember

City of Escondido

Hon. Sam Abed, Mayor
(A) Hon. John Masson, Councilmember
(A) Hon. Ed Gallo, Councilmember

City of Imperial Beach

Hon. Serge Dedina, Mayor
(A) Hon. Ed Spriggs, Mayor Pro Tempore
(A) Hon. Robert Patton, Councilmember

City of La Mesa

Hon. Kristine Alessio, Councilmember
(A) Hon. Bill Baber, Councilmember
(A) Hon. Colin Parent, Councilmember

City of Lemon Grove

Hon. Raquel Vasquez, Mayor
(A) Hon. Jerry Jones, Mayor Pro Tempore
(A) Hon. Jennifer Mendoza, Councilmember

City of National City

Hon. Ron Morrison, Mayor
(A) Hon. Alejandra Sotelo-Solis, Councilmember
(A) Hon. Mona Rios, Councilmember

City of Oceanside

Hon. Chuck Lowery, Deputy Mayor
(A) Hon. Jerry Kern, Councilmember
(A) Hon. Jack Feller, Councilmember

City of Poway

Hon. Steve Vaus, Mayor
(A) Hon. Jim Cunningham, Councilmember
(A) Hon. John Mullin, Councilmember

City of San Diego

Hon. Kevin Faulconer, Mayor
(A) Hon. Lorie Zapf, Councilmember
(A) Hon. Chris Cate, Councilmember

Hon. Myrtle Cole, Council President
(A) Hon. Barbara Bry, Councilmember
(A) Hon. Georgette Gomez, Councilmember

City of San Marcos

Hon. Jim Desmond, Mayor
(A) Hon. Chris Orlando, Councilmember
(A) Hon. Kristal Jabara, Councilmember

City of Santee

Hon. John Minto, Mayor
(A) Hon. Ronn Hall, Councilmember
(A) Hon. Rob Mcnelis, Councilmember

City of Solana Beach

Hon. David A. Zito, Councilmember
(A) Hon. Jewel Edson, Councilmember
(A) Hon. Mike Nichols, Mayor

City of Vista

Hon. Judy Ritter, Mayor
(A) Hon. John Aguilera, Councilmember
(A) Hon. Amanda Rigby, Councilmember

County of San Diego

Hon. Bill Horn, Supervisor
(A) Hon. Dianne Jacob, Supervisor
(A) Hon. Kristin Gaspar, Chair

Hon. Ron Roberts, Supervisor
(A) Hon. Greg Cox, Supervisor
(A) Hon. Kristin Gaspar, Chair

Advisory Members

Imperial County

Hon. John Renison, Supervisor, District 1
(A) Mark Baza, Imperial County Transportation Commission

California Department of Transportation

Malcom Dougherty, Director
(A) Cory Binns, Acting District 11 Director
(A) Ann Fox, Deputy Director

Metropolitan Transit System

Hon. Mona Rios
(A) Hon. Bill Sandke

North County Transit District

Hon. Rebecca Jones, Chair
(A) Hon. Ed Gallo
(A) Hon. Jewel Edson

United States Department of Defense

Joe Stuyvesant, Navy Region Southwest, Executive Director
(A) Steve Chung, Navy Region Southwest

San Diego Unified Port District

Hon. Garry Bonelli, Commissioner
(A) Hon. Michael Zucchet, Commissioner

San Diego County Water Authority

Mark, Muir, Chair
(A) Jim Madaffer, Vice Chair
(A) Christy Guerin, Director

Southern California Tribal Chairmen's Association

Hon. Cody Martinez, Chairman, Sycuan Band of the
Kumeyaay Nation
Hon. Robert Smith, Chairman, Pala Band of Mission Indians

Mexico

Hon. Marcela Celorio, Consul General of Mexico
(A) Gaspar Orozco, Deputy Consul General of Mexico
Hon. Ruth Alicia Lopez, Vice Consul

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

MANAGEMENT

**CHIEF DEPUTY EXECUTIVE
DIRECTOR**
Kim Kawada

GENERAL COUNSEL
John F. Kirk

**DIRECTOR OF MOBILITY
MANAGEMENT AND PROJECT
IMPLEMENTATION**
Jim Linthicum

DIRECTOR OF FINANCE
André Douzdjian

**DIRECTOR OF LAND USE AND
TRANSPORTATION PLANNING**
Charles “Muggs” Stoll

CHIEF ECONOMIST
Ray Major

***TransNet* DIRECTOR**
José Nuncio

MUNICIPAL ADVISOR
PFM Financial Advisors LLC
San Francisco, California

BOND COUNSEL
Orrick, Herrington & Sutcliffe LLP
San Francisco, California

DISCLOSURE COUNSEL
Norton Rose Fulbright US LLP
Los Angeles, California

TRUSTEE
U.S. Bank National Association
Los Angeles, California

ISSUING AND PAYING AGENT
U.S. Bank Trust National Association
New York, New York

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OFFERING MEMORANDUM

\$75,000,000

**San Diego County Regional Transportation Commission
Subordinate Sales Tax Revenue Commercial Paper Notes
(Limited Tax Bonds)
Series B**

INTRODUCTION

This introduction is not a summary of the Offering Memorandum. It is only a brief description of and guide to, and is qualified by, more complete and detailed information contained in the entire Offering Memorandum and the documents summarized or described herein. A full review should be made of the entire Offering Memorandum for an informed investment decision.

General

This Offering Memorandum, which includes the cover page and appendices hereto, sets forth certain information in connection with the offering of \$75,000,000 aggregate principal amount of San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the “Notes” or the “Series B Notes”) to be issued from time to time by the San Diego County Regional Transportation Commission (the “Commission”). Pursuant to Sections 132000 et seq. of the Public Utilities Code of the State of California (the “Act”), the Commission is authorized to issue indebtedness payable in whole or in part from revenues of the Sales Tax (more fully described herein). The Notes are being issued pursuant to the Act and a Subordinate Indenture, dated as of April 1, 2018 (amending and restating the Subordinate Indenture, dated as of August 1, 1991, as previously amended and restated by the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as further supplemented and amended) (as amended, the “Subordinate Indenture”), between the Commission and U.S. Bank National Association, as trustee (the “Trustee”). Certain matters relating to the payment of the principal of and interest on the Notes and the preparation and sale of the Notes are described in an Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005 (as amended, the “Issuing and Paying Agent Agreement”), between the Commission and U.S. Bank Trust National Association (the “Issuing and Paying Agent”). The Commission has appointed Citigroup Global Markets Inc. as dealer (the “Dealer”) with respect to the offering and sale of the Notes pursuant to a Commercial Paper Dealer Agreement, dated as of November 1, 2005 (the “Dealer Agreement”), between the Commission and the Dealer.

Authority for Issuance

The Notes are being issued pursuant to authority granted under the Act, Resolution No. RC2005-01 adopted by the Board of Directors of the Commission on September 23, 2005, Resolution No. RC2008-02 adopted by the Board of Directors of the Commission on May 23, 2008, and adopted under the San Diego Transportation Improvement Program Ordinance and Expenditure Plan adopted on July 31, 1987 (as amended, the “1987 Ordinance”) and the San Diego Transportation Improvement Program Ordinance and Expenditure Plan (the “Sales Tax Extension Ordinance”), adopted on May 28, 2004 (the 1987 Ordinance and the Sales Tax Extension Ordinance are referred to collectively as the “Ordinance”).

The Commission’s debt issuance capacity and authority is separate and distinct from either the City of San Diego or the County of San Diego (the “County”).

The Notes

The Notes are authorized to be issued in a principal amount not to exceed \$75,000,000; as of _____, 2018, \$_____ in principal amount of Notes was outstanding. See “DESCRIPTION OF THE NOTES” herein.

In June 2008, the Commission issued \$34,000,000 of Notes, the proceeds of which were applied to purchase certain certificates of participation (the “NCTD Certificates”) originally executed and delivered in 2004 as auction rate securities on behalf of the North County Transit District (“NCTD”) to fund, in part, Expenditure Plan-eligible projects relating to NCTD’s SPRINTER rail line. The NCTD Certificates are insured by MBIA Insurance Corporation and are subject to annual mandatory prepayments in part with a final maturity in 2034. Pursuant to a Memorandum of Understanding, dated June 1, 2008 (the “Memorandum of Understanding”), by and between the Commission and NCTD, the Commission and NCTD agreed that the Commission would apply principal and interest payments it receives from NCTD under the NCTD Certificates to pay the principal of and interest on the Notes the Commission issued to purchase the NCTD Certificates.

However, the Notes are not directly secured by payments the Commission receives from NCTD, but rather by the pledge of Revenues as herein described. See “SECURITY AND SOURCE OF PAYMENT FOR THE NOTES – Pledge of Sales Tax Revenues.” The NCTD Certificates held by the Commission are subject to tender and remarketing prior to maturity under certain circumstances at the option of the Commission or NCTD, in accordance with the provisions of the Memorandum of Understanding, and the Commission expects to apply the proceeds of any such remarketing either to pay the principal of and interest on the Notes or to finance a portion of the projects described in the Expenditure Plan. See “SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION--The Expenditure Plan” herein.

Security and Source of Payment for the Notes

The Notes are limited obligations of the Commission payable on a subordinate basis from certain revenues (as more fully defined herein, the “Sales Tax Revenues”) to be received from the collection of a one-half of one percent (1/2%) retail transactions and use tax (the “Sales Tax”) imposed in the County. Collection of the Sales Tax commenced April 1, 1988, and, pursuant to the Sales Tax Extension Ordinance, will continue until March 31, 2048. See “SECURITY AND SOURCE OF PAYMENT FOR THE NOTES – Pledge of Sales Tax Revenues” and “THE SALES TAX” herein.

The payment of principal of and interest on the Notes is supported by an irrevocable, transferable direct-pay letter of credit (the “Letter of Credit”) issued by MUFG Union Bank, N.A. (the “Bank”). The Letter of Credit was issued on September 19, 2012 pursuant to a Reimbursement Agreement, dated as of September 1, 2012 (the “Reimbursement Agreement”), between the Commission and the Bank. The Letter of Credit is stated to expire on September 16, 2018. The Bank issued the Letter of Credit in the stated amount of \$79,438,357, representing the aggregate principal amount of the Series B Notes authorized to be outstanding at any one time, plus interest to accrue thereon to a maximum of \$4,438,357. See “THE LETTER OF CREDIT AND REIMBURSEMENT AGREEMENT” and “THE BANK.”

The Letter of Credit constitutes a “Support Facility” as defined in the Subordinate Indenture. As provided in the Subordinate Indenture, the Commission may deliver an alternate Support Facility (an “Alternate Facility”) to replace the Support Facility then in effect, provided that (i) the Commission shall provide the Issuing and Paying Agent, the Trustee and the applicable Dealer with written evidence of the ratings on the applicable Series of Notes upon delivery of the Alternate Facility, and (ii) such Alternate Facility shall take effect on a date on which all Notes of such Series mature. The Issuing and Paying Agent shall give notice of the provision of the Alternate Facility to the Owners of the applicable series of Notes at least thirty days prior to the proposed date of delivery of such Alternate Facility.

NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE COUNTY, THE STATE OF CALIFORNIA (THE “STATE”) OR ANY POLITICAL SUBDIVISION THEREOF, OTHER THAN THE COMMISSION TO THE EXTENT OF THE PLEDGE OF REVENUES DESCRIBED HEREIN, IS PLEDGED TO THE PAYMENT OF PRINCIPAL OF OR INTEREST ON THE NOTES. TO THE EXTENT THEY EXIST, THE GENERAL FUNDS OF THE COMMISSION ARE NOT LIABLE, AND THE CREDIT OR TAXING POWER (OTHER THAN AS DESCRIBED IN THE SUBORDINATE INDENTURE) OF THE COMMISSION IS NOT PLEDGED, FOR THE PAYMENT OF THE NOTES OR THEIR INTEREST. THE NOTES ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY OF ITS INCOME OR RECEIPTS, EXCEPT THE REVENUES.

Senior Lien Debt and Parity Debt

As of _____, 2018, the Commission has outstanding \$_____ aggregate principal amount of its Sales Tax Revenue Bonds (Limited Tax Bonds) secured by a pledge of Sales Tax Revenues senior to the pledge securing the Notes. The Commission is also party to Interest Rate Swap Agreements and Liquidity Facilities secured by a pledge of Sales Tax Revenues senior to the pledge securing the Notes. See “OUTSTANDING OBLIGATIONS – Senior Lien Debt.”

In addition, the Commission has issued \$_____ in principal amount of its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A (the “2018 Short-Term Notes”), secured by a pledge of Sales Tax Revenues on parity with the pledge securing the Notes. The 2018 Short-Term Notes mature on April 1, 2021. The Commission expects to pay the principal of the 2018 Short-Term Notes from the proceeds of a draw on the TIFIA Loan Agreement (as defined herein). See “SECURITY AND SOURCE OF PAYMENT FOR THE NOTES – Parity Debt.”

The Commission may issue additional Senior Lien Debt (as defined herein) and Parity Debt (as defined herein). See “SECURITY AND SOURCES OF PAYMENT FOR THE NOTES – Senior Lien Debt” and “– Parity Debt.”

The Commission and SANDAG

The Board of Directors of the San Diego Association of Governments (“SANDAG”) is designated under State legislation to serve as the San Diego County Regional Transportation Commission (the “Commission”). The Commission is authorized, acting by motion, resolution or ordinance, to enter into contracts and, by a two-thirds vote to authorize the issuance of bonds payable from proceeds of the Sales Tax.

The Commission is responsible for the implementation and administration of transportation improvement programs funded with the Sales Tax known as “TransNet.” The Commission is authorized to receive sales tax revenues after deduction of required California Department of Tax and Fee Administration (“CDTFA”) costs, approve programs and projects for funding, and adopt implementing ordinances, rules, policies, and take such other actions as may be necessary and appropriate to carry out its responsibilities.

SANDAG is the statutorily created regional transportation planning agency. In 2003, State legislation required the consolidation of the planning, programming, project development, and construction functions of the agencies currently known as the San Diego Metropolitan Transit System (“MTS”) and the North County Transit District into SANDAG. SANDAG is now responsible for transit planning, programming, project implementation, and construction of transit projects in the region and assists in the financing of transit projects. Neither SANDAG nor the Commission operates public transit services. MTS and NCTD operate such services within the County. SANDAG is the operator of certain express lanes on State Route 125 and has issued toll revenue debt to finance the acquisition of such toll road. The liabilities

of SANDAG are not liabilities of the Commission. See “SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION.”

References

Brief descriptions of the Notes, the security and sources of payment for the Notes, the Ordinance, the Commission and its financial status and the pledge of Sales Tax Revenues are presented herein. Such references and descriptions do not purport to be comprehensive or definitive. All references herein to various documents are qualified in their entirety by reference to the forms thereof. Such documents pertaining to the Notes are available at the offices of the Trustee. All capitalized terms used herein and not otherwise defined shall have the meanings given such terms in Appendix D hereto or in the Subordinate Indenture.

DESCRIPTION OF THE NOTES

The Notes are authorized to be issued pursuant to the Act and the Subordinate Indenture. The Notes will be dated the date of their respective authentication and issuance, and will be issued in book-entry form only in denominations of \$100,000 and in integral multiples of \$1,000 in excess thereof. The Notes will bear interest from their respective dates, payable on their respective maturity dates.

The Notes: (i) will bear interest payable at maturity at a rate not to exceed twelve percent (12%) per annum calculated on the basis of a year consisting of 365/366 days and actual number of days elapsed; (ii) will mature on a Business Day not more than two hundred seventy (270) days after their respective dates, but in no event later than the expiration date of the Sales Tax or five (5) days prior to the expiration date of the Letter of Credit; and (iii) will be sold at a price of not less than one hundred percent (100%) of the principal amount thereof.

The Notes are not subject to redemption prior to their respective maturity dates.

Notwithstanding any provision of the Issuing and Paying Agreement or the Subordinate Indenture to the contrary, no Notes shall be authenticated or delivered if such delivery would result in an aggregate amount of interest to accrue on the Outstanding Notes to maturity to be in excess of the amount available to be drawn by the Issuing and Paying Agent under the Letter of Credit for the payment of interest on the Notes.

The Notes, when issued, will be registered in the name of Cede & Co., as registered owner and nominee of The Depository Trust Company, New York, New York (“DTC” and together with any successor securities depository, the “Securities Depository”). DTC will act as Securities Depository for the Notes so purchased. Individual purchases will be made in book-entry only form. Purchasers will not receive a certificate representing their beneficial ownership interest in the Notes. So long as Cede & Co. is the registered owner of the Notes, as nominee of DTC, references herein to the Noteholders, holders or registered owners shall mean Cede & Co. as aforesaid, and shall not mean the Beneficial Owners of Notes. In this Offering Memorandum, the term “Beneficial Owner of Notes” shall mean the person for whom a Participant (as such term is defined in Appendix C) acquires an interest in the Notes.

So long as Cede & Co. is the registered owner of the Notes, principal of and interest on the Notes are payable by wire transfer of same day funds by the Issuing and Paying Agent to Cede & Co., as nominee for DTC. DTC is obligated, in turn, to remit such amounts to the DTC Participants for subsequent disbursement to Beneficial Owners of the Notes. See APPENDIX C – “BOOK-ENTRY-ONLY SYSTEM” herein.

SECURITY AND SOURCE OF PAYMENT FOR THE NOTES

Letter of Credit

The payment of the principal of and interest on the Notes is supported by an irrevocable, transferable direct-pay letter of credit issued by MUFG Union Bank, N.A. The Letter of Credit is stated to expire on September 16, 2018. See “THE LETTER OF CREDIT AND REIMBURSEMENT AGREEMENT” and “THE BANK.”

Pledge of Sales Tax Revenues

The Notes are limited obligations of the Commission and are payable as to principal and interest exclusively from Revenues, consisting of Sales Tax Revenues and any other amounts pledged to pay the Senior Lien Debt (as defined below) received by the Trustee after satisfaction of the Commission’s obligation to pay the principal of and interest on the Senior Lien Debt and any other requirements relating to the Senior Lien Debt and any funds held by the Trustee under the Subordinate Indenture (other than amounts held in the Rebate Fund) and amounts held by the Issuing and Paying Agent in funds established under the Subordinate Indenture or the Issuing and Paying Agent Agreement, subject to the provisions of the Subordinate Indenture and the Issuing and Paying Agent Agreement permitting the application thereof for the purposes and on the terms set forth therein. “Sales Tax Revenues” means the amounts available for distribution to the Commission on and after July 1, 1988 on account of the Sales Tax after deducting amounts payable by the Commission to the CDTFA for costs and expenses for its services in connection with the Sales Tax. For a general discussion of the Sales Tax and historical and forecasted Sales Tax Revenues, see “The Sales Tax” herein.

The Subordinate Indenture provides that the pledge of Revenues for the payment of the Notes, and any debt or other obligations of the Commission on parity with the Notes (such debt being hereinafter referred to as “Parity Debt”), shall constitute a first lien on the Revenues and shall be valid and binding from and after delivery by the Trustee of the Notes or Parity Debt, without any physical delivery thereof or further act. As of _____, 2018, the Commission had outstanding \$_____ aggregate principal amount of sales tax revenue bonds (the “Outstanding Senior Lien Debt”) and may determine to issue additional sales tax revenue bonds or other indebtedness having a lien upon the Sales Tax Revenues that is senior to that of the Notes (the Outstanding Senior Lien Debt and any additional bonds or other indebtedness with a senior lien to that of the Notes is referred to herein as the “Senior Lien Debt”) upon compliance with certain requirements set forth in the Subordinate Indenture. In addition, the Commission has issued \$_____ in principal amount of its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A. See “Senior Lien Debt” and “Parity Debt” herein.

Under the Subordinate Indenture, the Commission has covenanted to cause the Sales Tax Revenues to be transmitted by the CDTFA directly to the trustee for the Senior Lien Debt (the “Senior Lien Bond Trustee”); the Commission has directed the Senior Lien Bond Trustee to remit all Sales Tax Revenues remaining after satisfaction of the requirements relating to the Senior Lien Debt to the Trustee. The Trustee is directed to deposit all Sales Tax Revenues received from the Senior Lien Bond Trustee in the Revenue Fund established under the Subordinate Indenture. After making the monthly deposits of Sales Tax Revenues to the Interest Fund and the Principal Fund to provide for the payment of the interest on the Notes and the principal of the Notes which the Commission certifies shall be paid from Sales Tax Revenues, the Trustee shall deposit any remaining Sales Tax Revenues into a fund to be used to repay any advances or loans under the Reimbursement Agreement, then shall transmit any excess Sales Tax Revenues to the Senior Lien Bond Trustee. All moneys at any time held in the Revenue Fund established under the Subordinate Indenture shall be held in trust for the benefit of the registered owners of the Notes and Parity Debt and shall be disbursed, allocated and applied solely for the uses and purposes set forth in the Subordinate Indenture. See APPENDIX D – “DEFINITIONS AND SUMMARY OF THE LEGAL DOCUMENTS – Revenues,” – “Pledge of Revenues, Allocation of Revenues.”

NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE COUNTY, THE STATE OR ANY POLITICAL SUBDIVISION THEREOF, OTHER THAN THE COMMISSION TO THE EXTENT OF THE PLEDGE OF REVENUES DESCRIBED HEREIN, IS PLEDGED TO THE PAYMENT OF PRINCIPAL OF OR INTEREST ON THE NOTES. TO THE EXTENT THEY EXIST, THE GENERAL FUNDS OF THE COMMISSION ARE NOT LIABLE, AND THE CREDIT OR TAXING POWER (OTHER THAN AS DESCRIBED IN THE SUBORDINATE INDENTURE) OF THE COMMISSION IS NOT PLEDGED, FOR THE PAYMENT OF THE NOTES OR THEIR INTEREST. THE NOTES ARE NOT SECURED BY A LEGAL OR EQUITABLE PLEDGE OF, OR CHARGE, LIEN OR ENCUMBRANCE UPON, ANY OF THE PROPERTY OF THE COMMISSION OR ANY OF ITS INCOME OR RECEIPTS, EXCEPT THE REVENUES.

Senior Lien Debt

Pursuant to the Indenture, dated as of March 1, 2008, between the Commission and U.S. Bank National Association, as trustee (the “Trustee”), as supplemented by a First Supplemental Indenture, dated as of March 1, 2008, a Second Supplemental Indenture, dated as of July 1, 2008, a Third Supplemental Indenture, dated as of October 1, 2010, a Fourth Supplemental Indenture, dated as of June 1, 2012, a Fifth Supplemental Indenture, dated as of September 1, 2014, a Sixth Supplemental Indenture, dated as of August 1, 2016, and a Seventh Supplemental Indenture, dated as of June 1, 2017 (the “Seventh Supplemental Indenture”) and, as so supplemented and as further supplemented from time to time pursuant to its terms, is referred to herein as the “Bond Indenture,” the Commission has issued the senior lien sales tax revenue bonds summarized below. Such bonds and any additional bonds hereafter authorized by, and at any time Outstanding under, the Bond Indenture are referred to collectively herein as “Senior Bonds.”

The Commission may issue additional Senior Bonds and may issue or incur other obligations secured in whole or in part by a pledge of Sales Tax Revenues on parity with the Senior Bonds and the regularly scheduled payments on the Initial Swaps (as defined herein), the Basis Swap Overlays (as defined herein) and any other Interest Rate Swap Agreements (as defined herein), subject to compliance with the terms and provisions set forth in the Bond Indenture.

Series 2008 Bonds. On March 27, 2008, the Commission issued its \$600,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2008 Series A, 2008 Series B, 2008 Series C and 2008 Series D (collectively, the “Series 2008 Bonds”) in the aggregate principal amount of \$600,000,000. The Series 2008 Bonds have a final stated maturity of April 1, 2038. The Series 2008 Bonds are currently Outstanding in the aggregate principal amount of \$402,300,000. The Series 2008 Bonds are variable rate demand obligations and currently bear interest at a weekly interest rate. The final maturity date for the Series 2008 Bonds is April 1, 2038. The Commission entered into certain Initial Swaps in connection with the Series 2008 Bonds, pursuant to which the Commission pays fixed rates and receives variable rates. See “OUTSTANDING OBLIGATIONS – Interest Rate Swap Agreements.” A portion of the proceeds of the Series 2012 Bonds described below refunded \$151.5 million of the Series 2008 Bonds and a corresponding notional amount of the Initial Swaps were terminated. The Series 2008 Bonds are currently the only Series of Bonds secured by a Bond Reserve Fund.

Series 2008 Bonds Reserve Fund. Pursuant to the Indenture, there has been established the Series 2008 Bonds Reserve Fund to be maintained by the Trustee as a pooled reserve fund for the 2008 Reserve Fund Eligible Bonds. The Series 2008 Bonds Reserve Fund is currently funded in the amount of \$[17,334,733]. The “2008 Reserve Fund Eligible Bonds” are the Series 2008 Bonds and any other Series of Additional Bonds or Refunding Bonds or portions thereof (in each case, payable on parity with the Series 2008 Bonds from, and secured as to payment on parity with the Series 2008 Bonds by the Revenues and other funds) issued and designated, by a Supplemental Indenture, to be secured by and entitled to the pledge and benefit of the Series 2008 Bonds Reserve Fund. The Commission has not designated any outstanding Bonds, other than the Series 2008 Bonds as 2008 Reserve Fund Eligible Bonds.

Series 2010 Bonds. On November 10, 2010, the Commission issued its \$338,960,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series A (Taxable Build America Bonds) (the “2010 Series A Bonds”). The 2010 Series A Bonds are currently outstanding in the aggregate principal amount of \$338,960,000. The 2010 Series A Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

On November 10, 2010, the Commission issued its \$11,040,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2010 Series B (the “2010 Series B Bonds” and, together with the 2010 Series A Bonds, the “Series 2010 Bonds”). The 2010 Series B Bonds are currently outstanding in the aggregate principal amount of \$6,235,000. The 2010 Series B Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2030.

The 2010 Series A Bonds were issued as “Build America Bonds” bearing taxable interest rates that were expected to be offset by a cash subsidy from the United States Treasury (the “Subsidy Payments”) pledged thereto under the Bond Indenture. The amount of any Subsidy Payments to be received in connection with the 2010 Series A Bonds is subject to change by the federal government. On March 1, 2013, the federal government announced the implementation of certain automatic spending cuts known as “sequestration.” In Fiscal Year 2016-17, sequestration reduced Subsidy Payments to the Commission by approximately \$480,361. The Commission expects future reductions in Subsidy Payments to occur due to the sequester, but is unable to predict the amount or duration of such reductions. Further, Subsidy Payments will only be paid if the 2010 Series A Bonds continue to qualify as Build America Bonds. The Commission does not believe that failure to receive the Subsidy Payments in whole or in part will materially and adversely impact the Commission’s ability to pay debt service on the 2010 Series A Bonds or other obligations, including the Notes. See “RISK FACTORS – Loss of Subsidy Payments.”

Series 2012 Bonds. On June 14, 2012, the Commission issued its \$420,585,000 Sales Tax Revenue Bonds (Limited Tax Bonds), 2012 Series A (the “Series 2012 Bonds”). The Series 2012 Bonds are currently Outstanding in the aggregate principal amount of \$324,400,000. The Series 2012 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048. Proceeds of the Series 2012 Bonds refunded a portion of the Series 2008 Bonds in the aggregate principal amount of \$151,500,000.

Series 2014 Bonds. On September 10, 2014, the Commission issued its \$350,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds) 2014 Series A (the “Series 2014 Bonds”). The Series 2014 Bonds are currently Outstanding in the aggregate principal amount of \$336,130,000. The Series 2014 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

Series 2016 Bonds. On August 17, 2016, the Commission issued its \$325,000,000 Sales Tax Revenue Bonds (Limited Tax Bonds) 2016 Series A (the “Series 2016 Bonds”). The Series 2016 Bonds are currently Outstanding in the aggregate principal amount of \$317,680,000. The Series 2016 Bonds are fixed rate bonds and have a final stated maturity date of April 1, 2048.

Initial Interest Rate Swap Agreements. In November 2005, the Commission entered into three interest rate swap agreements (the “Initial Swaps”) in an initial aggregate notional amount of \$600,000,000 or \$200,000,000 each. The Initial Swaps became effective as of April 1, 2008, and the notional amounts amortize in tandem with the amortization of the Series 2008 Bonds. The Commission’s obligation to make regularly scheduled payments to the counterparties under the Initial Swaps is payable from and secured by Sales Tax Revenues on parity basis with the Senior Bonds. None of the Initial Swaps obligates the Commission to post any collateral.

Pursuant to the terms of the Initial Swaps, the Commission agreed to pay to the counterparties a fixed rate of interest and the counterparties agreed to pay the Commission a floating rate of interest on the first day of each month, commencing May 1, 2008. Under certain conditions, the Initial Swaps may be terminated, at which time the Commission may be required to make a termination payment to the applicable

counterparty. Termination payments payable in accordance with the provisions of the Initial Swaps are secured by a lien on the Sales Tax Revenues subordinate to the lien which secures the Senior Bonds, any parity obligations allowed pursuant to the Bond Indenture and other Subordinate Obligations, including the Notes and any Parity Debt. A portion of the proceeds of the Series 2012 Bonds refunded \$151.5 million of the Series 2008 Bonds and a corresponding notional amount of the Initial Swaps were terminated. As of March 1, 2018, if the Initial Swaps were terminated in full, the Commission would owe a termination payment of approximately \$_____.

The swap counterparties under the Initial Swaps, the fixed rate of interest paid by the Commission, and the floating rate of interest paid by the swap counterparties are as follows:

<u>Name of Counterparty</u>	<u>Current Notional Amount</u>	<u>Rate</u>	<u>Floating Rate Received by Commission</u>
Goldman Sachs Mitsui Marine Derivative Products, L.P.	\$134,100,000	3.8165%	65% of USD One-Month LIBOR until April 1, 2018; USD SIFMA Swap Index thereafter
Bank of America, N.A.	\$134,100,000	3.8165%	65% of USD One-Month LIBOR until April 1, 2018; USD SIFMA Swap Index thereafter
Bank of America, N.A.	\$134,100,000	3.4100%	65% of USD One-Month LIBOR

Basis Rate Swap Overlays. In March 2009, the Commission entered into two SIFMA/LIBOR floating-to-floating swaps (the “Basis Rate Swap Overlays”), each with Barclays Bank PLC (“Barclays”) and each with the initial notional amount of \$156,600,000. Pursuant to the terms of the Basis Rate Swap Overlays, the Commission agreed to pay to Barclays the SIFMA Swap Index and Barclays agreed to pay the Commission 107.4% of 3-month LIBOR on the first day of each month, commencing on May 1, 2018. The Commission’s obligation to make regularly scheduled swap payments to Barclays under the Basis Rate Swap Overlays is payable from and secured by Sales Tax Revenues on parity with the Senior Bonds. Under certain circumstances, the Basis Rate Swap Overlays may be terminated, at which time the Commission may be required to make a termination payment to the applicable counterparty; as of March 1, 2018, if the Basis Rate Swap Overlays were terminated in full, the Commission would be owed approximately \$_____. Under the terms of the Basis Rate Swap Overlays, the Commission may terminate the agreement and cash settle with prior written notice. Termination payments payable in accordance with the provisions of the Basis Rate Swap Overlays are secured by a lien on the Sales Tax Revenues subordinate to the lien that secures the Senior Bonds, the Notes and any Parity Debt.

The Financial Conduct Authority (“FCA”) of the United Kingdom, which has regulated LIBOR since April of 2013, has announced its intention to retire the benchmark interest rate setting mechanism (“LIBOR Retirement”) by 2021. The FCA has suggested that there may be a transitional period following LIBOR Retirement during which LIBOR will be maintained as a shadow benchmark rate for use in current transactions. Certain agreements that rely on LIBOR without an alternative index upon LIBOR Retirement may need to be amended with the consent of the parties and/or bondholders. The Commission will review its agreements and take appropriate action as the situation with respect to LIBOR Retirement develops. The Commission cannot predict the financial implications, if any, from LIBOR Retirement.

Liquidity Facilities. The 2008 Series A Bonds and the 2008 Series B Bonds are supported by a Standby Bond Purchase Agreement by and among JPMorgan Chase Bank, National Association, the Commission and the Trustee, as amended, including by a Sixth Amendment to Standby Bond Purchase Agreement, dated March 1, 2017 (as amended, the “JPMorgan Liquidity Facility”). The JPMorgan Liquidity Facility will expire on March 24, 2019, prior to the final maturity of the 2008 Series A Bonds and the 2008 Series B Bonds, unless extended or terminated in accordance with its terms.

The 2008 Series C Bonds are supported by a Standby Bond Purchase Agreement dated as of November 1, 2017 (the “Bank of America Liquidity Facility”), by and among Bank of America, N.A., the Commission and the Trustee. The Bank of America Liquidity Facility will expire on November 2, 2020, prior to the final maturity of the 2008 Series C Bonds, unless extended or terminated in accordance with its terms.

The 2008 Series D Bonds are supported by a Standby Bond Purchase Agreement by and among State Street Bank and Trust Company, the Commission and the Trustee (the “State Street Liquidity Facility” and, together with the JPMorgan Liquidity Facility and the Bank of America Liquidity Facility, the “2008 Liquidity Facilities” and each a “2008 Liquidity Facility”). The State Street Liquidity Facility will expire on June 4, 2019, prior to the final maturity of the 2008 Series D Bonds, unless extended or terminated in accordance with its terms.

The Commission is unable to predict the cost or availability of alternate credit or liquidity arrangements to replace any of the 2008 Liquidity Facilities upon their expiration or termination. See “RISK FACTORS – “Acceleration of Liquidity Facility Bonds.”

Parity Debt

Additional Series of Notes. The Commission may by Supplemental Indenture to the Subordinate Indenture establish one or more additional Series of Notes, payable from the Sales Tax Revenues and secured by the pledge made under the Act and the Subordinate Indenture equally and ratably with the Notes and any other Series of Notes or Parity Debt previously issued, in such principal amount as the Commission determines, but only upon compliance by the Commission with the provisions of the Subordinate Indenture and any additional requirements set forth in said Supplemental Indenture, and subject to the following specific conditions:

- (a) no Event of Default shall have occurred and then be continuing;
- (b) the aggregate principal amount of Notes authorized to be issued together with all outstanding Senior Lien Debt and Parity Debt shall not in combination with all outstanding debt obligations of the Commission exceed any limitation imposed by law or by any Supplemental Indenture or by Section 132309(b) of the Public Utilities Code of the State; and
- (c) the Commission shall have placed on file with the Trustee, the Issuing and Paying Agent and the Bank, a Certificate certifying that the amount of Senior Lien Revenues received by the Commission for any period of 12 consecutive months during the 18 months immediately preceding the date of the proposed issuance will be at least equal to [1.5] times the Maximum Annual Debt Service on all Notes, Parity Debt and Senior Lien Debt then outstanding, including the additional series of Notes then proposed to be issued, and 1 times the amount then due and owing to the provider of a surety bond, insurance policy or letter of credit which is used to satisfy all or a portion of a bond reserve requirement established pursuant to a bond indenture relating to the Senior Lien Debt.

In the event additional assets or revenues are included within the definition of “Senior Lien Revenues” by a Supplemental Bond Indenture, such additional assets or revenues shall be included in the calculations in (c) above as if such additional assets or revenues had always been included in Senior Lien Revenues; provided that the consent of the Bank to such inclusion is obtained and Moody’s and Standard & Poor’s each confirm that inclusion of such revenues will not cause a reduction or withdrawal of any rating then in effect with respect to the Notes. See “APPENDIX D – DEFINITIONS AND SUMMARY OF THE LEGAL DOCUMENTS.”

Refunding Notes. Refunding debt may be authorized and issued by the Commission without filing the certificate referred to in subsection (c) above, provided that no Note, advance or bank loan under any Reimbursement Agreement shall be deemed to constitute refunding debt and provided further that Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding following the issuance of such refunding debt is less than or equal to Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding prior to the issuance of such refunding debt. Such refunding debt may be issued as Senior Lien Debt in accordance with the provisions set forth in the bond indenture relating to the Senior Bonds (the “Bond Indenture”) or as Parity Debt in accordance with the provisions set forth herein, in each case, in an aggregate principal amount sufficient (together with any additional funds available or to become available) to provide funds for the payment of the principal or redemption price, if any, of the Senior Lien Debt, Notes or Parity Debt to be refunded, the interest on the Senior Lien Debt, Notes or Parity Debt to be refunded to the date such Senior Lien Debt, Notes or Parity Debt will be called for redemption or paid at maturity, as applicable, all incidental expenses and costs of issuance for the refunding debt, and interest on the refunding debt from the date thereof to the date of redemption of the Senior Lien Debt, Notes or Parity Debt to be refunded. See “APPENDIX D – DEFINITIONS AND SUMMARY OF THE LEGAL DOCUMENTS.”

2018 Short-Term Notes. Pursuant to the Subordinate Indenture, the Commission has issued \$_____ in principal amount of its Subordinate Sales Tax Revenue Short-Term Notes (Limited Tax Bonds), 2018 Series A, secured by a pledge of Sales Tax Revenues on parity with the pledge securing the Notes. The 2018 Short-Term Notes mature on April 1, 2021. The Commission expects to pay the principal of the 2018 Short-Term Notes from the proceeds of a draw on the TIFIA Loan Agreement. The Subordinate Indenture provides that unless the 2018 Short-Term Notes have been previously paid or defeased pursuant to the provisions of the Subordinate Indenture, the Commission agrees to use its best efforts, on or before April 1, 2021, to draw on the TIFIA Loan Agreement or, to the extent sufficient funds are not available or eligible thereunder, to issue Senior Bonds under the Bond Indenture, or Notes or other Parity Debt under the Subordinate Indenture or to otherwise obtain financing to provide funds sufficient to pay the principal of the 2018 Short-Term Notes on April 1, 2021.

Limitations on the Issuance of Obligations Payable from Sales Tax Revenues. The Commission will not, so long as any of the Notes, Advances, Bank Loans, Parity Debt or Senior Lien Debt are outstanding, issue any obligations or securities, however denominated, payable in whole or in part from or secured by Sales Tax Revenues, except the following:

- (a) notes of any additional Series authorized pursuant to the provisions of the Subordinate Indenture described above under the caption “Additional Series of Notes;”
- (b) refunding debt authorized pursuant to the provisions of the Subordinate Indenture described above under the caption “Refunding Notes;”
- (c) Parity Debt, provided that unless such Parity Debt is for refunding purposes as specified in the Subordinate Indenture, the Commission shall have placed on file with the Trustee and the Bank a Certificate certifying that, on the basis of calculations as of the date of delivery of such Parity Debt, the requirements with respect to the issuance of an additional Series of Notes described above in paragraph (c) under the caption “Additional Series of Notes” have been met with respect to such Parity Debt;
- (d) Senior Lien Debt, provided that the Commission shall have placed on file with the Trustee and the Bank a Certificate certifying that, the amount of Senior Lien Revenues received for any period of 12 consecutive months during the 18 months immediately preceding the date on which such additional Senior Lien Debt will become outstanding shall have been at least equal to 1.15 times the amount of Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt then outstanding and the additional Senior Lien Debt then proposed to be issued, and 1 times

the amount then due and owing to the provider of a surety bond, insurance policy or letter of credit which is used to satisfy all or a portion of a bond reserve requirement established pursuant to a bond indenture relating to the Senior Lien Debt;

(e) Obligations which are junior and subordinate to the payment of the principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, and which junior and subordinate obligations are payable as to principal, premium, if any, interest and reserve fund requirements, if any, only out of Revenues after the prior payment of all amounts then required to be paid hereunder from Revenues for principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, as the same become due and payable and at the times and in the manner as required in the Indenture.

Notwithstanding anything in the Indenture to the contrary, the making of an Advance or Bank Loan with respect to Notes of any Series shall not be considered the issuance of additional debt.

Maximum Annual Debt Service. For purposes of calculating Maximum Annual Debt Service, principal and interest payments on Debt shall be excluded to the extent that: (i) such payments are to be paid from amounts on deposit with any fiduciary, including Investment Securities and interest to be payable thereon, in escrow specifically therefore; (ii) such interest payments are to be paid from the proceeds of Debt held by any fiduciary as capitalized interest, including Investment Securities and interest to be payable thereon, specifically to pay such interest by such fiduciary, and (iii) such interest payments are to be paid from pledged Subsidy Payments the Commission expects to receive.

Junior Subordinate TIFIA Loan

On June 27, 2017, the Commission entered into a loan agreement (the “TIFIA Loan Agreement”) with the U.S. Department of Transportation, acting by and through the Executive Director of the Build America Bureau (the “TIFIA Lender”), under the Transportation Infrastructure Finance and Innovation Act. Pursuant to the TIFIA Loan Agreement, the TIFIA Lender has agreed to make a loan to the Commission in an amount not to exceed \$537,484,439 (the “Junior Subordinate TIFIA Loan”). The proceeds of the Junior Subordinate TIFIA Loan are expected to be applied to the payment of federally eligible costs of the Commission’s Mid-Coast Corridor Transit Project, including repayment of the 2018 Short-Term Notes. The Junior Subordinate TIFIA Loan will bear interest at a fixed rate of 2.72% and will mature no later than October 1, 2045. The Junior Subordinate TIFIA Loan will be secured by a pledge of Sales Tax Revenues that is subordinate to the pledges securing the Senior Lien Debt, the Notes and other Parity Debt. The Junior Subordinate TIFIA Loan is not secured by a springing lien.

THE SALES TAX

Authorization, Application and Collection of the Sales Tax

The Commission is authorized by the Act to adopt a retail transactions and use tax ordinance applicable in the incorporated and unincorporated territory of the County in accordance with California’s Transactions and Use Tax Law (Revenue and Taxation Code Sections 7251 *et seq.*), upon authorization by a majority of the electors voting on the issue. On November 3, 1987, the voters approved the 1987 Ordinance which imposed the Sales Tax in the County for a twenty-year period. On November 2, 2004, more than two-thirds of the voters approved the Sales Tax Extension Ordinance which, among other things, extended the collection of the tax to March 31, 2048. The Ordinance imposes the Sales Tax on the gross receipts of retailers from the sale of tangible personal property sold in the County and upon the storage, use or other consumption in the County of such property purchased from any retailer for storage use or other consumption in the County, subject to certain limited exceptions described below.

Collection of the Sales Tax is administered by the CDTFA, which replaced the BOE for this purpose. The CDTFA, after deducting a fee for administering the Sales Tax, remits the remaining Sales Tax Revenues to the Trustee which are then applied to satisfy the Commission's obligations with respect to the Senior Bonds. The remaining Sales Tax Revenues are then remitted to the Trustee for the Commission's Subordinate Obligations, including the Notes. After payment of debt service requirements on the Subordinate Obligations, any remaining unapplied Sales Tax Revenues are then remitted to the Trustee for payment of certain fees and expenses and the Junior Subordinate TIFIA Loan and thereafter to the Commission. The fee charged by the CDTFA is determined by the CDTFA pursuant to statute. The fee charged by the CDTFA to the Commission for collection of the Sales Tax for Fiscal Year 2017 was \$3,300,880. The fee that the CDTFA is authorized to charge for collection of the Sales Tax is determined by State legislation and may be increased or decreased by legislative action. There can be no assurances that the amount of this fee or the method for determining the amount of the fee will remain the same.

The CDTFA disburses collected sales tax monthly to sales taxing jurisdictions such as the Commission through a five-step procedure. First, the CDTFA calculates 90% of the same quarter disbursement from the prior year. Second, the CDTFA multiplies this number by the quarterly growth rate provided by the State Department of Finance. Third, the CDTFA divides the quarterly projection into three monthly disbursements of 30%, 30% and 40%. Fourth, the disbursement for the first month of each quarter is adjusted by a true-up for the previous quarter to reconcile actual sales tax collections with the disbursements made in accordance with the preceding formula. Fifth, a quarterly administration fee is subtracted from the first month's disbursement. From time to time there will be corrections made by the CDTFA for prior periods.

The Sales Tax is imposed in addition to a 7.25 percent sales and use tax levied statewide by the State and local sales tax measures enacted by cities, as described below under "– Other Sales Taxes Imposed in the County." In general, the statewide sales tax applies to the gross receipts of retailers from the sale of tangible personal property. The statewide use tax is imposed on the storage, use or other consumption in the State of property purchased from a retailer for such storage, use or other consumption. Since the use tax does not apply to cases where the sale of the property is subject to the sales tax, the application of the use tax generally is to purchases made outside of the State for use within the State, subject to certain exceptions. Many categories of transactions are exempt from the Statewide sales and use tax and from the Sales Tax. The most important are: sales of food products for home consumption; prescription medicine; edible livestock and their feed; seed and fertilizer used in raising food for human consumption; and gas, electricity and water when delivered to consumers through mains, lines, and pipes. In addition, "Occasional Sales" (i.e., sales of property not held or used by a seller in the course of activities for which he or she is required to hold a seller's permit) are generally exempt from the statewide sales and use tax and from the Sales Tax. Action by the State legislature or by voter initiative could change the transactions and items upon which the Statewide sales and use tax and the Sales Tax are imposed. Such changes or amendments could have either an adverse or beneficial impact on the Sales Tax Revenues. The Commission is not currently aware of any proposed legislative change, which would have a material adverse effect on Sales Tax Revenues. See also "RISK FACTORS – Proposition 218."

Historical Sales Tax Revenues

The Commission began receiving distributions of the Sales Tax from the BOE in June, 1988. The CDTFA now handles most of the taxes and fees previously collected by the BOE. The following table shows the Sales Tax remitted to the Commission during the Fiscal Years ended June 30, 1990 through June 30, 2017.

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**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
HISTORICAL SALES TAX REVENUES**

<u>Fiscal Year Ended June 30</u>	<u>Sales Tax Revenues⁽¹⁾</u>	<u>% Change From Prior Fiscal Year</u>
1990	\$113,758,624	--
1991	109,806,529	(3.5)%
1992	106,105,958	(3.4)
1993	111,783,116	5.4
1994	111,461,846	(0.3) ⁽²⁾
1995	114,303,387	2.5
1996	123,511,934	8.1
1997	131,592,528	6.5
1998	145,754,155	10.8
1999	156,909,677	7.7
2000	172,274,619	9.8
2001	189,795,888	10.2
2002	192,836,199	1.6
2003	200,600,386	4.0
2004	213,230,634	6.3
2005	228,562,785	7.2
2006	243,317,789	6.5
2007	247,924,304	1.9
2008	244,406,219	(1.4)
2009	221,991,360	(9.2)
2010	204,191,747	(8.0)
2011	221,304,014	8.4
2012	236,947,113	7.1
2013	247,221,162	4.3
2014	260,114,931	5.2
2015	268,840,549	3.4
2016	275,500,023	2.5
2017	284,456,260	3.3

⁽¹⁾ Cash basis, net of BOE/CDTFA administrative fee.

⁽²⁾ Reflects, in part, effect of increase in BOE administration fee in 1994.

Source: San Diego County Regional Transportation Commission.

Sales Tax Revenues received by the Commission through January of the Fiscal Year ending June 30, 2018 were \$169,816,579, compared with \$162,462,515 for the same period during the Fiscal Year ended June 30, 2017.

Other Sales Taxes Imposed in the County

With limited exceptions, the Sales Tax is imposed upon the same transactions and items subject to the 7.25 percent sales and use tax levied statewide by the State. The State Legislature or the voters of the State, through the initiative process, could change or limit the transactions and items upon which the statewide sales tax and the Sales Tax are imposed. Any such change or limitation could have an adverse impact on the Sales Tax Revenues collected. See “RISK FACTORS – Other Sales Taxes.”

In addition to the statewide sales and use tax and the Sales Tax, the following sales and use taxes are imposed in certain cities within the County. No portion of the statewide sales and use tax or the following taxes imposed in certain cities within the County are pledged to the repayment of the Notes.

<u>Sales and Use Tax</u>	<u>Tax Rate</u>	<u>Effective Date</u>	<u>Termination Date</u>
City of Chula Vista Temporary Transactions and Use Tax	0.50%	04/01/17	04/01/27
City of Del Mar Transactions and Use Tax	1.00	07/01/17	N/A
City of El Cajon Service Preservation Transactions and Use Tax	0.50	04/01/09	03/31/29
City of La Mesa Transactions and Use Tax	0.75	04/01/09	03/31/29
City of National City Transactions and Use Tax	1.00	10/01/06	09/30/36
City of Vista Transactions and Use Tax	0.50	04/01/07	03/31/37

Source: *California City and County Sales and Use Tax Rates* (July 1, 2017), CDTFA.

For information concerning historical taxable sales in the County, see the table entitled “County of San Diego, Taxable Sales Transactions” in APPENDIX B – “Information Regarding the County of San Diego.”

THE LETTER OF CREDIT AND REIMBURSEMENT AGREEMENT

The following summary of certain provisions of the Letter of Credit and the Reimbursement Agreement does not purport to be complete or definitive, does not constitute a complete summary of either the Letter of Credit or the Reimbursement Agreement, and is qualified in its entirety by reference to the complete provisions of the Letter of Credit and the Reimbursement Agreement, each of which is available from the Commission. Investors should obtain and review a copy of the Letter of Credit and the Reimbursement Agreement in order to understand all of the terms of each document.

All capitalized terms used but not otherwise defined in the summaries of the Letter of Credit and the Reimbursement Agreement set forth below shall have the meanings ascribed to such terms in the Letter of Credit or if not defined therein shall have the meanings ascribed to such terms in the Reimbursement Agreement.

Letter of Credit

The Letter of Credit was issued by the Bank pursuant to the terms of the Reimbursement Agreement. The Letter of Credit is an irrevocable transferable obligation of the Bank. The Letter of Credit was issued in an amount equal to \$79,438,357 (the “Stated Amount”) calculated as the sum of \$75,000,000, which is the maximum aggregate principal amount of the Notes authorized to be outstanding at any one time, plus interest thereon in an amount equal to \$4,438,357.

The Stated Amount of the Letter of Credit will be permanently reduced from time to time in accordance with the Letter of Credit. After any Drawing, the Stated Amount will be reinstated, but only when and to the extent amounts are received by the Bank for reimbursement of the amount of such Drawing (except in the case of a Drawing resulting from the delivery of a Final Drawing Notice (as defined in the Letter of Credit)), and will be subject to any reduction in said Stated Amount upon the Bank’s receipt of a reduction notice pursuant to the Letter of Credit, and will also be subject to any reduction in said Stated Amount as described in the immediately succeeding sentence. If at any time the Issuing and Paying Agent shall have received notice from the Bank that an Event of Default (as defined in the Reimbursement Agreement) under the Reimbursement Agreement has occurred and is continuing (a “Default and Reduction Notice”) or received a Final Drawing Notice from the Bank, then in each case the Stated Amount of the Letter of Credit shall be permanently reduced to the principal amount of Notes outstanding at the time of the Issuing and Paying Agent’s receipt of such Default and Reduction Notice or Final Drawing Notice, as applicable, plus interest to accrue thereon to maturity, and shall be further permanently reduced upon the Bank honoring the related Drawing upon the maturity of any such Notes (or with respect to the Final

Drawing Notice upon the Bank honoring the final Drawing) and the Stated Amount shall no longer be reinstated following any Drawings.

Demands for payment honored under the Letter of Credit shall not at the time of any Drawing exceed the Stated Amount, as the Stated Amount may have been reduced or reinstated by the Bank as provided in the Letter of Credit. Each Drawing honored by the Bank under the Letter of Credit shall pro tanto reduce, by the amount of such Drawing, the Stated Amount and the amount available to be drawn under the Letter of Credit pursuant to any subsequent Drawing, except to the extent the Stated Amount has been reinstated in accordance with the provisions of the Letter of Credit.

This Letter of Credit shall expire at 5:00 p.m. New York City time on the date which is the earliest to occur of: (a) September 16, 2018, as such date may be extended by notice pursuant to the Letter of Credit (the “Letter of Credit Expiration Date”); (b) the date of payment of a Drawing on which the Stated Amount of the Letter of Credit is reduced to zero and not subject to reinstatement; (c) the date on which the Bank receives a certificate from the Issuing and Paying Agent that an Alternate Facility (as defined in the Reimbursement Agreement) has been accepted (after the Bank honors any properly presented and conforming Drawing, if any, on such date); (d) the date on which the Bank receives a certificate from the Issuing and Paying Agent that all Notes have been wholly defeased or no Notes remain outstanding under the Issuing and Paying Agent Agreement or the Indenture (as defined in the Reimbursement Agreement); (e) the date which is the 15th calendar day (or if such date is not a Business Day (as defined in the Reimbursement Agreement), the immediately succeeding Business Day) after the date on which the Issuing and Paying Agent receives the Final Drawing Notice (as defined in the Letter of Credit); or (f) the date on which the final Drawing resulting from the delivery of the Final Drawing Notice is honored under the Letter of Credit. All Drawings under the Letter of Credit shall be paid from immediately available funds of the Bank.

Notice of No Issuance and Final Drawing Notice

The Reimbursement Agreement permits Notes to be issued from time to time prior to the Letter of Credit Expiration Date in accordance with the terms thereof and the terms of the Indenture and the Issuing and Paying Agent Agreement so long as (i) the Issuing and Paying Agent is not in receipt of a Notice of No Issuance then in effect given by the Bank pursuant to Reimbursement Agreement and not rescinded and (ii) the Issuing and Paying Agent is not in receipt of a Final Drawing Notice.

The Bank may deliver a Notice of No Issuance at any time when: (i) an Event of Default shall have occurred and be continuing or (ii) certain representations and warranties of the Commission set forth in Reimbursement Agreement (or incorporated therein by reference) shall, in the reasonable opinion of the Bank, no longer be true and correct in any material respect. The Bank may deliver the Final Drawing Notice at any time when an Event of Default shall have occurred and be continuing. A Notice of No Issuance or the Final Drawing Notice shall be effective when received by the Issuing and Paying Agent.

Reimbursement Agreement

Events of Default

If any of the following events shall occur, each such event shall be an “Event of Default”:

(a) the Commission fails to pay, or cause to be paid (i) any principal of or interest on any Drawing or any Advance (as defined in the Reimbursement Agreement) when due, (ii) any Letter of Credit Fee (as defined in the Reimbursement Agreement) within five (5) Business Days of the date such Letter of Credit Fee is due or (iii) any other Obligation (as defined in the Reimbursement Agreement) (other than the Obligations described in clause (i) or (ii) of this subparagraph (a)) within five (5) Business Days of the date such Obligation is due;

(b) any material representation, warranty or statement made by or on behalf of the Commission in the Reimbursement Agreement or in any Related Document (as defined in the Reimbursement Agreement) to which the Commission is a party or in any certificate delivered pursuant thereto shall prove to be untrue in any material respect on the date as of which made or deemed made;

(c) (i) the Commission fails to perform or observe any term, covenant or agreement contained in certain specified covenants set forth in the Reimbursement Agreement; or (ii) the Commission fails to perform or observe any other term, covenant or agreement contained in the Reimbursement Agreement or the Fee Letter (as defined in the Reimbursement Agreement) (other than those referred to in subparagraph (a) above under this subheading “–Events of Default” and clause (i) of this subparagraph (c)) and any such failure cannot be cured or, if curable, remains uncured for thirty (30) days after the earlier of (A) written notice thereof to the Commission or (B) the Commission’s executive director or chief financial officer having actual knowledge of such failure;

(d) the Commission shall (i) default in any payment of any Revenues Secured Debt (as defined in the Reimbursement Agreement), beyond the period of grace, if any, provided in the instrument or agreement under which such Revenues Secured Debt was created; or (ii) default in the observance or performance of any agreement or condition relating to any Revenues Secured Debt or contained in any instrument or agreement evidencing, securing or relating thereto, or any other event shall occur or condition exist, the effect of which default or other event or condition is to permit the holder or holders of such Revenues Secured Debt (or a trustee or agent on behalf of such holder or holders) to cause, or to cause (in each case, determined without regard to whether any notice is required), any such Revenues Secured Debt to become due prior to its stated maturity;

(e) (i) a court or other Governmental Authority (as defined in the Reimbursement Agreement) with jurisdiction to rule on the validity of the Reimbursement Agreement, the Indenture, the Issuing and Paying Agent Agreement, the Law (as defined in the Reimbursement Agreement), the Ordinance (as defined in the Reimbursement Agreement) or any other Related Document to which the Commission is a party shall find, announce or rule that (A) any material provision of the Reimbursement Agreement and any other Related Document to which the Commission is a party; or (B) any provision of the Indenture, the Issuing and Paying Agent Agreement, the Law or the Ordinance relating to the security for the Notes, the Bank Note (as defined in the Reimbursement Agreement) or the Obligations, the Commission’s ability to pay the Obligations or perform its obligations under the Reimbursement Agreement or under the Fee Letter or the interests, security, rights and remedies of the Bank or any Payment and Collateral Obligation (as defined in the Reimbursement Agreement), is not a valid and binding agreement of the Commission or; (ii) an Authorized Officer of the Commission, by duly authorized action of the Commission, shall contest the validity or enforceability of the Reimbursement Agreement, any other Related Document to which the Commission is a party or any provision of the Indenture, the Issuing and Paying Agent Agreement, the Law or the Ordinance relating to the security for the Notes, the Bank Note or the Obligations, the Commission’s obligation to pay the Obligations or perform its obligations under the Reimbursement Agreement or under the Fee Letter or the interests, security, rights or remedies of the Bank or the pledge of, lien on or security interest in the Sales Tax Revenues (as defined in the Reimbursement Agreement) or any Payment and Collateral Obligation, or shall, by duly authorized action of the Commission, seek an adjudication that the Reimbursement Agreement, any other Related Document to which the Commission is a party or any provision of the Indenture, the Issuing and Paying Agent Agreement, the Law or the Ordinance relating to the security for the Notes, the Bank Note or the Obligations, the Commission’s ability to pay the Obligations or perform its obligations under the Reimbursement Agreement or under the Fee Letter or the interests, security, rights or remedies of the Bank or any Payment and Collateral Obligation, is not valid and binding on the Commission or an Authorized Officer of the Commission shall, by duly authorized action of the Commission, repudiate the Commission’s obligations under the Reimbursement Agreement or under any other Related Document or any Payment and Collateral Obligation or any Governmental Authority with competent jurisdiction (including, without limitation, the Commission) shall initiate legal proceedings seeking to declare any of the Related

Documents or the Commission's obligations to pay any Parity Debt (as defined in the Reimbursement Agreement) as not valid and binding on the Commission; or (iii) the validity, effectiveness or enforceability of the pledge of, lien on or security interest in the Sales Tax Revenues under the Indenture, the Issuing and Paying Agent Agreement or the Ordinance securing the Notes and the Obligations under the Reimbursement Agreement and under the Fee Letter and the Bank Note or any Payment and Collateral Obligation shall at any time for any reason cease to be valid, effective or binding as a result of a finding or ruling by a court or Governmental Authority with competent jurisdiction, or shall be declared, in a final non-appealable judgment by any court of competent jurisdiction, to be null and void, invalid or unenforceable;

(f) any provision of the Indenture, the Issuing and Paying Agent Agreement or the Ordinance relating to the security for the Notes, the Bank Note or the Obligations, the Commission's ability to pay the Obligations or perform its obligations under the Reimbursement Agreement or under the Fee Letter or the interests, security, rights or remedies of the Bank, or any Related Document to which the Commission is a party, except for any Dealer Agreement (as defined in the Reimbursement Agreement) which has been terminated due to a substitution of a Dealer, shall cease to be in full force or effect, or the Commission or any Person acting by or on behalf of the Commission shall deny or disaffirm the Commission's obligations under the Indenture, the Issuing and Paying Agent Agreement, the Law or the Ordinance or any other Related Document to which the Commission is a party or any Payment and Collateral Obligation;

(g) one or more final judgments or orders for the payment of money from Revenues which, individually or in the aggregate, equal or exceed \$10,000,000 (excepting therefrom any amounts covered by and available from insurance) shall have been rendered against the Commission and such judgment(s) or order(s) shall not have been satisfied, stayed, vacated, discharged or bonded pending appeal within a period of sixty (60) days from the date on which it was first so rendered;

(h) (i) a debt moratorium, debt restructuring, debt adjustment or comparable restriction is imposed on the repayment when due and payable of the principal of or interest on any Debt (as defined in the Reimbursement Agreement) (including, without limitation, amounts due under any Bank Agreement (as defined in the Reimbursement Agreement)) secured by a lien, charge or encumbrance upon or payable from the Sales Tax Revenues; (ii) under any existing or future law of any jurisdiction relating to bankruptcy, insolvency, reorganization or relief of debtors, the Commission seeks to have an order for relief entered with respect to it or seeking to adjudicate it insolvent or bankrupt or seeking reorganization, arrangement, adjustment, winding up, liquidation, dissolution, termination, composition or other relief with respect to it or its debts (or the existence of the Commission is dissolved or terminated by any other means); (iii) the Commission seeks appointment of a receiver, trustee, custodian or other similar official for itself or for any substantial part of the Commission's property, or the Commission shall make a general assignment for the benefit of its creditors; (iv) there shall be commenced against the Commission any case, proceeding or other action of a nature referred to in clause (ii) above and the same shall remain undismissed; (v) there shall be commenced against the Commission any case, proceeding or other action seeking issuance of a warrant of attachment, execution, distraint or similar process against all or any substantial part of its property which results in the entry of an order for any such relief which shall not have been vacated, discharged, or stayed or bonded pending appeal, within 60 days from the entry thereof; (vi) a financial control board, or its equivalent, shall be imposed upon the Commission by a Governmental Authority; (vii) the Commission takes action in furtherance of, or indicating its consent to, approval of, or acquiescence in, any of the acts set forth in clause (i), (ii), (iii), (iv), (v) or (vi) above; or (viii) the Commission shall generally not, or shall be unable to, or shall admit in writing its inability to, pay its debts as they become due;

(i) either of Moody's or S&P suspends, withdraws (other than a withdrawal requested by the Commission for non-credit related reasons) or downgrades the long-term unenhanced rating of any Senior Lien Debt (as defined in the Reimbursement Agreement) of the Commission below "Baa3" (or its equivalent) or "BBB-" (or its equivalent), respectively;

(j) any funds or accounts or investments on deposit in, or otherwise to the credit of, any of the funds or accounts established pursuant to the Indenture, the Law, the Ordinance, the Issuing and Paying Agent Agreement or the other Related Documents, that have been pledged to or a lien granted thereon to secure the Notes, the Bank Note or the Obligations, shall become subject to any writ, judgment, warrant or attachment, execution or similar process which shall not have been vacated, discharged, or stayed or bonded pending appeal within thirty (30) days from the entry thereof;

(k) (i) any “event of default” shall have occurred and be continuing under any Related Document beyond the expiration of any applicable grace period or (ii) any “event of default” under any Bank Agreement shall have occurred and be continuing beyond the expiration of any applicable grace period;

(l) Any provision of the Law or the Ordinance is supplemented, modified or amended in a manner that materially adversely impairs (i) the Commission’s ability or obligation to impose or levy the Sales Tax (as defined in the Reimbursement Agreement) in the incorporated and unincorporated territory of the County of San Diego or collect Revenues (as defined in the Reimbursement Agreement) and/or pay the Revenues directly to the Trustee or (ii) the State Board of Equalization’s (as defined in the Reimbursement Agreement) obligation to collect of the Sales Tax or the State Board of Equalization’s ability or obligation to make payment of the Sales Tax Revenues to the Trustee; or

(m) the Commission shall cease to exist, dissolve or terminate.

Remedies

Upon the occurrence of any Event of Default, all Obligations shall bear interest at the Default Rate (as defined in the Reimbursement Agreement) and the Bank may exercise any one or more of the following rights and remedies in addition to any other remedies provided in the Reimbursement Agreement or by law provided:

(a) by notice to the Commission, declare all Obligations to be, and such amounts shall thereupon become, immediately due and payable without presentment, demand, protest or other notice of any kind, all of which are waived by the Commission in the Reimbursement Agreement; provided that upon the occurrence of an Event of Default described under subparagraph (h) under the subheading “–Events of Default” above such acceleration shall automatically occur (unless such automatic acceleration is waived by the Bank in writing);

(b) by notice of the occurrence of any Event of Default to the Issuing and Paying Agent (which notice shall constitute a “Notice of No Issuance” for purposes of the Issuing and Paying Agent Agreement) prohibit, until such time, if any, as the Bank shall withdraw (in writing) such notice, the issuance of additional Notes, reduce the Stated Amount of the Letter of Credit to the amount of the then Outstanding (as defined in the Reimbursement Agreement) Notes supported by the Letter of Credit and interest payable thereon at maturity of such Notes and/or terminate and/or permanently reduce such Stated Amount as the then Outstanding Notes are paid;

(c) issue the Final Drawing Notice (the effect of which shall be to cause the Termination Date of the Letter of Credit to occur on the 15th day after the date of receipt thereof by the Issuing and Paying Agent);

(d) pursue any rights and remedies it may have under the Related Documents or the Law or the Ordinance; or

(e) pursue any other action available at law or in equity.

THE BANK

The following information has been provided by the Bank for use in securities disclosure documents. The Commission makes no representation regarding the accuracy or completeness thereof, or of any information in the documents incorporated by reference in the following section.

MUFG Union Bank, N.A. (“MUFG Union Bank” or the “Bank”), a member of MUFG, a global financial group, is a full-service bank having corporate headquarters in New York City. As of December 31, 2016, the Bank operated 365 branches, comprised primarily of retail banking branches in the West Coast states, along with commercial branches in Texas, Illinois, New York and Georgia, as well as two international offices. The Bank provides a wide spectrum of corporate, commercial, retail banking, and wealth management solutions to meet the needs of customers and also offers an extensive portfolio of value-added solutions for customers, including investment banking, personal trust, capital markets, global treasury management, transaction banking, and other services.

With assets of \$116.9 billion (USD), as of September 30, 2016, the Bank has strong capital reserves, credit ratings, and capital ratios relative to peer banks. MUFG Union Bank is a proud member of the Mitsubishi UFJ Financial Group (NYSE: MTU), one of the world’s leading financial groups with total assets of approximately ¥293.7 trillion (JPY) or \$2.9 trillion (USD), as of September 30, 2016. MUFG Americas Holdings Corporation, the financial holding company has corporate headquarters in New York City with total assets of \$148.1 billion at December 31, 2016. MUFG Americas Holdings Corporation is owned by The Bank of Tokyo-Mitsubishi UFJ, Ltd., which is a wholly-owned subsidiary of Mitsubishi UFJ Financial Group, Inc.

Copies of the latest annual report and the most recent quarterly report may be obtained at www.unionbank.com. The annual financials of MUFG may be obtained at <http://www.mufg.jp/english/ir/annualreport/2016mufg/pdf/mar/ar2016.pdf>.

Except for the contents of this section, MUFG Union Bank, N.A. assumes no responsibility for the nature, contents, accuracy or completeness of the information set forth in this Offering Memorandum.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

General

The Commission was organized pursuant to the Act and is responsible for providing improvements to the transportation system and other public infrastructure systems in the County funded with the Sales Tax. To carry out this responsibility, the Commission adopted in 1987 the initial San Diego County Transportation Improvement Program Ordinance (Commission Ordinance 87-1 – Proposition A, 1987) (referred to herein as the “1987 Ordinance”). In 2004, the Commission adopted the San Diego County Transportation Improvement Program *TransNet* Ordinance and Expenditure Plan (Commission Ordinance 04-01), referred to herein as the “2004 Sales Tax Extension Ordinance,” which provides for an extension of the retail transactions and use tax implemented by the initial 1987 Ordinance for a 40-year period commencing on April 1, 2008. See “– The Expenditure Plan” below. The Commission Board is composed of the SANDAG Board of Directors. However, the liabilities of SANDAG are not liabilities of the Commission. SANDAG employees carry out the work of the Commission. The Commission has no employees.

On January 1, 2003, Senate Bill 1703 took effect, changing the structure of SANDAG from a Joint Powers Authority to a State-created regional government agency. The effect of this legislation was to make SANDAG a permanent rather than voluntary association of local governments and to increase SANDAG’s responsibilities and powers. The SANDAG Board of Directors consists of voting representatives from the County and 18 incorporated cities within the County. On October 11, 2017, Governor Jerry Brown signed

into law Assembly Bill 805, which will change the voting mechanisms of the Board of Directors of SANDAG and provide additional audit requirements. Supplementing the voting members of the SANDAG Board of Directors are advisory representatives from Imperial County, the U.S. Department of Defense, Caltrans, San Diego Unified Port District, MTS, NCTD, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico. Policy Advisory Committees assist the SANDAG Board of Directors in carrying out the agency's work program. The SANDAG Board of Directors is also assisted by a professional staff of approximately 250 planners, engineers, research specialists, and supporting staff. Senate Bill 1703 also required the consolidation of the planning, programming, project development, and construction functions of MTS and NCTD into SANDAG. SANDAG is responsible for transit planning, project implementation, and construction of regional transit projects in the County. Neither the Commission nor SANDAG operates transit services. Transit operations in the County are the responsibility of MTS and NCTD.

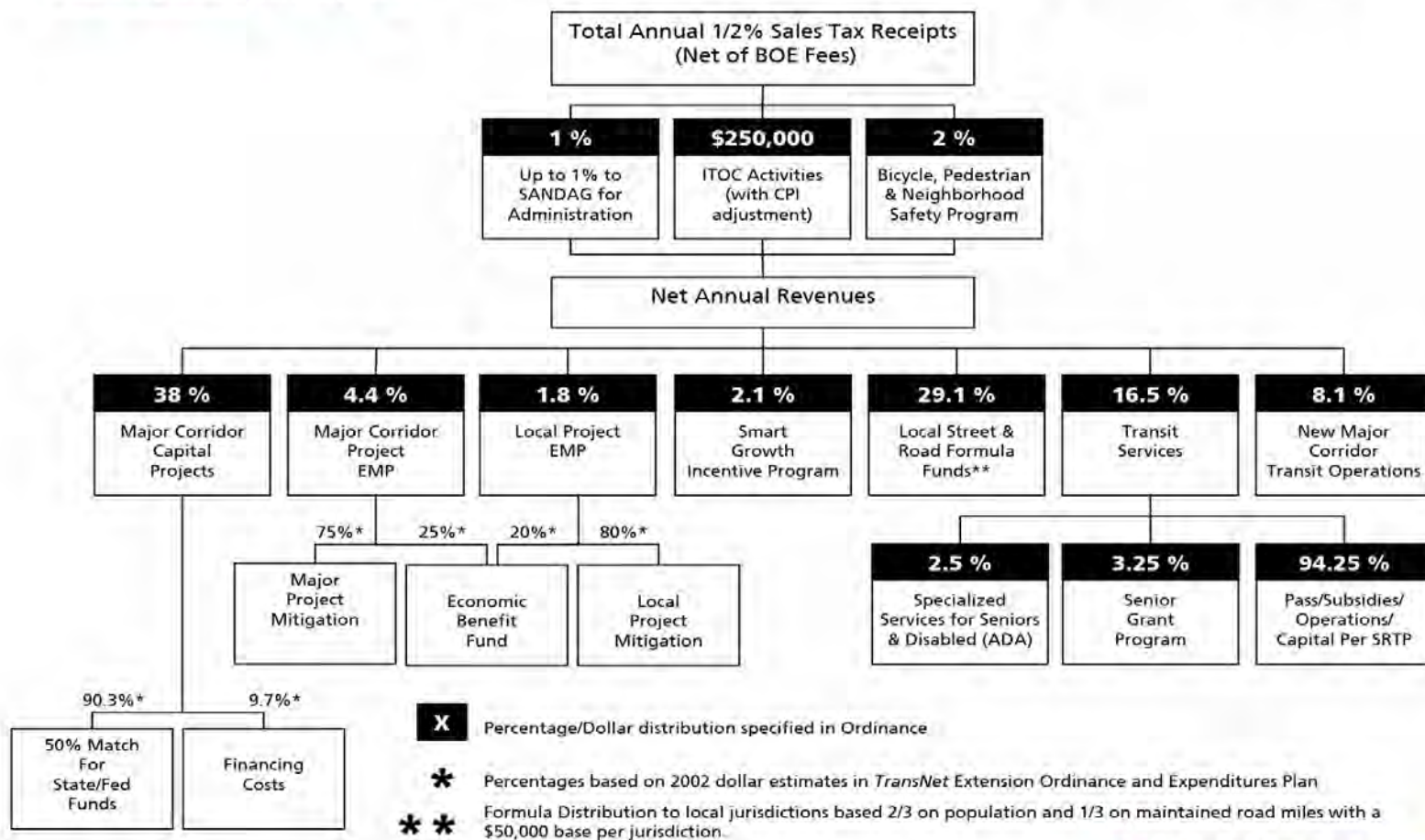
On October 28, 2011, the SANDAG Board of Directors adopted the 2050 Regional Transportation Plan and its Sustainable Communities Strategy ("2050 RTP"), which describes a plan for investing local, State and federal transportation funds expected to come into the region over the next 40 years. The Commission issued a progress report regarding the 2050 RTP in April 2015. Pending litigation against SANDAG broadly alleges that the programmatic Environmental Impact Report ("EIR") prepared for the 2050 RTP is inconsistent with the California Environmental Quality Act. Among other things, the Plaintiffs' request injunctive relief, which, if granted, could stay construction of projects listed in the 2050 RTP until after SANDAG corrects any alleged deficiencies in the EIR. Certain projects managed by the Commission are included in the 2050 RTP. The Commission believes that the likelihood of any stay prohibiting work on projects already under construction is remote.

The Expenditure Plan

The 1987 Ordinance and the 2004 Sales Tax Extension Ordinance each outline a series of projects (together, the "Expenditure Plan") to be completed during the term of the Sales Tax. The Expenditure Plan may be found at: <http://www.sandag.org/index.asp?publicnoticeid=227&fuseaction=notices.detail>. The Expenditure Plan is not incorporated herein by reference. The Ordinance specifies that Sales Tax Revenues are to be applied according to the following diagram.

Extension

Allocation of Funds—FY09 to FY48



To implement the Expenditure Plan, the Commission annually adopts finance plan updates (each, a “*TransNet* Plan of Finance”) that describe major program revenue, cost and project budget and schedule assumptions. Each *TransNet* Plan of Finance adopted by the Commission sets forth projected cash flow and borrowing requirements during the term of the program covered by such plan. The *TransNet* Early Action Program (depicted in the map entitled “*TransNet* Early Action Program at the front of this Official Statement) includes various highway and transit improvements in the Interstates 5, 15, 805 corridors; State Route 52 and 76 corridors; implementation of the Mid-Coast Light Rail Project; trolley vehicle and station upgrades along the Blue and Orange Lines; and double tracking improvements in the coastal rail corridor to be financed by the proceeds of Bonds, Sales Tax Revenues, and eligible federal, state, and local revenues.

In response to changing conditions, the *TransNet* Plan of Finance is updated on an annual basis. The update includes the latest project cost estimates, actual revenues received, and estimated revenue projections. The update allows the Commission to assess the strength of the program and appropriate changes to the implementation of the Project. In response to economic conditions during which costs have decreased while sales tax collections have increased, the Board has accelerated projects to take advantage of a construction bid environment offering bids significantly below engineering estimates. During periods when costs were rising faster than revenues, the Commission has deferred the implementation of certain projects to allow the *TransNet* Plan of Finance to remain focused on the highest priority projects.

At its October 27, 2017 meeting, the SANDAG Board unanimously approved the 2016-17 *TransNet* Plan of Finance continuing the implementation of major transportation projects in the region.

As a guiding principle, the Commission’s primary borrowing is focused on capital programs: (1) Major Corridor Capital Projects; (2) Major Corridor Environmental Mitigation Program (“EMP”); and (3) Local Project EMP. The remaining Sales Tax Revenues are allocated to current expenses for the remaining programs. From time to time, at the request of member agencies (local jurisdictions), the Commission may borrow for local street and road capital improvements, with the debt service for these improvements paid from each respective agency’s share of Local Street & Road Formula Funds.

Future Financings

The Commission manages the implementation of its capital program based on project readiness and the availability of federal and State funds, and may advance or slow down the delivery of projects in response to current conditions. No assurance can be given regarding the amount of additional Senior Bonds or Parity Debt that may be issued by the Commission in the future, subject to the limitations of the Bond Indenture and the Subordinate Indenture. However, the Commission anticipates issuing additional Senior Bonds or other obligations from time to time to fund transportation projects authorized under the Expenditure Plan. The Commission currently expects to issue an aggregate amount of additional Senior Bonds in the range of \$___ to \$___ million through calendar year 2023. The issuance of additional Senior Bonds or other obligations is subject to the requirements of the Bond Indenture.

Executive Staff

The SANDAG staff serves as staff to the Commission. Key staff members, the position held by each and a brief statement of the background of each staff member are set forth below. The office

of Executive Director is vacant following the retirement of Gary L. Gallegos on August 18, 2017. The Commission is currently conducting a search for its next Executive Director. Under the Commission's Board of Directors' policy, the Chief Deputy Executive Director has all of the authority of the Executive Director.

Kim Kawada, *Chief Deputy Executive Director*. Ms. Kawada's major responsibilities include managing the ongoing operations of SANDAG. She is responsible for overseeing the day-to-day activities of an agency with more than a \$1 billion budget and about 350 employees, including the Administration, Finance, Land Use and Transportation Planning, Mobility Management and Project Implementation, Operations, Technical Services, and *TransNet* Departments. She joined SANDAG in 1995, serving in a variety of leadership roles at the agency for more than 23 years. Ms. Kawada works with other local, regional, state, and federal agencies on regional infrastructure planning, programming and implementation issues. She has extensive experience working with elected leaders throughout the region to build consensus to achieve wide-ranging regional goals. Prior to her current role, Ms. Kawada served as *TransNet* and Legislative Affairs Program Director managing and directing the operations of the SANDAG *TransNet* program and federal and state legislative affairs. Ms. Kawada has played an instrumental role in many of the agency's programs and projects, ranging from long-term transportation planning to budgeting to setting public policy priorities. Her leadership on legislative efforts enabled SANDAG to operate new toll and managed lanes to expand travel choices, and to use innovative project delivery methods to save money and accelerate completion. She is a graduate of Brown University with a Bachelor of Arts in American History.

John F. Kirk, *General Counsel*. Mr. Kirk was appointed General Counsel for SANDAG and the Commission in January 2012. Mr. Kirk was originally hired by SANDAG as Deputy General Counsel in June 2006. Between 1990 and 2006 Mr. Kirk served the City of San Diego as a Deputy City Attorney. Mr. Kirk holds a Bachelors' degree from Wabash College and a Juris Doctorate from Pepperdine University's School of Law.

André Douzjian, *Director of Finance*. Mr. Douzjian serves as SANDAG's Chief Financial Officer and directs all financial and budgeting functions for SANDAG and the Commission. Mr. Douzjian returned to SANDAG in June of 2012. During the previous 12 years, Mr. Douzjian worked in the capacity of Chief Financial Officer for two privately-held staffing companies, where he was a co-founder and shareholder of those businesses. Prior to that, Mr. Douzjian was the Financial Services Manager at SANDAG, a position that he held for almost ten years, from 1991 to 2000. Prior to his employment at SANDAG, Mr. Douzjian was a Senior Accountant for KPMG, LLP, a certified accounting firm. Mr. Douzjian received a Bachelor of Business Administration (B.A.) degree in Accounting in 1988 from the University of San Diego and a Master's degree in Business Administration (M.B.A.) with an emphasis in Finance in 1996 from San Diego State University and is a Certified Public Accountant. Mr. Douzjian is a member of the Government Finance Officers Association.

Jim Linthicum, *Director of Mobility Management and Project Implementation*. Mr. Linthicum is directly responsible for the implementation of all capital improvement projects, including *TransNet* funded projects, under the control of the Commission. He is accountable for the scope, schedule, and cost of regional transportation projects and coordinates these efforts with federal, State, and local transportation agencies. Mr. Linthicum transferred to SANDAG from MTS in 2003 as a result of the consolidation of project development and construction functions into SANDAG. Prior to his employment at MTS, Mr. Linthicum worked for the California Department of Transportation for 24 years. Mr. Linthicum holds a B.S. degree in Civil Engineering from Pennsylvania State University.

Charles “Muggs” Stoll, *Director of Land Use and Transportation Planning*. Mr. Stoll is responsible for development and implementation of SANDAG’s Regional Comprehensive Plan and Regional Transportation Plan and oversees planning and project development activities in the areas of transportation, public transit, land use, public facilities, environmental management, and interregional and binational collaboration. Mr. Stoll joined SANDAG in April 2007 after spending more than 20 years with the California Department of Transportation at its San Diego District Office where he gained experience in many functional units. His career involved primarily project development functions, including assignments in construction as a Resident Engineer, Project Director with responsibility for all phases of development of the proposed tollway portion of future State Route 125 (South Bay Expressway), Deputy District Director of the Environmental Division, the District’s Capital Program Chair Deputy, and an eight-week acting assignment as the Chief of Staff to the Director of Caltrans in Sacramento. Mr. Stoll received a Bachelor of Science (B.S.) degree in Civil Engineering in 1983 and a Master’s degree in Business Administration (M.B.A.) in 1985. Both degrees were earned at San Diego State University. He has been a Registered Engineer in the State since 1988.

Ray Major, *Chief Economist*. Mr. Major originally joined SANDAG in 1987 as a Research Analyst and economist responsible for SANDAG’s econometric and economic impact models, custom analytic research projects, and for developing the San Diego region’s comprehensive Economic Prosperity Strategy. He left SANDAG in 1994 and joined the Nielsen companies where he served as a senior executive holding numerous positions including Chief Marketing Officer, Chief Customer Officer, and product strategist. Mr. Major oversaw the product development of Claritas, a major provider of demographic and segmentation data. As General Manager of Integras, he ran the division of Claritas specializing in Business Intelligence (BI) and predictive analytics, geo-spatial and economic modeling services. In 2010, Mr. Major moved to Halo BI, a state-of-the-art business intelligence and predictive modeling software and service provider where he served as CMO, COO, and CEO. Mr. Major rejoined SANDAG in 2015 where he now serves as the Chief Economist. Mr. Major holds both graduate and undergraduate degrees in economics from San Diego State University, with an emphasis in developmental economics, and econometrics.

José Nuncio, *TransNet Director*. Mr. Nuncio manages and directs the operations of the SANDAG TransNet Department and is responsible for the programming of federal, state, local and TransNet funds, revenue forecasts for the agency’s long-range transportation plans, internal and external accountability and communication through the TransNet Dashboard and staffing for the Independent Taxpayer Oversight Committee. Mr. Nuncio joined SANDAG in April 2002 after spending more than 10 years with the California Department of Transportation at its San Diego District Office where he gained experience in the areas of programming, project management and development, and international border affairs. Mr. Nuncio received a Bachelor of Science (B.S.) in Aerospace Engineering from the University of Michigan in 1989 and a Master of Science (M.S.) in Structural Engineering in 1991 from the University of California at San Diego. Mr. Nuncio has been a Registered Civil Engineer in the State of California since 1995.

Independent Examination of Measure A Revenue Estimates

In November 2016, the Commission’s Board of Directors endorsed Measure A, which sought to establish a new half-cent retail sales tax for the San Diego region. The supporters of Measure A campaigned for its passage with the representation that the additional sales tax would generate roughly \$18 billion in revenue, which would be used for transportation needs throughout the region. The estimates of potential revenue from the passage of Measure A were over-estimated, a fact that was reported by the press in October 2016. The following month, Measure A was defeated at the polls.

The Commission's Board of Directors commissioned an independent inquiry on April 14, 2017, to determine which individuals within Commission knew that the revenue estimates were overstated, when those individuals gained that knowledge, and with whom that information was shared. A report on the independent inquiry was presented to the Commission's Board of Directors on August 4, 2017. The report found that a computer input error in 2004 caused projections of sales tax receipts to be erroneously high. Several staff members questioned the projections and advised against using them. However, it was not until two days after the November 2016 election that staff discovered the source of the error. The report found that no one at Commission intended to misrepresent the revenue forecast and makes a series of policy and procedural recommendations to avoid such issues in the future. The Commission's Board of Directors subsequently implemented a 7-Point Data Accuracy and Modeling Work Plan as well as a "Plan of Excellence" to carry out ideas discussed by the Board of Directors and recommendations from the report as well as from the San Diego Taxpayers Association regarding improvements to SANDAG operations. The report is available on the Commission website as part of the Commission's Board of Directors' special meeting agenda minutes for the August 4, 2017, and information regarding the 7-Point Data Accuracy and Modeling Work Plan as well as a "Plan of Excellence" can be found at <http://www.sandag.org/index.asp?subclassid=125&fuseaction=home.subclasshome>.

The public reaction to the circumstances surrounding the November 2016 election has had an impact on the Commission. On October 11, 2017, Governor Jerry Brown signed into law AB 805 which made changes including modifications to the Commission's voting mechanisms. In addition, Executive Director Gary L. Gallegos retired effective August 18, 2017. Under the Board of Directors' policy, the Chief Deputy Executive Director of the Commission has all of the authority of the Executive Director. The Commission is currently conducting a search for its new Executive Director. It remains possible that the Commission will continue to experience additional changes as a result of the reaction, including in the governance or management of the Commission. See "RISK FACTORS – Governance and Management – Changes in State Law."

RISK FACTORS

Economy of the County and the State

The Notes are secured by a subordinate pledge of Sales Tax Revenues, which consist of the Sales Tax less an administrative fee paid to the CDTFA. The level of Sales Tax Revenues collected at any time is dependent upon the level of retail sales within the County, which level of retail sales is, in turn, dependent upon the level of economic activity in the County and in the State generally. As a result, any substantial deterioration in the level of economic activity within the County or the State could have a material adverse impact upon the level of Sales Tax Revenues and therefore upon the ability of the Commission to pay principal of and interest on the Notes. For information relating to economic conditions within the County and the State, see APPENDIX B – "INFORMATION REGARDING THE COUNTY OF SAN DIEGO."

Other Sales Taxes

With limited exceptions, the Sales Tax is imposed upon the same transactions and items subject to the 7.25% sales and use tax levied Statewide by the State. The State Legislature or the voters of the State, through the initiative process, could change or limit the transactions and items upon which the statewide sales tax and the Sales Tax are imposed. Any such change or limitation could have an adverse impact on the Sales Tax Revenues collected. In addition, the Sales Tax is imposed generally on the same transactions and items subject to sales and use taxes levied by certain cities within the County. See "THE SALES TAX – Other Sales Taxes Imposed in the County."

Credit and Liquidity Support Facilities

The amortization period applicable to the Notes purchased from Advances made pursuant to the Letter of Credit may be accelerated under certain circumstances. The Commission's obligation to reimburse the Bank on account of any Advance made to pay principal of and interest on the Notes pursuant to the Letter of Credit may, under specified circumstances, be paid over a period of five years following the date of such Advance.

In addition, the amortization period applicable to the Liquidity Facility Bonds may be accelerated under certain circumstances. "Liquidity Facility Bonds" are Series 2008 Senior Bonds tendered for purchase and not successfully remarketed, that are then purchased by a Liquidity Provider pursuant to the applicable 2008 Liquidity Facility. Such Liquidity Provider purchases may occur as a result of, among other things, adverse market conditions leading to failed remarketings or the Commission's inability to obtain replacement credit or liquidity arrangements upon the expiration or termination of the existing 2008 Liquidity Facilities. See "OUTSTANDING OBLIGATIONS – Senior Lien Debt – *Liquidity Facilities*." The Commission's obligation to reimburse the Liquidity Providers on account of their purchase of any of the Series 2008 Bonds may, under specified circumstances, be paid over a period of five years or, if earlier, by no later than the last day of the purchase period, and may, under certain circumstances, become immediately due and payable on the one hundred eightieth (180th) day following the date on which any Series 2008 Senior Lien Bond became a Liquidity Facility Bond. Liquidity Facility Bonds are payable on parity with the Senior Bonds.

Loss of Subsidy Payments

The 2010 Series A Bonds were issued as "Build America Bonds." The amount of any Subsidy Payments are subject to legislative changes by the United States Congress. On March 1, 2013, the federal government announced the implementation of certain automatic spending cuts known as "sequestration." In Fiscal Year 2016-17, sequestration reduced Subsidy Payments to the Commission by approximately \$480,361. The Commission expects future reductions in Subsidy Payments to occur due to the sequester, but is unable to predict the amount or duration of such reductions. Further, Subsidy Payments will only be paid if the 2010 Series A Bonds continue to qualify as Build America Bonds. For the 2010 Series A Bonds to remain Build America Bonds, the Commission must comply with certain covenants with respect to the 2010 Series A Bonds, the use and investment of proceeds thereof and the use of property financed thereby. Thus, it is possible that the Commission may not receive the Subsidy Payments. Subsidy Payments are also subject to offset against amounts that may, for unrelated reasons, be owed by the Commission to any agency of the United States of America. The Commission does not believe that failure to receive all or a portion of the Subsidy Payments or any offset to the Subsidy Payments will materially and adversely impact the Commission's ability to pay interest on the 2010 Series A Bonds or other obligations. The failure to receive all or any portion of the Subsidy Payment does not affect the Commission's obligation to pay debt service on the 2010 Series A Bonds.

Loss of Tax Exemption

As discussed under "TAX MATTERS," interest on the Notes could become includable in federal gross income, possibly from the date of issuance of the Notes, including as a result of acts or omissions of the Commission subsequent to the issuance of the Notes or changes in tax law. Should interest become includable in federal gross income, the Notes are not subject to redemption by reason thereof and will remain outstanding until maturity or earlier redemption.

Bankruptcy Considerations

The Commission may be authorized to file for Chapter 9 municipal bankruptcy under certain circumstances. Should the Commission file for bankruptcy, there could be adverse effects on the holders of the Notes.

If the Sales Tax Revenues are “special revenues” under the Bankruptcy Code, then Sales Tax Revenues collected after the date of the bankruptcy filing should be subject to the lien of the Indenture. “Special revenues” are defined to include taxes specifically levied to finance one or more projects or systems, excluding receipts from general property, sales, or income taxes levied to finance the general purposes of the governmental entity. The Sales Tax was levied to finance the projects described in the San Diego County Transportation Improvement Program *TransNet* Ordinance and Expenditure Plan (under this caption, the “Projects”), and some of these Projects are described in broad terms. In addition, the Projects are not owned by the Commission. No assurance can be given that a court would not hold that the Sales Tax Revenues are not special revenues. Were the Sales Tax Revenues determined not to be “special revenues,” then Sales Tax Revenues collected after the commencement of a bankruptcy case would likely not be subject to the lien of the Indenture. The holders of the Notes may not be able to assert a claim against any property of the Commission other than the Sales Tax Revenues, and were these amounts no longer subject to the lien of the Indenture following commencement of a bankruptcy case, then there could thereafter be no amounts from which the holders of the Notes are entitled to be paid.

The Bankruptcy Code provides that special revenues can be applied to necessary operating expenses of the project or system from which the special revenues are derived, before they are applied to other obligations. This rule applies regardless of the provisions of the transaction documents. The law is not clear as to whether, or to what extent, Sales Tax Revenues would be considered to be “derived” from the Projects. To the extent that Sales Tax Revenues are determined to be both special revenues and derived from the Projects, the Commission may be able to use Sales Tax Revenues to pay necessary operating expenses connected with the Projects, before the remaining Sales Tax Revenues are turned over to the Trustee to pay amounts owed to the holders of the Notes. It is not clear precisely which expenses would constitute necessary operating expenses.

If the Commission is in bankruptcy, the parties (including the holders of the Notes) may be prohibited from taking any action to collect any amount from the Commission or to enforce any obligation of the Commission, unless the permission of the bankruptcy court is obtained. These restrictions may also prevent the Trustee from making payments to the holders of the Notes from funds in the Trustee’s possession. The procedure pursuant to which Sales Tax Revenues are paid directly by the CDTFA to the Trustee may no longer be enforceable, and the Commission may be able to require the CDTFA to pay Sales Tax Revenues directly to the Commission.

The Commission as a debtor in bankruptcy may be able to borrow additional money that is secured by a lien on any of its property (including Sales Tax Revenues), which lien could have priority over the lien of the Indenture, or to cause some Sales Tax Revenues to be released to it, free and clear of lien of the Indenture, in each case provided that the bankruptcy court determines that the rights of the Trustee and the holders of the Notes will be adequately protected. The Commission may also be able, without the consent and over the objection of the Trustee and the holders of the Notes, to alter the priority, interest rate, payment terms, collateral, maturity dates, payment sources, covenants (including tax-related covenants), and other terms or provisions of the Indenture and the Notes, provided that the bankruptcy court determines that the alterations are fair and equitable.

There may be delays in payments on the Notes while the court considers any of these issues. There may be other possible effects of a bankruptcy of the Commission that could result in delays or reductions in payments on the Notes, or result in losses to the holders of the Notes. Regardless of any specific adverse determinations in a Commission bankruptcy proceeding, the fact of a Commission bankruptcy proceeding could have an adverse effect on the liquidity and value of the Notes.

Proposition 218

On November 5, 1996, voters in the State approved an initiative known as the Right to Vote on Taxes Act (“Proposition 218”). Proposition 218 added Articles XIII C and XIII D to the California Constitution. Article XIII C requires majority voter approval for the imposition, extension or increase of general taxes and two-thirds voter approval for the imposition, extension or increase of special taxes by a local government, which is defined to include local or regional governmental agencies such as the Commission. In 2004, the Sales Tax Extension Ordinance received the approval of more than 2/3 of the voters as required by Article XIII C. However, Article XIII C also removes limitations that may have applied to the voter initiative power with regard to reducing or repealing previously authorized taxes. In the opinion of the Commission, however, any attempt by the voters to use the initiative provisions under Proposition 218 to rescind or reduce the levy and collection of the Sales Tax in a manner which would prevent the payment of debt service on the Notes would violate the Impairment Clause of the United States Constitution and, accordingly, would be precluded. However, it is likely that the interpretation and application of Proposition 218 will ultimately be determined by the courts.

Further Initiatives

Proposition 218 was adopted as a measure that qualified for the ballot pursuant to the State’s initiative process. From time to time other initiative measures could be adopted, which may affect the Commission’s ability to levy and collect the Sales Tax.

Governance and Management – Changes in State Law

SANDAG was created in the 1970s as a Joint Powers Authority made up of various cities in the County of San Diego that desired to voluntarily carry out regional planning activities as a joint enterprise. SANDAG’s governance structure was codified into State Law by State statute in 2002. The State Legislature can alter the governance and structure of SANDAG. On October 11, 2017, Governor Jerry Brown signed into law AB 805 which changed the voting mechanisms of the Board of Directors of SANDAG and provide additional audit requirements. The State Legislature can adopt further statutory changes that could materially impact the composition of the Board of Directors or composition of management, or impose new requirements or standards, any of which could cause material changes for SANDAG policy objectives or how it operates.

ABSENCE OF MATERIAL LITIGATION

No litigation is pending, or to the best knowledge of the Commission, threatened, against the Commission concerning the validity of the Notes. The Commission is not aware of any litigation pending or threatened against the Commission questioning the political existence of the Commission or contesting the Commission’s ability to impose and collect the Sales Tax.

TAX MATTERS

On [____], Orrick, Herrington & Sutcliffe LLP, Bond Counsel to the Commission (“Bond Counsel”), will deliver its opinion that, based upon an analysis of existing laws, regulations, rulings and court decisions, and assuming, among other matters, the accuracy of certain representations and compliance with certain covenants, interest on the Notes, when issued in accordance with the Subordinate Indenture, the Issuing and Paying Agent Agreement and the Tax Certificate of the Commission, dated [____] (the “Tax Certificate”), is excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 (the “Code”) and is exempt from State of California personal income taxes. Bond Counsel is of the further opinion that interest on the Notes is not a specific preference item for purposes of the federal alternative minimum tax. A complete copy of the proposed form of opinion of Bond Counsel is set forth in Appendix E hereto.

Notice 94-84, 1994-2 C.B. 559, states that the Internal Revenue Service (the “IRS”) is studying whether the amount of the payment at maturity on short-term debt obligations (i.e., debt obligations with a stated fixed rate of interest which mature not more than one year from the date of issue) that is excluded from gross income for federal income tax purposes is (i) the stated interest payable at maturity or (ii) the difference between the issue price of the short-term debt obligations and the aggregate amount to be paid at maturity of the short-term debt obligations (the “original issue discount”). For this purpose, the issue price of the short-term debt obligations is the first price at which a substantial amount of the short-term debt obligations is sold to the public (excluding bond houses, brokers, or similar persons or organizations acting in the capacity of Dealer, placement agents or wholesalers). Until the IRS provides further guidance with respect to tax-exempt short-term debt obligations, taxpayers may treat either the stated interest payable at maturity or the original issue discount as interest that is excluded from gross income for federal income tax purposes. However, taxpayers must treat the amount to be paid at maturity on all tax-exempt short-term debt obligations in a consistent manner. Prospective purchasers of Notes should consult their own tax advisors with respect to the tax consequences of ownership of Notes if the prospective purchaser elects original issue discount treatment.

Notes purchased, whether at original issuance or otherwise, for an amount higher than their principal amount payable at maturity (or, in some cases, at their earlier call date) (“Premium Notes”) will be treated as having amortizable bond premium. No deduction is allowable for the amortizable bond premium in the case of notes, like the Premium Notes, the interest on which is excluded from gross income for federal income tax purposes. However, the amount of tax-exempt interest received, and a beneficial owner’s basis in a Premium Note, will be reduced by the amount of amortizable bond premium properly allocable to such beneficial owner. Beneficial owners of Premium Notes should consult their own tax advisors with respect to the proper treatment of amortizable bond premium in their particular circumstances.

The Code imposes various restrictions, conditions and requirements relating to the exclusion from gross income for federal income tax purposes of interest on obligations such as the Notes. The Commission has made certain representations and covenanted to comply with certain restrictions, conditions and requirements designed to ensure that interest on the Notes will not be included in federal gross income. Inaccuracy of these representations or failure to comply with these covenants may result in interest on the Notes being included in gross income for federal income tax purposes, possibly from the date of original issuance of the Notes. The opinion of Bond Counsel assumes the accuracy of these representations and compliance with these covenants. Bond Counsel has not undertaken to determine (or to inform any person) whether any actions taken (or not taken), or events occurring (or not occurring), or any other matters coming to Bond Counsel’s attention after the date of issuance of the Notes may adversely affect the value of, or the tax status of interest on, the Notes.

Accordingly, the opinion of Bond Counsel is not intended to, and may not, be relied upon in connection with any such actions, events or matters.

Although Bond Counsel is of the opinion that interest on the Notes is excluded from gross income for federal income tax purposes and is exempt from State of California personal income taxes, the ownership or disposition of, or the accrual or receipt of amounts treated as interest on, the Notes may otherwise affect a beneficial owner's federal, state or local tax liability. The nature and extent of these other tax consequences depends upon the particular tax status of the beneficial owner or the beneficial owner's other items of income or deduction. Bond Counsel expresses no opinion regarding any such other tax consequences.

Current and future legislative proposals, if enacted into law, clarification of the Code or court decisions may cause interest on the Notes to be subject, directly or indirectly, in whole or in part, to federal income taxation or to be subject to or exempted from state income taxation, or otherwise prevent beneficial owners from realizing the full current benefit of the tax status of such interest. The introduction or enactment of any such legislative proposals, or clarification of the Code or court decisions may also affect, perhaps significantly, the market price for, or marketability of, the Notes. Prospective purchasers of the Notes should consult their own tax advisors regarding the potential impact of any pending or proposed federal or state tax legislation, regulations or litigation, as to which Bond Counsel is expected to express no opinion.

The opinion of Bond Counsel is based on current legal authority, covers certain matters not directly addressed by such authorities, and represents Bond Counsel's judgment as to the proper treatment of the Notes for federal income tax purposes. It is not binding on the IRS or the courts. Furthermore, Bond Counsel cannot give and has not given any opinion or assurance about the future activities of the Commission, or about the effect of future changes in the Code, the applicable regulations, the interpretation thereof or the enforcement thereof by the IRS. The Commission has covenanted, however, to comply with the requirements of the Code.

Bond Counsel's engagement with respect to the Notes ends with the issuance of the Notes, and, unless separately engaged, Bond Counsel is not obligated to defend the Commission or the beneficial owners regarding the tax-exempt status of the Notes in the event of an audit examination by the IRS. Under current procedures, parties other than the Commission and their appointed counsel, including the beneficial owners, would have little, if any, right to participate in the audit examination process. Moreover, because achieving judicial review in connection with an audit examination of tax-exempt notes is difficult, obtaining an independent review of IRS positions with which the Commission legitimately disagrees, may not be practicable. Any action of the IRS, including but not limited to selection of the Notes for audit, or the course or result of such audit, or an audit of notes presenting similar tax issues may affect the market price for, or the marketability of, the Notes, and may cause the Commission or the beneficial owners to incur significant expense.

RATINGS

The Notes have been assigned a rating of "P-1" by Moody's Investors Service and a rating of "A-1" by S&P Global Ratings based on the Bank's delivery of the Letter of Credit supporting payment of the Notes. Certain information was supplied by the Commission to Moody's Investors Service and S&P Global Ratings to be considered in evaluating the Notes. The ratings reflect only the views of such rating agencies and any explanation of the significance of such ratings should be obtained from the rating agencies. There is no assurance that any rating will be retained for any given period of time or that the same will not be revised downward or withdrawn entirely by either rating

agency if in its judgment, circumstances so warrant. Any such downward revision or withdrawal of the ratings may have an adverse effect on the market price of the Notes.

LEGALITY FOR INVESTMENT IN CALIFORNIA

Under provisions of the Act, the Notes are legal investments in California for all trust funds, funds of insurance companies, commercial and savings banks, trust companies and State school funds and are eligible to secure deposits of public moneys.

THE DEALER

The Commission has appointed Citigroup Global Markets Inc. as Dealer with respect to the offering and sale of the Notes pursuant to the Dealer Agreement. The Dealer Agreement, among other things, does not require the Dealer to purchase the Notes. Furthermore, pursuant to the Dealer Agreement, the Dealer may resign or be replaced by the Commission.

MUNICIPAL ADVISOR

The Commission has retained PFM Financial Advisors LLC, San Francisco, California, as municipal advisor (the “Municipal Advisor”) in connection with the Notes. The Municipal Advisor is an independent registered municipal advisor. The Municipal Advisor has not undertaken to make an independent verification or to assume responsibility for the accuracy, completeness, or fairness of the information contained in this Offering Memorandum.

FINANCIAL STATEMENTS AND INDEPENDENT ACCOUNTANTS

Financial information relating to the Commission is included in the Commission’s Audited Basic Financial Statements for the Fiscal Year Ended June 30, 2017, which are included as part of Appendix A to this Offering Memorandum. The financial statements of the Commission included in Appendix A have been audited by Davis Farr LLP, Certified Public Accountants (the “Auditors”), as stated in their report appearing in Appendix A. The Auditors were not requested to consent to the inclusion of their report in Appendix A, nor have they undertaken to update their report or to take any action intended or likely to elicit information concerning the accuracy, completeness or fairness of the statements made in this Offering Memorandum, and no opinion is expressed by the Auditors with respect to any event subsequent to the date of their report.

MISCELLANEOUS

This Offering Memorandum is not to be construed as a contract or agreement between the Commission and the purchasers, holders or Beneficial Owners of any of the Notes. Any statements made in this Offering Memorandum involving matters of opinion, whether or not expressly so stated, are intended merely as an opinion and not as representations of fact. The information and expressions of opinion herein are subject to change without notice and neither the delivery of this Offering Memorandum nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the Commission since the date hereof.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION

By: /s/ Kim Kawada
Chief Deputy Executive Director

DRAFT

APPENDIX A

**AUDITED FINANCIAL STATEMENTS OF THE
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
FOR THE FISCAL YEAR ENDED JUNE 30, 2017**

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APPENDIX B

INFORMATION REGARDING THE COUNTY OF SAN DIEGO

Set forth below is certain information with respect to the County of San Diego (the “County”). Such information was obtained from the County and from other sources the Commission believes to be reliable as of the latest date when such information was available. The Commission takes no responsibility for the accuracy or completeness of such information.

ECONOMIC AND DEMOGRAPHIC INFORMATION

General

The County is the southernmost major metropolitan area in the State of California (the “State”). The County covers 4,261 square miles, extending 70 miles along the Pacific Coast from the Mexican border to Orange County and inland 75 miles to Imperial County. Riverside and Orange Counties form the northern boundary. The County is approximately the size of the State of Connecticut.

The topography of the County varies from broad coastal plains and fertile inland valleys to mountain ranges in the east which rise to an elevation of 6,500 feet. Eastern slopes of these mountains form the rim of the Anza-Borrego Desert and the Imperial Valley. The Cleveland National Forest occupies much of the interior portion of the County. The climate is stable in the coastal and valley regions where most of the population and resources are located. The average annual rainfall in the coastal areas is approximately 10 inches.

The County possesses a diverse economic base consisting of large sectors in high technology, tourism, health care, government, and a large military presence.

San Diego’s has several important job centers, including its downtown, which is currently undergoing a building boom and features tourism, professional, and government jobs; Sorrento Valley/Torrey Mesa, a hub for high-tech and health care; Kearney Mesa, the manufacturing and industrial center, and Uptown-Mission Valley, with a concentration of retail.

The San Diego Convention Center includes 2.6 million total gross square feet and estimates by the San Diego Convention Center Corporation indicate that the San Diego Convention Center generated approximately \$654 million in direct attendee spending during fiscal year 2017. In fiscal year 2017, there were 109 events held at the Convention Center (comprising 62 City-wide events and 47 secondary events) with approximately 793,960 people in attendance. The San Diego Convention Center Corporation estimates that the Convention Center’s operations generate more than a \$1.1 billion of regional economic activity.

The County is also growing as a major center for culture and education. Over 30 recognized art organizations, including the Old Globe Theatre productions, the La Jolla Chamber Orchestra, as well as museums and art galleries, are located in the County. Higher education is provided through community colleges and colleges, universities, and graduate level schools, referenced below under “Education.”

In addition to the City, other principal cities in the County include Carlsbad, Chula Vista, Oceanside, El Cajon, Escondido, San Marcos, and Vista. Most County residents live within 20 miles of the coast. Farther inland are agricultural areas, principally ornamental products and avocados, while the easternmost portion of the County has a dry, desert-like topography.

Population

There are 18 incorporated cities in the County, and a number of unincorporated communities. The County population as of January 1, 2017 was estimated to be approximately 3,316,192, making it the second largest County by population in California. The County's 2017 population increased 0.90% from 2016. January 2018 figures are not yet available. By the year 2025, the County's population is projected to exceed 3.5 million.

The following table shows changes in the population in the County, the State and the United States for the years 2006 to 2017.

POPULATION⁽¹⁾ (In Thousands)						
Year	San Diego County	Percent Change	State of California	Percent Change	United States	Percent Change
2006	2,976	0.30%	37,086	1.12%	299,398	1.01%
2007	2,998	0.74	37,472	1.04	301,140	0.58
2008	3,033	1.17	37,884	1.10	304,374	1.07
2009	3,064	1.02	38,293	1.08	307,006	0.86
2010	3,095	1.01	37,224	(2.79)	310,408	1.11
2011	3,121	0.84	37,537	0.92	312,720	0.74
2012	3,153	1.03	37,881	0.92	315,058	0.75
2013	3,195	1.33	38,239	0.95	317,288	0.71
2014	3,230	1.10	38,567	0.86	319,672	0.75
2015	3,264	1.05	38,908	0.88	321,931	0.71
2016	3,286	0.77	39,189	0.89	324,142	0.69
2017	3,316	0.90	39,523	0.90	326,359 ⁽²⁾	0.68 ⁽²⁾

⁽¹⁾ For 2006-2009 and 2011-2017, population statistics are as of January 1. For 2010, population statistics are as of April 1.

⁽²⁾ Projected.

Source: California State Department of Finance for 2006-2009, 2011-2016, and 2016-17; U.S. Census Bureau, Population Division.

Employment

The County's total annual average labor force, the number of persons who work or are available for work, during 2016 was approximately 1,570,400. The annual average number of employed civilian workers in the labor force for the same year was approximately 1,497,000. The following table sets forth information regarding the size of the civilian labor force, employment and unemployment rates for the County, the State and the United States for the full years 2012 through 2016. This employment data shows that San Diego has been adding jobs and is trending towards a lower unemployment rate faster than the rest of the State. In 2016, the County enjoyed a lower unemployment than the State at 4.7%, which was an improvement from the 2015 unemployment rate of 5.2%. 2017 figures are not yet available.

**CIVILIAN LABOR FORCE, EMPLOYMENT AND UNEMPLOYMENT
ANNUAL AVERAGES 2012-2016⁽¹⁾
By Place of Residence
(In Thousands)**

	2012	2013	2014	2015	2016
County of San Diego					
Labor Force	1,540.4	1,543.2	1,543.7	1,554.8	1,570.4
Employment	1,399.9	1,422.5	1,444.5	1,474.4	1,497.0
Unemployment Rate	9.1%	7.8%	6.4%	5.2%	4.7%
State of California					
Labor Force	18,523.8	18,624.3	18,755.0	18,983.2	19,102.7
Employment	16,607.7	16,958.7	17,348.6	17,723.3	18,065.0
Unemployment Rate	10.4%	8.9%	7.5%	6.2%	5.4%
United States of America					
Labor Force	154,975.0	155,389.0	155,904.0	157,126.0	159,640.0
Employment	142,469.0	143,929.0	146,306.0	148,839.0	152,111.0
Unemployment Rate	8.1%	7.4%	6.2%	5.3%	4.7%

⁽¹⁾ Data not seasonally adjusted. Unemployment rate is based on unrounded data. March 2016 Benchmark.

Sources: County and State Data – California Employment Development Department; National Data – U.S. Department of Labor, Bureau of Labor Statistics.

The following table sets forth the annual average civilian employment within the County by employment sector for 2012 through 2016. 2017 figures are not yet available.

**SAN DIEGO COUNTY
LABOR FORCE AND INDUSTRY EMPLOYMENT
ANNUAL AVERAGES
2012-2016**

Employment Sector	2012	2013	2014	2015	2016
Total, All Industries	1,289,000	1,327,500	1,355,900	1,395,500	1,431,600
Total Farm	9,800	9,800	9,400	9,100	9,000
Total Nonfarm	1,279,200	1,317,700	1,346,500	1,386,800	1,422,600
Total Private	1,051,400	1,088,200	1,114,600	1,150,700	1,180,500
Goods Producing	151,600	160,300	165,800	176,400	184,200
Construction	56,900	60,900	63,800	70,200	76,100
Manufacturing	94,300	99,000	101,600	106,200	107,800
Service Providing	1,127,600	1,157,400	1,180,700	1,210,400	1,238,400
Private Service Providing	899,800	928,000	948,700	974,200	996,300
Trade, Transportation & Utilities	207,700	212,400	215,000	219,200	221,600
Retail Trade	137,200	141,300	144,300	146,800	147,400
Transportation, Warehousing & Utilities	27,300	27,200	27,000	28,400	29,400
Information	24,500	24,300	24,400	23,800	23,600
Financial Activities	70,100	70,800	69,400	71,200	73,000
Professional & Business Services	216,200	221,600	224,900	230,200	234,000
Professional, Scientific & Technical Services	120,700	121,500	124,400	126,300	129,200
Educational & Health Services	170,400	181,000	186,000	192,700	198,500
Health Care & Social Assistance	141,400	151,500	156,400	163,300	168,600
Leisure & Hospitality	161,700	168,600	177,000	183,900	190,700
Accommodation & Food Services	136,900	142,700	150,400	156,300	161,900
Government	227,800	229,500	231,900	236,200	242,100
Federal Government	46,800	46,500	45,800	46,000	46,500
State Government	42,600	43,100	44,100	45,700	47,500
Local Government	138,500	139,900	142,000	144,500	148,100

Source: California Employment Development Department - San Diego County (San Diego-Carlsbad MSA) Historical Annual Average Data.

Major Employers

The County is host to a diverse mix of major employers representing industries ranging from education and health services, to diversified manufacturing, military, financial services, retail trade and amusement and recreation. The following table lists the County's major employers.

COUNTY OF SAN DIEGO MAJOR EMPLOYERS (2017)

<u>Employer</u>	<u>Organization Description</u>	<u>Number of Employees⁽¹⁾</u>
1. University of California, San Diego	Higher education, research, healthcare	32,524 ⁽²⁾
2. Sharp HealthCare	Health care, hospitals, medical groups, health services, health plans	17,962
3. Scripps Health	Hospitals, hospice, home health care services, outpatient centers and clinics, physicians' offices	15,238
4. Qualcomm	Computer and technical devices	12,600
5. City of San Diego	Municipal government, public agency	11,544
6. Kaiser Permanente	Nonprofit health maintenance hospital, outpatient medical, urgent care, medical offices	8,965
7. UC San Diego Health	Academic health system	8,923
8. San Diego Community College District	Higher education institution that includes City, Mesa and Miramar colleges and continuing education	6,817
9. San Diego State University	Higher education	5,921
10. General Atomics Aeronautical Systems Inc.	Remotely piloted aircraft systems, radars and electro-optic and related missions systems solutions	5,888
11. Rady Children's Hospital – San Diego	Health care for children of all ages – newborns to young adults; regional pediatric center	5,279
12. YMCA of San Diego County	Programs and services focused on youth development, healthy living and social responsibility	5,172
13. Northrop Grumman Corp.	Unmanned systems, Cyber solutions, C4ISR, Logistics	4,978
14. Semptra Energy	Energy services holding company	4,782
15. BD (Becton, Dickinson and Co.) ⁽³⁾	BD is a medical technology company helping to advance discover, diagnostics and delivery of care	3,975
16. Veterans Affairs San Diego Healthcare System	Health care for veterans in inpatient, outpatient settings	3,805
17. SeaWorld San Diego	Marine park	3,740
18. University of San Diego	Private university	3,565
19. Barona Resort & Casino	Gaming and hospitality	3,176
20. Grossmont-Cuyamaca Community College District	Higher education institution	2,779

⁽¹⁾ Estimates based on company reports. Because industries use different standards for what is considered an employee, totals may include contract, per diem and other classifications.

⁽²⁾ Total local employee count is as of October 1, 2017.

Source: San Diego Business Journal's Book of Lists (whose sources are the companies and the Employment Development Department. Some organizations and companies declined to participate or did not return a survey by press time).

Regional Economy

Economic activity and population growth in the local economy are closely related. Helping to sustain the County's economy is the performance of many industries, including Biotechnology, Wireless Communications, Defense Manufacturing and Uniformed Personnel, and Leisure and Hospitality. The table below sets forth the San Diego-Carlsbad Metropolitan Statistical Area's Gross Domestic Product, which is an estimate of the value for all goods and services produced in the region, from 2012 through 2016. Annual figures for 2017 are not yet available.

SAN DIEGO-CARLSBAD METROPOLITAN STATISTICAL AREA GROSS DOMESTIC PRODUCT 2012-2016

Year	Gross Domestic Product (In Billions) ⁽¹⁾	Annual Percent Change (year over year)
2012	\$189.2	3.3%
2013	198.5	4.9
2014	205.1	3.3
2015	210.7	2.7
2016	215.3	2.2

⁽¹⁾ Shown in current dollars reflecting the Census Bureau's midyear population estimates available as of March 2017.
Source: Bureau of Economic Analysis, U.S. Department of Commerce.

The table below sets forth the assessed valuation of property within the County subject to taxation for Fiscal Years 2008-09 through 2016-17.

ASSESSED VALUATION OF PROPERTY SUBJECT TO AD VALOREM TAXATION Fiscal Years 2008-09 through 2016-17 (In Thousands)

Fiscal Year	Land	Improvements	Personal Property	Gross Assessed Valuation	Exemption ⁽¹⁾	Net Assessed Valuation for Tax Purposes ⁽²⁾
2008-09	\$184,573,765	\$217,641,565	\$14,496,587	\$416,711,917	\$10,336,971	\$406,374,945
2009-10	177,035,056	215,309,621	15,194,665	407,539,342	11,244,820	396,294,522
2010-11	173,642,233	214,286,031	14,639,554	402,567,818	11,790,769	390,777,049
2011-12	174,658,242	216,383,122	14,483,422	405,524,786	12,537,490	392,987,296
2012-13	173,840,948	217,588,947	14,693,957	406,123,852	13,165,008	392,958,844
2013-14	179,943,404	224,701,971	15,195,049	419,840,424	13,856,802	405,983,622
2014-15	192,003,349	236,234,389	15,347,042	443,584,780	14,344,037	429,240,743
2015-16	203,701,281	249,298,560	15,491,395	468,491,236	15,175,726	453,315,510
2016-17	215,835,633	261,594,164	16,324,650	493,754,447	19,514,046	474,240,401

⁽¹⁾ Exemption figures include veterans, church, welfare, religious, college and cemetery exemptions.

⁽²⁾ Figures include local secured, unsecured manufactured home and possessory interest, state unitary and redevelopment valuation, if any.

Source: County of San Diego, Auditor and Controller.

Building Activity

Annual total building permit valuation and the annual unit total of new residential permits from 2012 through 2016 are shown in the following table. Annual 2017 figures are not yet available.

COUNTY OF SAN DIEGO BUILDING PERMIT ACTIVITY 2012 – 2016

	2012	2013	2014	2015	2016
Valuation (\$ in Millions):					
Residential	\$1,610	\$2,060	\$1,818	\$2,447	\$2,472
Non-Residential	<u>1,222</u>	<u>1,401</u>	<u>1,921</u>	<u>1,863</u>	<u>1,782</u>
Total ⁽¹⁾	\$2,832	\$3,461	\$3,739	\$4,310	\$6,270
New Housing Units:					
Single Family	2,100	2,539	2,276	3,136	2,420
Multiple Family	<u>4,319</u>	<u>5,803</u>	<u>4,327</u>	<u>6,869</u>	<u>7,680</u>
Total ⁽¹⁾	6,419	8,342	6,603	10,005	10,100

⁽¹⁾ Totals may not sum due to rounding.

Source: Construction Industry Research Board.

Commercial Activity

The following table sets forth information regarding taxable sales in the County for the years 2012 through 2016. 2017 figures are not yet available.

COUNTY OF SAN DIEGO TAXABLE SALES 2012 through 2016 (\$ in Thousands)

Type of Business	2012	2013	2014	2015	2016
Motor Vehicle and Parts Dealers	\$ 5,851,723	\$ 6,355,973	\$ 6,753,234	\$ 7,294,830	\$ 7,552,836
Home Furnishings and Appliance Stores	962,420	1,015,878	1,047,805	2,431,314	2,555,889
Electronics and Appliance Stores ⁽²⁾	1,261,183	1,297,063	1,272,567	_(2)	_(2)
Bldg. Materials. And Garden Equip & Supplies	2,204,608	2,376,043	2,474,612	2,631,077	2,744,043
Food and Beverage Stores	2,087,821	2,179,811	2,291,807	2,456,465	2,427,634
Health and Personal Care Stores ⁽²⁾	876,663	915,651	919,455	_(2)	_(2)
Gasoline Stations	4,595,421	4,515,941	4,514,898	3,795,002	3,359,889
Clothing and Clothing Accessories Stores	3,208,810	3,425,325	3,482,100	3,562,794	3,573,188
Sporting Goods, Hobby, Book, and Music Stores ⁽²⁾	1,003,947	1,031,505	1,033,870	_(2)	_(2)
General Merchandise Stores	4,695,436	4,784,812	4,845,900	4,398,638	4,305,597
Miscellaneous Store Retailers	1,473,767	1,539,376	1,594,890	_(2)	_(2)
Nonstore Retailers	265,508	556,994	641,091	_(2)	_(2)
Other Retail Group ⁽²⁾	_(2)	_(2)	_(2)	4,463,781	4,682,868
Food Services and Drinking Places	5,665,929	5,954,220	6,385,266	6,955,660	7,374,383
Total Retail and Food Services	34,153,236	35,948,592	37,257,495	37,989,566	38,576,363
All Other Outlets	13,793,799	14,348,737	15,454,144	16,196,021	16,831,504
TOTAL ALL OUTLETS	<u>\$47,947,035</u>	<u>\$50,297,329</u>	<u>\$52,711,639</u>	<u>\$54,185,588</u>	<u>\$55,407,866</u>

⁽¹⁾ Data represents the first two quarters only.

⁽²⁾ Beginning in 2015, the taxable sales report combines Electronics, Health, Sporting Goods, and Miscellaneous Retailers into a broad Other Retail Group.

Source: California State Board of Equalization, Taxable Sales in California.

Personal Income

The following table summarizes the median household income for the County, the State, and the United States for the years 2013 through 2017. Annual 2017 figures are not yet available.

MEDIAN HOUSEHOLD INCOME⁽¹⁾ 2013 through 2017⁽¹⁾

Year	San Diego County	California	United States
2013	\$48,634	\$47,307	\$41,358
2014	49,302	48,340	43,715
2015	51,447	50,072	45,445
2016	55,146	53,589	46,738
2017 ⁽¹⁾	58,408	55,681	48,043

⁽¹⁾ As of August 2017.
Source: Claritas, LLC.

Transportation

Surface, sea and air transportation facilities serve County residents and businesses. Interstate 5 parallels the coast from Mexico to the Los Angeles area and beyond. Interstate 15 runs inland, leading to Riverside and San Bernardino Counties, Las Vegas, and Salt Lake City. Interstate 8 runs eastward through the southern United States.

The San Diego International Airport (Lindbergh Field) is located approximately three miles northwest of the downtown area and sits on 614 acres. The facilities are owned and maintained by the San Diego County Regional Airport Authority and are leased to commercial airlines and other tenants. The airport is California's third most active commercial airport, serving over 20 million passengers annually, and served by 18 passenger carriers and three cargo carriers. In addition to San Diego International Airport, there are two naval air stations and seven general aviation airports located in the County.

Public transportation in the County is provided by two transit operators, the San Diego Metropolitan Transit System ("MTS") and North County Transit District (NCTD). MTS operates the light rail system that provides transportation for commuters and tourists from Downtown San Diego to San Ysidro (adjacent to Tijuana), and from Downtown San Diego to the southern part of the County and East County and includes the newest connection at San Diego State University. MTS also provides fixed route and paratransit services. NCTD operates the 43-mile Coaster Commuter rail line from Oceanside to downtown San Diego as well as the Sprinter light rail that runs from Oceanside to Escondido. Like MTS, NCTD also provides fixed route and paratransit bus services.

San Diego is the terminus of the Santa Fe Railway's main line from Los Angeles. Amtrak passenger service is available at San Diego, with stops at Solana Beach and Oceanside in the North County. San Diego rail corridor is part of the Los Angeles-San Luis Obispo-San Diego Corridor which is the second busiest rail corridor in the nation. San Diego's harbor is one of the world's largest natural harbors. The Port of San Diego is administered by the San Diego Unified Port District, which includes the cities of San Diego, National City, Chula Vista, Imperial Beach, and Coronado.

Visitor and Convention Activity

An excellent climate, proximity to Mexico, extensive maritime facilities, and such attractions as the San Diego Zoo and Wild Animal Park, Sea World, Cabrillo National Monument, and Palomar Observatory allow San Diego to attract visitor and convention business each year. The development of the 4,600-acre Mission Bay Park at San Diego and the construction of meeting and convention facilities at the San Diego community concourse have contributed to the growth in tourism. The visitor business is expected to continue to increase steadily.

The following table depicts total visitor spending in San Diego County since 2008.

**TOTAL VISITOR SPENDING
SAN DIEGO COUNTY
2006 – 2017
(\$ billions)**

Year	Amount
2008	\$ 7.91
2009	6.96
2010	7.08
2011	7.49
2012	7.98
2013	8.39
2014	9.21
2015	9.92
2016	10.40
2017	10.41

Source: San Diego Tourism Authority.

Contributing to the growth in total visitor spending has been an increase in convention activity, as displayed in the table below. The convention center has hosted the annual Comic-Con International Convention, the 1996 Republican National Convention and the 2007 California Democratic Party Convention.

**SAN DIEGO CONVENTION CENTER
2008 – 2017**

<u>Calendar Year</u>	<u>Estimated Spending</u>	<u>Number of Conventions</u>	<u>Total Delegate Attendance</u>
2008	\$666,328,990	68	633,900
2009	541,904,169	71	519,400
2010	567,413,270	64	543,900
2011	578,931,514	74	566,700
2012	621,304,790	67	561,500
2013	559,947,727	75	524,400
2014	593,105,421	76	527,600
2015	620,092,228	71	553,300
2016	721,000,000	67	697,518
2017	653,500,000	62	793,960

Note: Table includes only the San Diego Convention Center, it does not include other sources of convention activity in the San Diego region.

Source: San Diego Tourism Authority.

Major attractions located in the County include the world-renowned San Diego Zoo, the San Diego Zoo Safari Park, Legoland, California and Sea World. The San Diego Padres play home games at PETCO Park, a \$449.4 million project, located on 18 acres, with a capacity of 42,000. Other attractions include the Cabrillo National Monument on Point Loma, Balboa Park, home to the Zoo and a host of other cultural and recreational activities, downtown's historic Gaslamp Quarter, and the Old Town State Park. The cruise ship industry is another important sector of the local visitor industry.

There are over 90 golf courses in the County, including the La Costa Golf Course, scene of the Tournament of Champions in 2006 and the championship Torrey Pines Golf Course, where the U.S. Open was held in 2008. Torrey Pines is also slated to host the U.S. Open for the second time in 2021.

The County benefits from its proximity to Mexico, with its sporting attractions such as Jai Alai, thoroughbred racing and ocean fishing, as well as the shopping and entertainment venues of Tijuana. Tijuana may be reached from downtown San Diego by the Red Trolley, and within a short drive from the center of the City, visitors may take in the many beaches, mountains and desert areas within the County.

Education

Forty-two independent school districts provide educational programs for the elementary and secondary public school children in the County. Each school system is governed by a locally elected board of education and administered by a superintendent or other chief administrative officer appointed by the board. In the County there are three types of school districts: elementary, union high and unified. Elementary districts educate elementary students, union high districts for the most part educate secondary students, and unified districts educate both elementary and secondary students. There are currently 12 unified, 24 elementary and 6 union high school districts in the County.

Additionally, there are five community college districts in the County that are locally operated and administered two-year institutions of higher education. They offer Associates in Arts and Associates in Science degrees and have extensive vocational curricula. These community college districts have students at numerous campuses, adult and community centers.

Among the institutions of higher education offering bachelors and graduate programs in metropolitan San Diego are: San Diego State University; the University of California, San Diego; National University; the University of San Diego; Point Loma Nazarene University; California State University – San Marcos; Alliant International University; the University of Phoenix; Thomas Jefferson School of Law, and California Western School of Law.

Impact of Military Spending

Military and related defense spending are significant factors in the County economy. Military installations include Marine Corps Base Camp Joseph H. Pendleton; the Marine Corps Recruit Depot; Marine Corps Air Station at Miramar; Naval Air Station North Island; Naval Station San Diego; and Naval Submarine Base, San Diego.

The San Diego Military Economic Impact Study (the “Military Study”) released in October 2017 by the San Diego Military Advisory Council estimates that approximately 22% of the jobs in the County for the federal fiscal year ending September 30, 2017 were directly and indirectly related to the military. According to the Military Study, as of September 30, 2017, there were approximately 115,700 active duty and reserve military personnel and 24,100 full-time civilian workers directly employed by the military throughout the County. The Military Study concludes that overall spending in the County related to the military in the federal fiscal year ended September 30, 2017 represented approximately 22% of the County’s total gross regional product.

Given the substantial role that the military plays in the local economy, significant reductions in defense spending or the relocation of military bases out of the area could negatively impact the local economy and, in turn, reduce revenues to the Commission from such major sources as property taxes, sales taxes and transient occupancy taxes. Any direct impact on the Commission operations or finances is uncertain and the Commission is unable to predict the extent of any negative impact on the area economy as a result of reduced military spending.

APPENDIX C

BOOK-ENTRY ONLY SYSTEM

Introduction

Unless otherwise noted, the information contained under the subcaption “– General” below has been provided by DTC. The Commission makes no representations as to the accuracy or completeness of such information. Further, the Commission undertakes no responsibility for and makes no representations as to the accuracy or the completeness of the content of such material contained on DTC’s websites as described under “– General,” including, but not limited to, updates of such information or links to other Internet sites accessed through the aforementioned websites. The Beneficial Owners of the Notes should confirm the following information with DTC, the Direct Participants or the Indirect Participants.

NEITHER THE COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, TO INDIRECT PARTICIPANTS OR TO ANY BENEFICIAL OWNER WITH RESPECT TO (A) THE ACCURACY OF ANY RECORDS MAINTAINED BY DTC, ANY DIRECT PARTICIPANT OR ANY INDIRECT PARTICIPANT; (B) ANY NOTICE THAT IS PERMITTED OR REQUIRED TO BE GIVEN TO THE OWNERS OF THE NOTES UNDER THE SUBORDINATE INDENTURE; (C) THE SELECTION BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY PERSON TO RECEIVE PAYMENT IN THE EVENT OF A PARTIAL REDEMPTION OF THE NOTES, IF APPLICABLE; (D) THE PAYMENT BY DTC OR ANY DIRECT PARTICIPANT OR INDIRECT PARTICIPANT OF ANY AMOUNT TO THE OWNERS OF THE NOTES; (E) ANY CONSENT GIVEN OR OTHER ACTION TAKEN BY DTC AS THE OWNER OF NOTES; OR (F) ANY OTHER MATTER REGARDING DTC.

General

The Depository Trust Company (“DTC”), New York, NY, will act as securities depository for the Notes. The Notes will be issued as fully-registered securities registered in the name of Cede & Co. (DTC’s partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Note certificate will be issued for each maturity of the Notes and will be deposited with DTC.

DTC, the world’s largest securities depository, is a limited-purpose trust company organized under the New York Banking Law, a “banking organization” within the meaning of the New York Banking Law, a member of the Federal Reserve System, a “clearing corporation” within the meaning of the New York Uniform Commercial Code, and a “clearing agency” registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC’s participants (“Direct Participants”) deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants’ accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation (“DTCC”). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC

is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly (“Indirect Participants”). S&P Global Ratings has rated DTC “AA+.” The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com. The information set forth on such website is not incorporated herein by reference.

Purchases of the Notes under the DTC system must be made by or through Direct Participants, which will receive a credit for the Notes on DTC’s records. The ownership interest of each actual purchaser of each Note (“Beneficial Owner”) is in turn to be recorded on the Direct and Indirect Participants’ records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Notes are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interests in the Notes, except in the event that use of the book-entry system for the is discontinued.

To facilitate subsequent transfers, all Notes deposited by Direct Participants with DTC are registered in the name of DTC’s partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of the Notes with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Notes. DTC’s records reflect only the identity of the Direct Participants to whose accounts such Notes are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of the Notes may wish to take certain steps to augment the transmission to them of notices of significant events with respect to the Notes, such as redemptions, tenders, defaults, and proposed amendments to the Notes documents. For example, Beneficial Owners of the Notes may wish to ascertain that the nominee holding the Notes for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of notices be provided directly to them.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Notes unless authorized by a Direct Participant in accordance with DTC’s MMI Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to Commission as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.’s consenting or voting rights to those Direct Participants to whose accounts the Notes are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Payments of principal of, premium, if any, and interest on the Notes will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC’s practice is to credit Direct Participants’ accounts upon DTC’s receipt of funds and corresponding detail information from Commission or the Trustee, on payable date in accordance with their respective holdings shown on DTC’s records. Payments by Direct and Indirect Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in

bearer form or registered in “street name,” and will be the responsibility of such Participant and not of DTC, the Trustee, or Commission, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal of, premium, if any, and interest on the Notes to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of Commission or the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

NEITHER THE COMMISSION NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DIRECT PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS WITH RESPECT TO THE PAYMENTS OR THE PROVIDING OF NOTICE TO DIRECT PARTICIPANTS, INDIRECT PARTICIPANTS OR BENEFICIAL OWNERS.

The Commission, the Trustee and the Dealer cannot and do not give any assurances that DTC, the DTC Participants or others will distribute payments of principal or interest on the Notes paid to DTC or its nominee as the registered owner, or will distribute any notices, to the Beneficial Owners, or that they will do so on a timely basis or will serve and act in the manner described in this Offering Memorandum. The Commission, the Trustee and the Dealer are not responsible or liable for the failure of DTC or any DTC Participant to make any payment or give any notice to a Beneficial Owner with respect to the Notes or for an error or delay relating thereto.

DTC may discontinue providing its services as depository with respect to the Notes at any time by giving reasonable notice to the Commission or the Trustee. Under such circumstances, in the event that a successor depository is not obtained, Note certificates are required to be printed and delivered.

The Commission may decide to discontinue use of the system of book-entry only transfers through DTC (or a successor securities depository). In that event, Note certificates will be printed and delivered to DTC.

The information in this section concerning DTC and DTC’s book-entry system has been obtained from sources that the Commission believes to be reliable, but the Commission takes no responsibility for the accuracy thereof.

BENEFICIAL OWNERS WILL NOT RECEIVE PHYSICAL DELIVERY OF NOTES AND WILL NOT BE RECOGNIZED BY THE TRUSTEE AS OWNERS THEREOF, AND BENEFICIAL OWNERS WILL BE PERMITTED TO EXERCISE THE RIGHTS OF OWNERS ONLY INDIRECTLY THROUGH DTC AND THE DTC PARTICIPANTS.

APPENDIX D

DEFINITIONS AND SUMMARY OF THE LEGAL DOCUMENTS [TO BE UPDATED]

DEFINITIONS

The following are summaries of definitions of certain terms used in this Summary of the Legal Documents. All capitalized terms used but not defined in this Offering Memorandum will have the meanings set forth in the Indenture.

Accreted Value means, with respect to any Capital Appreciation Bond, the principal amount thereof plus the interest accrued thereon, compounded at the approximate interest rate thereon on each date specified therein. The Accreted Value at any date will be the amounts set forth in the accreted value table as of such date, if such date is a compounding date, and if not, as of the immediately preceding compounding date.

Administrative Agent means the entity, acting as administrative agent under a Support Agreement, or its successor as administrative agent; provided, however that, in the event that either (i) no Administrative Agent has been appointed under a Support Agreement or (ii) utilization of an Administrative Agent is discontinued under any Support Agreement, all references contained in the Indenture to “Administrative Agent” will be deemed to be references to the Bank which has entered into such Support Agreement with the Commission.

Advance means each advance of funds from a Support Facility, in accordance with the terms of the Support Agreement entered into in connection with such Support Facility.

Advice means a notice or a written instrument, executed by the Issuing and Paying Agent for a Series of Notes and delivered to the Depository for such Series of Notes, which specifies the amount by which the indebtedness evidenced by the Master Note delivered in connection with such Series of Notes is to be increased or decreased on any particular date, and which includes such other information as may be required pursuant to the systems and procedures of the Depository applicable to implementation of its book-entry program for obligations of the character of such Series of Notes.

Alternate Facility means a replacement Support Facility provided pursuant to the provisions of the Indenture and the instruments pursuant to which such Support Facility is provided.

Assumed Debt Service means for any Fiscal Year the aggregate amount of principal and interest which would be payable on all Senior Lien Debt, Notes and Parity Debt if each Excluded Principal Payment were amortized for a period commencing on the date of calculation of such Assumed Debt Service and ending on the earlier of (i) the Tax Expiration Date, and (ii) the date which is thirty (30) years from such date of calculation, on a substantially level debt service basis, calculated based on a fixed interest rate equal to the rate at which the Commission could borrow for such period, as certified by a certificate of a financial advisor or investment banker, delivered to the Trustee, who may rely conclusively on such certificate, such certificate to be delivered within thirty (30) days of the date of calculation.

Authorized Representative means the Chair of the Board of Directors, Executive Director, the Chief Deputy Executive Director, the Director of Finance, the *TransNet* Program Manager, or any other person designated to complete and deliver Issuance Requests and who has been identified in a Certificate of the Commission delivered to the Issuing and Paying Agent and whose signature has likewise been certified to the Issuing and Paying Agent.

Available Amount means the initial amount available to be drawn on a Support Facility as set forth in such Support Facility or the Support Agreement entered into in connection with such Support Facility, as applicable, as such amount may be reduced and/or reinstated pursuant to the terms of such Support Facility or the Support Agreement entered into in connection with such Support Facility, as applicable, and available to be drawn under such Support Facility.

Bank means a provider or the providers of a Support Facility securing a Series of Notes.

Bank Loan means each loan of funds made by a Bank to repay an Advance, in accordance with the terms of the Support Agreement entered into by such Bank with the Commission.

BMA Municipal Swap Index means the index based upon the weekly interest rates of tax-exempt variable rate issues included in a database maintained by Municipal Market Data or any successor indexing agent which meets the specific criteria established by the Bond Market Association.

Board means the Board of Directors of the Commission.

Bond Indenture means the Existing Bond Indenture and the Sales Tax Extension Bond Indenture

Bond Trustee means the Existing Bond Trustee or the Sales Tax Extension Bond Trustee or either

Bonds means the Second Senior Bonds and the Sales Tax Extension Bonds or either of them.

Business Day means, for so long as DTC will be the Depository for any Series of Notes, any day on which DTC is scheduled to be open for money market instrument settlement services, and is other than: (1) a Saturday, Sunday, or a day on which banking institutions in the State or the State of New York are authorized or obligated by law or executive order to be closed; (2) a day on which the New York Stock Exchange is authorized or obligated by law or executive order to be closed; and (3) for purposes of payments and other actions relating to Notes secured by a Support Facility, a day upon which commercial banks are authorized or obligated by law or executive order to be closed in the city in which demands for payment are to be presented pursuant to such Support Facility.

Certificate, Statement, Request, Requisition and Order of the Commission mean, respectively, a written certificate, statement, request, requisition or order signed in the name of the Commission by its Executive Director, Chief Deputy Executive Director, Director of Finance, *TransNet* Program Manager or any other person authorized by the Executive Director to execute such instruments. Any such instrument and supporting opinions or representations, if any, may, but need not, be combined in a single instrument with any other instrument, opinion or representation, and the two or more so combined will be read and construed as a single instrument.

Certificate Agreement means the Book-Entry-Only Money Market Instrument (Master Note Program) Certificate Agreement, dated as of November 6, 2003, between the Issuing and Paying Agent and DTC.

Code means the Internal Revenue Code of 1986, and the regulations applicable thereto or issued thereunder, or any successor to the Internal Revenue Code of 1986. Reference to any particular Code section will, in the event of such a successor Code, be deemed to be reference to the successor to such Code section.

Commission means San Diego County Regional Transportation Commission, a public entity of the State, duly organized and existing under the Law.

Costs of Issuance means all items of expense directly or indirectly payable by or reimbursable to the Commission and related to the authorization, execution, sale and delivery of a Series of Notes, including but not limited to advertising and printing costs, costs of preparation and reproduction of documents, filing and recording fees, travel expenses and costs relating to rating agency meetings and other meetings concerning the Notes, initial fees and charges of the Trustee and the Issuing and Paying Agent, legal fees and charges, fees and disbursements of consultants and professionals, including fees of the Dealers, financial advisor fees and expenses, rating agency fees, fees and charges for preparation, execution, transportation and safekeeping of Notes, surety, insurance, liquidity and credit enhancements costs, including without limitation fees and expenses payable to a Bank under a Support Agreement, and any other cost, charge or fee in connection with the issuance of a Series of Notes.

Dealer means any dealer for a Series of Notes which has been appointed by the Commission and which has entered into a Dealer Agreement with the Commission with respect to such Series of Notes.

Dealer Agreement means any agreement entered into by the Commission with a Dealer in connection with a Series of Notes, as originally executed and as it may from time to time be supplemented or amended pursuant to its terms.

Defeasance Securities means: (i) U.S. Treasury Certificates, Notes and Bonds, including State and Local Government Series securities; (ii) direct obligations of the U.S. Treasury which have been stripped by the U.S. Treasury itself; (iii) Resolution Funding Corp. securities ("REFCORP"), provided, however, only the interest component of REFCORP strips which have been stripped by request to the Federal Reserve Bank of New York in book entry form are acceptable; (iv) pre-refunded municipal bonds rated "Aaa" by Moody's and "AAA" by Standard & Poor's, provided, however, that if such municipal bonds are rated only by Standard & Poor's, then such pre-refunded municipal bonds must have been pre-refunded with cash, direct United States or United States guaranteed obligations, or "AAA" rated pre-refunded municipal bonds; (v) obligations issued by the following agencies, which are backed by the full faith and credit of the United States: (a) Farmers Home Administration (FmHA) - certificates of beneficial ownership; (b) General Services Administration - participation certificates; (c) U.S. Maritime Administration - Guaranteed Title XI financing; (d) Small Business Administration guaranteed participation certificates and guaranteed pool certificates; (e) GNMA guaranteed MSB and participation certificates; and (f) U.S. Department of Housing and Urban Development (HUD) Local Authority Bonds, or (vi) certain obligations of government-sponsored agencies that are not backed by the full faith and credit of the United States limited to: (a) Federal Home Loan Mortgage Corp. (FHLMC) debt obligations; (b) Farm Credit System (formerly Federal Land Banks, Federal Intermediate Credit Banks, and Banks for Cooperatives) consolidated system-wide bonds and notes; (c) Federal Home Loan Banks (FHL Banks) consolidated debt obligations; (d) Federal National Mortgage Association (FNMA) debt obligations; (e) Student Loan Marketing Association (SLMA) debt obligations; and (f) Financing Corp. (FICO) debt obligations.

Depository means DTC or any other qualified securities depository selected as set forth in the indenture.

DTC means The Depository Trust Company, New York, New York, and its successors and assigns.

Event of Default means any of the events specified in the Indenture.

Excluded Principal Payments means each payment of principal (or the principal component of lease or installment purchase payments) of Senior Lien Debt, Notes or Parity Debt which the Commission determines (in a Supplemental Bond Indenture, the Indenture, a Supplemental Indenture or other document delivered on a date not later than the date of issuance of such Senior Lien Debt, Notes or Parity Debt) that the Commission intends to pay with moneys which are not Senior Lien Revenues or Revenues, as applicable (such as commercial paper, balloon indebtedness or bond anticipation notes), but from future debt obligations of the Commission, grants received from the State or federal government, or any agency or instrumentality thereof, or any other source of funds of the Commission, upon which determination of the Commission the Trustee may conclusively rely. No such determination will affect the security for such Senior Lien Debt, Notes or Parity Debt or the obligation of the Commission to pay such payments from Revenues or Senior Lien Revenues, as applicable, or, with respect to Existing Senior Lien Debt, from the bond reserve fund established under the Existing Bond Indenture, or with respect to Sales Tax Extension Senior Lien Debt, from the bond reserve fund, if any, established under the Sales Tax Extension Bond Indenture. No payment of principal of Senior Lien Debt, Notes or Parity Debt may be determined to be an Excluded Principal Payment unless it is due on or prior to the Tax Expiration Date.

Existing Bond Indenture means the Indenture, dated as of October 1, 1992, by and between the Commission and the Existing Bond Trustee, as originally executed and as it has been and as it may from time to time be supplemented or amended by any supplemental indenture delivered pursuant to the provisions thereof.

Existing Bond Trustee means U.S. Bank National Association, a national banking association, duly organized and existing under the laws of the United States, successor by merger to U.S. Bank Trust National Association, formerly known as First Trust of California, National Association, successor trustee to Bank of America National Trust and Savings Association, or its successor as trustee under the Existing Bond Indenture.

Existing Bonds or Second Senior Bonds means the San Diego County Regional Transportation Commission Second Senior Sales Tax Revenue Bonds (Limited Tax Bonds) authorized by, and at any time outstanding pursuant to, the Existing Bond Indenture.

Existing Senior Lien Debt means the Second Senior Bonds and other debt payable on parity with the Second Senior Bonds issued in accordance with the requirements of the Existing Bond Indenture and the provisions thereof.

Fiscal Year means the period beginning on July 1 of each year and ending on the next succeeding June 30, or any other twelve-month period hereafter selected and designated as the official fiscal year period of the Commission which designation will be provided to the Trustee in a Certificate of the Commission.

Holder or Noteholder or Owner, whenever used in the Indenture with respect to a Note, means the person in whose name such Note is registered.

Indenture means the Amended and Restated Subordinate Indenture, dated as of November 1, 2005, between the Trustee and the Commission, as originally executed or as it may from time to time be supplemented or amended by any Supplemental Indenture delivered pursuant to the provisions of the Indenture.

Interest Fund means the fund by that name established pursuant to the Indenture.

Interest Rate Swap Agreement means: (i) with respect to an interest rate swap agreement relating to any Series of Notes, an interest rate swap agreement in which the counterparty with which the Commission or the Trustee may contract is limited to entities the debt securities of which are rated in the highest short-term or one of the two highest long-term debt Rating Categories by Moody's and Standard & Poor's; and (ii) with respect to an interest rate swap agreement relating to any Senior Lien Debt or a portion thereof, (a) the term of which is not less than the term of the Senior Lien Debt to which such interest rate swap agreement relates, and (b) in which the counterparty with which the Commission or the Trustee may contract is limited to (x) entities the debt securities of which are rated in one of the two highest long-term debt Rating Categories by Moody's and Standard & Poor's or (y) entities the obligations of which under such Interest Rate Swap Agreement are either guaranteed or insured by an entity the debt securities or insurance policies of which are so rated or (z) entities the debt securities of which are rated in the third highest long-term debt rating categories by Moody's and Standard & Poor's or whose obligations are guaranteed or insured by an entity so rated, and, in each case, the obligations of which under such Interest Rate Swap Agreement are continuously and fully secured by Investment Securities (other than those described in clauses (iv) through (xviii) of the definition thereof) which will have a market value determined, by the party designated in such Interest Rate Swap Agreement, at least monthly (exclusive of accrued interest), at least equal to the termination value, if any, that would be payable by such counterparty under the Interest Rate Swap Agreement and which will be deposited with a custodian acceptable to the Commission. The ratings of the counterparties in the above definition are determined as of the date of execution of the interest rate swap agreement.

Investment Securities means the following:

- (i) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed by, the United States of America, including obligations of any of the federal agencies and federally sponsored entities set forth in clause (iii) below to the extent unconditionally guaranteed by the United States of America;
- (ii) any certificates, receipts, securities or other obligations evidencing ownership of, or the right to receive, a specified portion of one or more interest payments or principal payments, or any combination thereof, to be made on any bond, note, or other obligation described above in clause (i);
- (iii) obligations of the Federal National Mortgage Association, the Government National Mortgage Association, Federal Home Loan Banks, Farmers Home Administration and Federal Home Loan Mortgage Corporation;
- (iv) housing authority bonds issued by public agencies or municipalities and fully secured as to the payment of both principal and interest by a pledge of annual contributions under an annual contributions contract or contracts with the United States of America; or project notes issued by public agencies or municipalities and fully secured as to the payment of both principal and interest by a requisition or payment agreement with the United States of America;
- (v) obligations of any state, territory or commonwealth of the United States of America or any political subdivision thereof or any agency or department of the foregoing; provided that at the time of their purchase such obligations are rated in either of the two highest long-term or highest short-term Rating Categories by Moody's and Standard & Poor's;
- (vi) any bonds or other obligations of any state of the United States of America or any political subdivision thereof (a) which are not callable prior to maturity or as to which irrevocable instructions have been given to the trustee of such bonds or other obligations by the obligor to give

due notice of redemption and to call such bonds for redemption on the date or dates specified in such instructions, (b) which are secured as to principal and interest and redemption premium, if any, by a fund consisting only of cash or bonds or other obligations of the character described above in clause (i) or (ii) which fund may be applied only to the payment of such principal of and interest and redemption premium, if any, on such bonds or other obligations on the interest payment dates and the maturity date or dates thereof or the specified redemption date or dates pursuant to such irrevocable instructions, as appropriate, (c) as to which the principal of and interest on the bonds and obligations of the character described above in clause (i) or (ii) which have been deposited in such fund along with any cash on deposit in such fund are sufficient to pay the principal of and interest and redemption premium, if any, on the bonds or other obligations described in this clause (vi) on the interest payment dates and the maturity date or dates thereof or on the redemption date or dates specified in the irrevocable instructions referred to in subclause (a) of this clause (vi), as appropriate, and (d) which have been rated in one of the two highest long-term Rating Categories by Moody's and Standard & Poor's;

(vii) bonds, notes, debentures or other evidences of indebtedness issued or guaranteed by any corporation which are, at the time of purchase, rated by Moody's and Standard & Poor's in their respective highest short-term Rating Categories, or, if the term of such indebtedness is longer than three (3) years, rated by Moody's and Standard & Poor's in one of their respective two highest long-term Rating Categories, for comparable types of debt obligations;

(viii) demand or time deposits or certificates of deposit, whether negotiable or nonnegotiable, issued by any bank or trust company organized under the laws of any state of the United States of America or any national banking association (including the Trustee), provided that such certificates of deposit will be purchased directly from such a bank, trust company or national banking association and will be either (1) continuously and fully insured by the Federal Deposit Insurance Corporation, or (2) continuously and fully secured by such securities and obligations as are described above in clauses (i) through (v), inclusive, which will have a market value (exclusive of accrued interest) at all times at least equal to the principal amount of such certificates of deposit and will be lodged with the Trustee, as custodian, by the bank, trust company or national banking association issuing such certificates of deposit, and the bank, trust company or national banking association issuing each such certificate of deposit required to be so secured will furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such certificate of deposit will at all times be an amount equal to the principal amount of each such certificate of deposit and the Trustee will be entitled to rely on each such undertaking;

(ix) taxable commercial paper, other than that issued by bank holding companies, or tax-exempt commercial paper rated in the highest Rating Category by Moody's and Standard & Poor's;

(x) variable rate obligations required to be redeemed or purchased by the obligor or its agent or designee upon demand of the holder thereof secured as to such redemption or purchase requirement by a liquidity agreement with a corporation and as to the payment of interest and principal either upon maturity or redemption (other than upon demand by the holder thereof) thereof by an unconditional credit facility of a corporation, provided that the variable rate obligations themselves are rated in the highest Rating Category for its short-term rating, if any, and in either of the two highest Rating Categories for its long-term rating, if any, by Moody's and Standard & Poor's, and that the corporations providing the liquidity agreement and credit facility have, at the date of acquisition of the variable rate obligation by the Trustee, an outstanding issue of unsecured, uninsured and unguaranteed debt obligations rated in either of the two highest long-term Rating Categories by Moody's and Standard & Poor's;

(xi) any repurchase agreement with any bank or trust company organized under the laws of any state of the United States or any national banking association (including the Trustee) having a minimum permanent capital of one hundred million dollars (\$100,000,000) or government bond dealer reporting to, trading with, and recognized as a primary dealer by the Federal Reserve Bank of New York, which agreement is secured by any one or more of the securities and obligations described in clauses (i), (ii), (iii) or (iv) above, which will have a market value (exclusive of accrued interest and valued at least monthly) at least equal to the principal amount of such investment and will be lodged with the Trustee or other fiduciary, as custodian for the Trustee, by the bank, trust company, national banking association or bond dealer executing such repurchase agreement, and the entity executing each such repurchase agreement required to be so secured will furnish the Trustee with an undertaking satisfactory to it that the aggregate market value of all such obligations securing each such repurchase agreement (as valued at least monthly) will be an amount equal to the principal amount of each such repurchase agreement and the Trustee will be entitled to rely on each such undertaking;

(xii) any cash sweep or similar account arrangement of or available to the Trustee, the investments of which are limited to investments described in clauses (i), (ii), (iv), (v) and (xi) of this definition of Investment Securities and any money market fund, the entire investments of which are limited to investments described in clauses (i), (ii), (iii), (iv), (v) and (xi) of this definition of Investment Securities; provided that as used in this clause (xii) and clause (xiii) investments will be deemed to satisfy the requirements of clause (xi) if they meet the requirements set forth in clause (xi) ending with the words “clauses (i), (ii), (iii) or (iv) above” and without regard to the remainder of such clause (xi);

(xiii) any investment agreement with a financial institution or insurance company which: (a) has at the date of execution thereof an outstanding issue of unsecured, uninsured and unguaranteed debt obligations or a claims paying ability rated in either of the two highest long-term Rating Categories by Moody’s and Standard & Poor’s; or (b) is fully secured by obligations described in items (i), (ii), (iii) or (iv) of the definition of Investment Securities which are (A) valued not less frequently than monthly and have a fair market value, exclusive of accrued interest, at all times at least equal to the principal amount of the investment, (B) held by the Trustee or other custodian acceptable to the Trustee, (C) subject to a perfected first lien in the Trustee, and (D) free and clear from all third party liens;

(xiv) shares of beneficial interest in diversified management companies investing exclusively in securities and obligations described in clauses (i) through (xiii) of this definition of Investment Securities and which companies have either the highest rating by Moody’s and Standard & Poor’s or have an investment advisor registered with the Securities and Exchange Commission with not less than five (5) years experience investing in such securities and obligations and with assets under management in excess of \$500,000,000;

(xv) shares in a common law trust established pursuant to Title 1, Division 7, Chapter 5 of the Government Code of the State which invests exclusively in investments permitted by Section 53635 of Title 5, Division 2, Chapter 4 of the Government Code of the State, as it may be amended;

(xvi) bankers’ acceptances issued by domestic or foreign banks: which are eligible for purchase by the Federal Reserve System, the short-term paper of which is rated in the highest category by Moody’s and Standard & Poor’s, which purchases may not exceed two hundred seventy (270) days maturity or forty percent (40%) of the Commission’s surplus money;

(xvii) the pooled investment fund of the County of San Diego, California, which is administered in accordance with the investment policy of said County as established by the Treasurer/Tax Collector thereof, as permitted by Section 53601 of the Government Code of the State, copies of which policy are available upon written request to said Treasurer/Tax Collector;

(xviii) the Local Agency Investment Fund or similar pooled fund operated by or on behalf of the State of California and which is authorized to accept investments of moneys held in any of the funds or accounts established pursuant to the Indenture; and

(xvii) any investment approved by the Board for which confirmation is received from each rating agency then rating any of the Notes that such investment will not adversely affect such agency's rating on such Notes.

Issuance Request means a request made by the Commission, acting through an Authorized Representative, to the Issuing and Paying Agent for the authentication and delivery of a Note or Notes.

Issuing and Paying Agent means U.S. Bank Trust National Association, or any successor or assigns permitted under the Issuing and Paying Agent Agreement, or any other Issuing and Paying Agent which is appointed by the Commission and has entered into an Issuing and Paying Agent Agreement.

Issuing and Paying Agent Agreement means the Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005, between the Commission and the Issuing and Paying Agent, and any and all modifications, alterations, amendments and supplements thereto, or any other Issuing and Paying Agent Agreement entered into by the Commission and an Issuing and Paying Agent with respect to the Notes or a Series of Notes.

Law means the San Diego County Regional Transportation Commission Act, Chapter 2 of Division 12.7 (Section 132000 et m.) of the Public Utilities Code of the State and Chapter 6 of Part 1 of Division 2 of Title 5 (Section 54300 et q.) of the Government Code of the State as referenced in said San Diego County Regional Transportation Commission Act and Articles 10 and 11 of Chapter 3 of Division 2 of Title 5 (Section 53570 et m.) of the Government Code of the State, in each case as now in effect and as it may from time to time hereafter be amended or supplemented.

Letter of Representations means, with respect to the Series B Notes, the Certificate Agreement and the Letter of Representations, dated September 27, 2005, executed by the Commission and the Issuing and Paying Agent and delivered to DTC, as initial Depository for the Series B Notes, or any replacement thereof or substitute therefor, and, with respect to any other Series of Notes, the documentation delivered to a Depository in connection with such Series of Notes.

Mandatory Sinking Account Payment means, with respect to Bonds of any Series and maturity, the amount required by the Bond Indenture or a Supplemental Bond Indenture to be deposited by the Commission in a Sinking Account for the payment of Term Bonds of such Series and maturity.

Master Note means a Note substantially in the form attached to the Indenture as Exhibit B.

Maximum Annual Debt Service means the greatest amount of principal and interest becoming due and payable on all Senior Lien Debt, Notes and Parity Debt (for purposes of this definition of "Maximum Annual Debt Service," herein collectively referred to as "Debt") in the Fiscal Year in which the calculation is made or any subsequent Fiscal Year; provided, however, that for the purposes of computing Maximum Annual Debt Service:

(a) Excluded Principal Payments will be excluded from such calculation and Assumed Debt Service will be included in such calculation;

(b) if the Debt is Variable Rate Indebtedness, the interest rate on such Debt for periods when the actual interest rate cannot yet be determined will be assumed to be equal to the average of the BMA Municipal Swap Index for the ten (10) years preceding the date of calculation; provided however that if an Interest Rate Swap Agreement providing for a fixed rate of interest to maturity is in effect with respect to such Debt, the interest rate on such Debt will be assumed to be the interest rate specified in such Interest Rate Swap Agreement; provided, however, that, if the Parity Debt is a Bank Loan, the interest rate will be assumed to be 150% of the daily average of the Six Month LIBOR Rate during the 12-month period ending with the month preceding the date of calculation;

(c) principal and interest payments on Debt will be excluded to the extent that: (i) such payments are to be paid from amounts on deposit with any fiduciary, including Investment Securities and interest to be payable thereon, in escrow specifically therefor, (ii) such interest payments are to be paid from the proceeds of Debt held by any fiduciary as capitalized interest, including Investment Securities and interest to be payable thereon, specifically to pay such interest by such fiduciary, and (iii) such interest payments are to be paid from pledged Subsidy Payments the Commission expects to receive;

(d) in determining the principal amount due in each Fiscal Year, payment will (unless a different subsection of this definition applies for purposes of determining principal maturities or amortization) be assumed to be made in accordance with any amortization schedule established for such Debt, including any Mandatory Sinking Account Payments or any scheduled redemption or payment of Bonds on the basis of Accreted Value, and for such purpose, the redemption payment or payment of Accreted Value will be deemed a principal payment and interest that is compounded and paid as Accreted Value will be deemed due on the scheduled redemption or payment date of such Capital Appreciation Bond;

(e) if any Interest Rate Swap Agreement is in effect with respect to, and is payable on parity with, the Debt to which it relates, no amounts payable under such Interest Rate Swap Agreement will be included in the calculation of Maximum Annual Debt Service unless the sum of (i) interest payable on such Debt, plus (ii) amounts payable by the Commission under such Interest Rate Swap Agreement, less (iii) amounts receivable by the Commission under such Interest Rate Swap Agreement, are greater than the interest payable on the Debt to which it relates, then, in such instance, the amount of such payments to be made that exceed the interest to be paid on the Debt will be included in such calculation; provided that if such Interest Rate Swap Agreement results in the payment by the Commission of a net variable interest rate with respect to the Debt to which it relates, the interest rate on such Debt will be assumed to be equal to the sum of (x) the fixed interest rate or rates to be paid on the Debt, minus (y) the fixed interest rate receivable by the Commission under such Interest Rate Swap Agreement, plus (z) the average interest rate of the index on which the Interest Rate Swap Agreement is based, as identified by the Director of Finance of the Commission, or, if not based on an identifiable index, then the BMA Municipal Swap Index, in each case, over the five years preceding the date of calculation;

(f) if any Debt features an option, on the part of the owners or an obligation under the terms of such Debt, to tender all or a portion of such Debt to the Commission, the Trustee or other fiduciary or agent, and requires that such Debt or portion thereof be purchased if properly presented, then for purposes of determining the amounts of principal and interest due in any Fiscal Year on such Debt, the options or obligations of the owners of such Debt to tender the same for purchase or

payment prior to the stated maturity or maturities will be treated as a principal maturity occurring on the first date on which owners of such Debt may or are required to tender such Debt except that any such option or obligation to tender Debt will be ignored and not treated as a principal maturity, if such Debt is rated in one of the two highest long-term Rating Categories by Moody's and by Standard & Poor's or such Debt is rated in the highest short-term, note or commercial paper Rating Categories by Moody's and by Standard & Poor's; and if any Debt consists of Paired Obligations, the interest rate on such Debt will be the resulting fixed interest rate to be paid by the Commission with respect to such Paired Obligations.

Moody's means Moody's Investors Service, a corporation duly organized and existing under and by virtue of the laws of the State of Delaware, and its successors and assigns, except that if such corporation will be dissolved or liquidated or will no longer perform the functions of a securities rating agency, then the term "Moody's" will be deemed to refer to any other nationally recognized securities rating agency selected by the Commission.

1987 Ordinance means the San Diego Transportation Improvement Program Ordinance and Expenditure Plan, adopted by the Commission on July 31, 1987 and approved by a majority of the electors voting on such proposition on November 3, 1987.

Note Fund means a fund by that name established pursuant to the Indenture and maintained by the Issuing and Paying Agent to pay principal and interest on a Series of Notes when due.

Note Interest Account means an account by that name established in a Note Fund pursuant to the Indenture and maintained by the Issuing and Paying Agent.

Note Principal Account means an account by that name established in a Note Fund pursuant to the Indenture and maintained by the Issuing and Paying Agent.

Notes means the Commission's Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds) authorized by, and at any time Outstanding pursuant to, the Indenture.

Notice of Borrowing means a notice submitted by the Issuing and Paying Agent to a Bank pursuant to the Issuing and Paying Agent Agreement.

Notice of No Issuance means a written notice delivered by a Bank with respect to a Series of Notes pursuant to the provisions of the Support Agreement entered into in connection with such Series of Notes, which notifies the Commission and the Issuing and Paying Agent that no additional Notes of such Series may be issued.

Notice of Termination means a written notice delivered by a Bank with respect to a Series of Notes pursuant to the provisions of the Support Agreement entered into in connection with such Series of Notes, which notifies the Commission and the Issuing and Paying Agent that the Support Facility provided pursuant to such Support Agreement is being terminated.

Opinion of Bond Counsel means a written opinion of a law firm of national standing in the field of public finance selected by the Commission.

Ordinance means, collectively, the 1987 Ordinance and the Sales Tax Extension Ordinance.

Outstanding, when used as of any particular time with reference to Notes, means (subject to the provisions of the Indenture) all Notes theretofore, or thereupon being, authenticated and delivered by the

Issuing and Paying Agent under the Indenture except: (i) Notes theretofore cancelled by the Issuing and Paying Agent or surrendered to the Issuing and Paying Agent for cancellation; (ii) Notes with respect to which all liability of the Commission will have been discharged in accordance with the Indenture, including Notes (or portions of Notes) referred to in the Indenture; and (iii) Notes for the transfer or exchange of or in lieu of or in substitution for which other Notes will have been authenticated and delivered by the Issuing and Paying Agent pursuant to the Indenture.

Owner or Holder or Noteholder or Noteowner means, whenever used herein with respect to a Note, means the person in whose name such Note is registered.

Paired Obligations means any Senior Lien Debt, Notes or Parity Debt, designated as Paired Obligations in a Certificate of the Commission, which are simultaneously outstanding (i) the principal of which is of equal amount maturing and to be retired on the same dates and in the same amounts and (ii) the interest rates on which, taken together, result in an irrevocably fixed interest rate obligation of the Commission for the term of such Senior Lien Debt, Notes or Parity Debt.

Parity Debt means amounts owing under any Support Agreement and any indebtedness, installment sale obligation, lease obligation or other obligation of the Commission for borrowed money or Interest Rate Swap Agreement having an equal lien and charge upon the Revenues and therefore payable on parity with the Notes (whether or not any Notes are Outstanding); provided, however, that any payments with respect to an Interest Rate Swap Agreement which represent termination payments or unwinding payments will not constitute Parity Debt and will be payable from Revenues on a subordinate basis.

Person means a corporation, firm, association, partnership, trust, or other legal entity or group of entities, including a governmental entity or any agency or political subdivision thereof.

Principal Fund means the fund by that name established pursuant to the Indenture.

Principal Office of the Issuing and Paying Agent means the office thereof designated in writing to the Commission, the Trustee, each Administrative Agent and each Dealer.

Project means transportation facility and service improvements within the County of San Diego, including transportation and service improvements for highways, rail transit services, bus services, local streets and roads, bicycle and pedestrian facilities, transportation-related community infrastructure to support smart growth development and related environmental mitigation and enhancement projects, and the payment of all costs incidental to or connected with the accomplishment of such purposes, including, without limitation, engineering, inspection, legal, fiscal agents, financial consultant and other fees, bond and other reserve funds, working capital, bond or note interest estimated to accrue during construction and for a period not to exceed one year thereafter and expenses for all proceedings for the authorization, issuance and sale of Notes.

Project Fund means a fund by that name established pursuant to the Indenture to hold the proceeds of a Series of Notes or a portion thereof prior to expenditure on the Project.

Rating Category means: (i) with respect to any long-term rating category, all ratings designated by a particular letter or combination of letters, without regard to any numerical modifier, plus or minus sign or other modifier and (ii) with respect to any short-term or commercial paper rating category, all ratings designated by a particular letter or combination of letters and taking into account any numerical modifier, but not any plus or minus sign or other modifier.

Rebate Fund means the fund by that name established pursuant to the Indenture.

Rebate Requirement means the Rebate Requirement defined in the Tax Certificate delivered in connection with a Series of Notes.

Redemption Price means, with respect to any Senior Lien Debt or Parity Debt (or portion thereof) the principal amount of such Senior Lien Debt or Parity Debt (or portion thereof) plus the applicable premium, if any, payable upon redemption thereof pursuant to the provisions of such Senior Lien Debt or Parity Debt and the Bond Indenture, Indenture or other document authorizing such Senior Lien Debt or Parity Debt, as applicable.

Revenue Fund means the Subordinate Sales Tax Revenue Fund established pursuant to the Indenture.

Revenues means all Sales Tax Revenues and all interest, profits and other income received from the investment of Sales Tax Revenues (other than amounts in the Rebate Fund) and such additional sources of revenue pledged to pay the Senior Lien Debt under the Bond Indenture, but excluding all amounts: (i) which are required by the terms of the Existing Bond Indenture to be deposited into the Interest Fund, Principal Fund (including Sinking Accounts) and Bond Reserve Fund, each established with the Existing Bond Trustee pursuant to the Existing Bond Indenture, or are otherwise required to be used to pay the principal of or interest on, or reserve requirements with respect to, Existing Senior Lien Debt; and (ii) which will be required by the terms of the Sales Tax Extension Bond Indenture to be deposited into the Interest Fund, Principal Fund (including Sinking Accounts) and Bond Reserve Fund, if any, established with the Sales Tax Extension Bond Trustee pursuant to the Sales Tax Extension Bond Indenture, or will otherwise required to be used to pay the principal of or interest on, or reserve requirements with respect to, Sales Tax Extension Senior Lien Debt. Revenues do not include grants from the State or federal governments or any agency or instrumentality thereof or any other funds or assets of the Commission except Sales Tax Revenues and earnings thereon; provided that the Commission by Supplemental Indenture may provide for additional revenues or assets of the Commission to be included in the definition of Revenues under the Indenture.

Sales Tax Extension Bond Indenture means any indenture entered into by the Commission and a Sales Tax Extension Bond Trustee, pursuant to which the Commission may issue limited tax bonds secured by a lien on the retail transactions and use tax superior to the lien which secures the Notes, as originally executed and as it may from time to time be supplemented or amended by any supplemental indenture delivered pursuant to the provisions thereof.

Sales Tax Extension Bond Trustee means the financial institution designated as trustee under the Sales Tax Extension Bond Indenture or its successor as trustee under the Sales Tax Extension Bond Indenture.

Sales Tax Extension Bonds means the San Diego County Regional Transportation Commission Sales Tax Revenue Bonds (Limited Tax Bonds) authorized by, and at any time outstanding pursuant to, the Sales Tax Extension Bond Indenture.

Sales Tax Extension Ordinance means the San Diego Transportation Program Ordinance and Expenditure Plan, adopted by the Commission on May 28, 2004, and approved by at least two-thirds of electors voting on such proposition in the November 2, 2004 election.

Sales Tax Extension Senior Lien Debt means the Sales Tax Extension Bonds and other debt payable on parity with the Sales Tax Extension Bonds issued in accordance with the requirements of the Sales Tax Extension Bond Indenture and the provisions thereof.

Sales Tax Revenues means the amounts available for distribution to the Commission on and after July 1, 1988 on account of the retail transactions and use tax imposed in the County of San Diego pursuant to the Law after deducting amounts payable by the Commission to the State Board of Equalization for costs and expenses for its services in connection with the retail transactions and use taxes collected pursuant to the Law.

Second Senior Bonds or Existing Bonds means the San Diego County Regional Transportation Commission Second Senior Sales Tax Revenue Bonds (Limited Tax Bonds) authorized by, and at any time outstanding pursuant to, the Existing Bond Indenture.

Senior Lien Debt means the Bonds and other debt payable on parity with the Bonds issued in accordance with the requirements of the Bond Indenture and the provisions thereof.

Senior Lien Revenues means all Sales Tax Revenues and all interest, profits and other income received from the investment of Sales Tax Revenues (other than amounts in any rebate fund established with respect to Senior Lien Debt) and such additional sources of revenue, if any, as are pledged to pay the Senior Lien Debt under the Bond Indenture. Senior Lien Revenues do not include grants from the State or federal governments or any agency or instrumentality thereof or any other funds or assets of the Commission except Sales Tax Revenues and earnings thereon; provided that the Commission by Supplemental Bond Indenture may provide for additional revenues or assets of the Commission to be included in the definition of Senior Lien Revenues.

Series, whenever used in the Indenture with respect to Notes, means all of the Notes designated as being of the same series, regardless of variations in maturity, interest rate and other provisions.

Series B Bank means Bank of America, N.A., or the provider or providers of any Alternate Facility for the Series B Notes, substituted therefor in accordance with the provisions set forth in the Indenture.

Series B Notes means the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes, Series B, authorized by, and at any time Outstanding pursuant to the Indenture.

Six Month LIBOR Rate means, as of any date of determination, the offered rate for deposits in U.S. dollars for a six-month period which appears on the Telerate Page 3750 at approximately 11:00 a.m., London time, on such date, or if such date is not a date on which dealings in U.S. dollars are transacted in the London interbank market, then on the next preceding day on which such dealings were transacted in such market.

Standard & Poor's means Standard & Poor's Corporation, a corporation duly organized and existing under and by virtue of the laws of the State of New York, and its successors and assigns, except that if such corporation will be dissolved or liquidated or will no longer perform the functions of a securities rating agency, then the term "Standard & Poor's" will be deemed to refer to any other nationally recognized securities rating agency selected by the Commission.

State means the State of California.

Subsidy Payments means payments to be made by the United States Treasury to the Sales Tax Extension Bond Trustee pursuant to Section 54AA of the Code or Section 6431 of the Code or any successor to either of such provisions of the Code and with respect to the interest due on a series of taxable Sales Tax Extension Bonds that have been accorded Build America Bonds status under the provisions of the American Recovery and Reinvestment Act of 2009 or any successor thereto or replacement thereof.

Supplemental Bond Indenture means any Supplemental Existing Bond Indenture or any Supplemental Sales Tax Extension Bond Indenture.

Supplemental Existing Bond Indenture means any indenture, duly executed and delivered, supplementing, modifying or amending the Existing Bond Indenture, but only if and to the extent such Supplemental Existing Bond Indenture is specifically authorized under the Existing Bond Indenture.

Supplemental Indenture means any supplement to the Indenture hereafter duly executed and delivered, supplementing, modifying or amending the Indenture, but only if and to the extent that such Supplemental Indenture is specifically authorized under the Indenture.

Supplemental Sales Tax Extension Bond Indenture means any indenture, duly executed and delivered, supplementing, modifying or amending the Sales Tax Extension Bond Indenture, but only if and to the extent such Supplemental Sales Tax Extension Bond Indenture is specifically authorized under the Sales Tax Extension Bond Indenture.

Support Agreement means any agreement, pursuant to which a Bank provides a Support Facility in connection with a Series of Notes, between the Commission and such Bank, as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, and any similar agreement entered into in connection with an Alternate Facility for such Series of Notes.

Support Agreement Fund means a fund by that name established pursuant to the Indenture.

Support Facility means any letter of credit, line of credit, credit agreement, standby bond purchase agreement or other agreement, instrument, or facility, insurance or guarantee arrangement issued by a financial institution, insurance company or association pursuant to which the Issuing and Paying Agent and/or the Trustee, as the case may be, on behalf of the Commission, is entitled to obtain funds to pay the principal of and interest on any Series of Notes or any Alternate Facility substituted therefor in accordance with the provisions of the Indenture.

Support Facility Expiration Date means the stated expiration date of a Support Facility, taking into account any extension of such stated expiration date.

Support Facility Fund means a fund by that name established pursuant to the Issuing and Paying Agent Agreement.

Tax Certificate means the Master Tax Certificate delivered by the Commission in connection with the Series B Notes, as originally executed and as it may from time to time be amended or supplemented pursuant to its terms, including, without limitation, as amended or supplemented in connection with a new commercial paper program as described therein, or the Master Tax Certificate delivered by the Commission in connection with the issuance of any additional Series of Notes.

Tax Expiration Date means March 31, 2048 or such later date to which the levy of the retail transactions and use tax is extended in accordance with the Law.

Term Bonds means Bonds payable at or before their specified maturity date or dates from Mandatory Sinking Account Payments established for that purpose and calculated to retire such Bonds on or before their specified maturity date or dates.

Trustee means U.S. Bank National Association, a national banking association, duly organized and existing under the laws of the United States, or its successor, as Trustee, as provided in the Indenture.

Variable Rate Indebtedness means any indebtedness, including, without limitation, auction rate indebtedness, the interest rate on which is not fixed at the time of incurrence of such indebtedness, and has not at some subsequent date been fixed, at a single numerical rate for the entire term of the indebtedness.

SUMMARY OF THE AMENDED AND RESTATED SUBORDINATE INDENTURE

The following is a summary of certain provisions of the Indenture which are not described elsewhere in this Offering Memorandum. This summary does not purport to be a definitive or comprehensive summary of all the provisions of such document. This summary is qualified in its entirety by reference to the full text of the Indenture.

THE NOTES

Terms of the Notes

The Notes will not be subject to redemption prior to maturity. Each Series of Notes will be numbered consecutively from No. 1 upward. The Issuing and Paying Agent may make additional provisions for numbering, including additional prefixes and suffixes, as it may deem appropriate.

Subject to the provisions set forth in the Indenture, the principal of and the interest on the Notes will be paid in federal or other immediately available funds in such coin or currency of the United States of America as, at the respective times of payment, is legal tender for the payment of public and private debts. The principal of and the interest on the Notes will be payable at the Principal Office of the Issuing and Paying Agent on or before the close of business on any Business Day upon which such Notes have become due and payable, provided that such Notes are presented and surrendered on a timely basis. Upon presentation of such a Note to the Issuing and Paying Agent no later than 2:00 p.m. (New York City time) on or after any Business Day upon which such Notes have become due and payable, payment for such Note will be made by the Issuing and Paying Agent in immediately available funds on such Business Day. If a Note is presented for payment after 2:00 p.m. (New York City time) on a Business Day, payment therefor will be made by the Issuing and Paying Agent on the next succeeding Business Day without the accrual of additional interest thereon.

Notwithstanding the provisions set forth regarding terms of the Notes: (i) in the event that the Commission determines to issue a taxable Series of Notes, the terms of such taxable Series of Notes will be set forth in the Supplemental Indenture creating such taxable Series of Notes; and (ii) in the event that a Series of Notes is issued in the form of a Master Note or Master Notes in book-entry form, such Notes will be payable at maturity without the necessity of physical presentation or surrender in accordance with the procedures of the Depository for such Series of Notes.

Notwithstanding the foregoing, the Commission may deliver the Notes of any Series, including the Series B Notes, in the form of a Master Note, representing all Notes of such Series to be issued from time to time, each maturing not more than 270 days after their respective dates, but in no event later than the Tax Expiration Date or 5 days prior to the applicable Support Facility Expiration Date. Each Master Note may be replaced by a new Master Note having a later maturity date so long as the maturity date thereof does not extend beyond the date calculated in the preceding sentence, as the same may be extended from time to time. Each Master Note will evidence indebtedness of the Commission as set forth in the Advices. Each Advice will comply with the limitations on Notes set forth in the Indenture. The aggregate indebtedness evidenced by any Master Note will at all times equal or be less than the Available Amount of the Support Facility then in effect with respect to the Series of Notes to which the Master Note relates. References in the Indenture to Notes when a Master Note has been issued therefor will refer to the indebtedness under the Master Note or the Advices issued with respect thereto.

Transfer of Notes

Any Note may, in accordance with its terms, be transferred, upon the register required to be kept pursuant to the provisions of the Indenture, by the Person in whose name it is registered, in person or by his duly authorized attorney, upon surrender of such Note for cancellation, accompanied by delivery of a written instrument of transfer, duly executed in a form approved by the Issuing and Paying Agent. Whenever any Note or Notes will be surrendered for transfer, the Commission will execute and the Issuing and Paying Agent will authenticate and deliver a new Note or Notes, of the same Series, maturity and interest rate and for a like aggregate principal amount. The Issuing and Paying Agent will require the Noteholder requesting such transfer to pay any tax or other governmental charge required to be paid with respect to such transfer.

ISSUE AND SALE OF NOTES

Issuance and Sale of the Notes

Whenever an Authorized Representative determines that the Commission will sell or issue Notes, such Authorized Representative will deliver an Issuance Request to the Issuing and Paying Agent prescribing the terms of such Notes and the sale or issuance thereof in accordance with the terms of the Indenture, and representing: (i) that all action on the part of the Commission necessary for the valid issuance of the Notes then to be issued has been taken and has not been rescinded or revoked; (ii) that all provisions of State and federal law necessary for the valid issuance of such Notes and (except in the case of a Series of Notes, the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes) necessary to provide that interest thereon is excludable from gross income for purposes of federal income taxes and is exempt from State of California personal income taxes have been complied with; (iii) that interest on the Notes is excludable from gross income for purposes of federal income taxes and is exempt from State of California personal income taxes, provided, however, that such representation need not be provided in the case of a Series of Notes, the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes; and (iv) that such Notes in the hands of the Holders thereof will be valid and binding limited tax bond obligations of the Commission according to their terms. Each such Issuance Request will also certify or constitute a representation and warranty that (x) no Event of Default has occurred and is continuing as of the date of such Issuance Request; (y) the Commission is in compliance with the covenants set forth in the Indenture, including, without limitation, the tax covenants, as of the date of such Issuance Request, and is in compliance with the covenants set forth in the Tax Certificate, as of the date of such Issuance Request, except in the case of a Series of Notes the interest with respect to which is not expected to be excluded from gross income for federal income tax purposes under the Code; and (z) no Notice of No Issuance has been received from the applicable Bank. Notwithstanding any provision of the Indenture or the Issuing and Paying Agent Agreement to the contrary, no such Notes will be delivered by the Issuing and Paying Agent if the delivery of such Notes would result in violation of any of the prohibitions respecting authentication of Notes set forth in the Indenture.

Proceedings for Issuance of Additional Series of Notes

Whenever the Commission will determine to issue an additional Series of Notes pursuant to the Indenture, the Commission will authorize the execution of a Supplemental Indenture specifying the aggregate principal amount of such Series of Notes, which will prescribe the terms and conditions of such Series of Notes, including the Series designation, forms, authorized denominations and the Support Facility to be provided with respect to such Notes and which will include such other provisions respecting the Notes of such Series as will be necessary or appropriate and not inconsistent with the terms of the Indenture.

Before such additional Series of Notes will be issued and delivered, the Commission will file the following documents with the Trustee and the Issuing and Paying Agent (upon which documents the Trustee and Issuing and Paying Agent may conclusively rely in determining whether the conditions precedent to the issuance of such Series of Notes have been satisfied), and each Administrative Agent:

- (1) An executed copy of the Supplemental Indenture authorizing such Series of Notes.
- (2) An executed copy of the Dealer Agreement, the Support Agreement and the Support Facility, and, as and to the extent applicable, the Issuing and Paying Agent Agreement executed in connection with the issuance and delivery of such additional Series of Notes.
- (3) A Certificate of the Commission stating that no Event of Default has occurred and is then continuing; and that upon the delivery of such Series of Notes the aggregate principal amount of Notes then Outstanding will not exceed the amount permitted by law or by the Indenture.
- (4) An Opinion of Bond Counsel to the effect that the execution of the Supplemental Indenture has been duly authorized by the Commission in accordance with the Indenture and that such Series, when duly executed by the Commission and authenticated and delivered by the Issuing and Paying Agent, will be valid and binding limited tax bond obligations of the Commission.
- (5) A Certificate certifying (on the basis of calculations as of the date of sale of such Series of Notes, which calculations will be set forth in such Certificate) that the requirement of the Indenture regarding Senior Lien Revenues received is satisfied.
- (6) A Certificate certifying that upon delivery of such additional Series of Notes, the aggregate principal amount of debt of the Commission then outstanding will not exceed the amount permitted by Section 132309(b) of the Public Utilities Code of the State.
- (7) A Certificate of the Commission, if appropriate, designating any Excluded Principal Payments.

Issuance of Refunding Debt

Before refunding debt will be issued and delivered, the Commission will file the following documents with the Trustee and the Issuing and Paying Agent may conclusively rely in determining whether the conditions precedent to the issuance of such debt have been satisfied), and each Administrative Agent:

- (1) A transcript of the proceedings providing for the issuance of such refunding debt.
- (2) An Opinion of Bond Counsel to the effect that such refunding debt has been duly authorized by the Commission in accordance with the Indenture.
- (3) If any of the Senior Lien Debt or Parity Debt to be refunded is to be redeemed prior to its stated maturity date, irrevocable instructions to the trustee for such debt to give the applicable notice of redemption or a waiver of the notice of redemption signed by the owners of all or the portion of such debt to be redeemed, or proof that such notice has been given by the Commission; provided, however, that in lieu of such instructions or waiver or proof of notice of redemption, the Commission may cause to be deposited with the trustee for such debt all of the debt proposed to be redeemed (whether cancelled or uncanceled) with irrevocable instructions to the trustee for such debt to cancel said debt so to be redeemed upon the exchange and delivery of said refunding debt; and provided further that no provision of the

Indenture will be construed to require the redemption of such debt prior to the maturity date thereof due to the refunding thereof.

(4) A Certificate certifying (on the basis of calculations as of the date of sale of such refunding debt, which calculations will be set forth in such Certificate) that Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding following the issuance of such refunding debt is less than or equal to the Maximum Annual Debt Service on all Senior Lien Debt, Notes and Parity Debt outstanding prior to the issuance of such refunding debt.

The proceeds of the sale of the refunding debt will be applied according to the written direction of the Commission to the retirement of the outstanding Senior Lien Debt, Notes or Parity Debt for the refunding of which said refunding debt is being issued. All Senior Lien Debt, Notes or Parity Debt purchased, redeemed or retired by use of funds received from the sale of refunding debt, and all Senior Lien Debt, Notes or Parity Debt surrendered to the trustee for such debt against the issuance of refunding debt, will be forthwith cancelled and will not be reissued.

Limitations on the Issuance of Obligations Payable from Revenues

The Commission will not, so long as any of the Notes, Parity Debt, Advances or Bank Loan is outstanding, issue any obligations or securities, howsoever denominated, payable in whole or in part from Revenues, except the following:

- (a) Notes of any additional Series authorized pursuant to the Indenture;
- (b) Refunding debt authorized pursuant to the Indenture;
- (c) Parity Debt, provided that the following conditions to the issuance of such Parity Debt are satisfied: (1) Such Parity Debt has been duly and legally authorized for any lawful purpose of the Commission; (2) No Event of Default will have occurred and then be continuing, as evidenced in a Certificate of the Commission filed with the Trustee and each Administrative Agent; (3) Unless such Parity Debt is for the refunding purposes specified in the Indenture, the Commission will have obtained and placed on file with the Trustee and each Administrative Agent, the Certificate, upon which the Trustee may conclusively rely, certifying (on the basis of calculations as of the date of delivery of such Parity Debt, which calculations will be set forth in such Certificate) that the requirements of the Indenture with respect to the issuance of an additional Series of Notes have been met with respect to such Parity Debt; (4) The Commission will have filed with the Trustee and each Administrative Agent an Opinion of Bond Counsel to the effect that such Parity Debt has been duly authorized in accordance with the Indenture; and (5) The Commission will deliver to the Trustee and each Administrative Agent a transcript of the proceedings providing for the issuance of such Parity Debt.
- (d) Obligations which are junior and subordinate to the payment of the principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, and which junior and subordinate obligations are payable as to principal, premium, if any, interest and reserve fund requirements, if any, only out of the Revenues after the prior payment of all amounts then required to be paid under the Indenture from the Revenues for principal, premium, if any, interest and reserve fund requirements, if any, for the Notes and all Parity Debt, as the same become due and payable and at the times and in the manner as required in the Indenture.

Notwithstanding anything in the Indenture to the contrary, the issuance of the Series B Notes or the making of an Advance or Bank Loan with respect to Notes of any Series shall not be considered the issuance of additional debt under the Indenture, and no limitations on the issuance of additional debt in the Indenture

will apply to the issuance of Series B Notes or the making of Advances or Bank Loans with respect thereto or with respect to the makings of Advances or Bank Loans with respect to any other Series of Notes.

PROJECT FUNDS

Establishment and Application of Project Funds

In connection with the issuance of each Series of Notes issued to finance a portion of the Project, the Trustee will establish, maintain and hold in trust a separate fund designated as the “ Project Fund” (inserting therein the Series designation of such Project Fund). The moneys in each Project Fund will be used and withdrawn by the Trustee to pay the costs of the Project, including providing interim funds for a portion or portions of the Project which will on a long term basis be financed with private developer funding, as contemplated by the Ordinance, and the Costs of Issuance of any Series of Notes, provided that moneys in a Project Fund related to a tax-exempt Series of Notes are not permitted to be used to pay the Costs of Issuance of a taxable Series of Notes. All investment earnings on funds held in a Project Fund will be deposited in such Project Fund unless directed by the Commission to be deposited in the Rebate Fund. Before any payment from any Project Fund will be made, the Commission will file or cause to be filed with the Trustee a Requisition of the Commission. Upon receipt of each such Requisition, the Trustee will pay the amount set forth in such Requisition as directed by the terms thereof out of the applicable Project Fund. The Trustee need not make any such payment if it has received notice of any lien, right to lien or attachment upon, or claim affecting the right to receive payment of, any of the moneys to be so paid, which has not been released or will not be released simultaneously with such payment. The Trustee will not incur any liability for any disbursement from any Project Fund made in reliance upon any Requisition.

When the Commission determines that the portion of the Project to be financed with the proceeds of a Series of Notes has been completed, a Certificate of the Commission will be delivered to the Trustee by the Commission stating: (i) the fact and date of such completion; (ii) that all of the costs thereof have been determined and paid (or that all of such costs have been paid less specified claims which are subject to dispute and for which a retention in such Project Fund is to be maintained in the full amount of such claims until such dispute is resolved), and (iii) that the Trustee is to transfer the remaining balance in such Project Fund, less the amount of any such retention, to the Principal Fund and apply such funds to the payment at maturity of the Notes of such Series. Upon the receipt of such Certificate, the Trustee will transfer any remaining balance in such Project Fund, less the amount of any such retention, to the Principal Fund to be used for the payment at maturity of the Notes of such Series as soon as practicable in accordance with the foregoing Certificate and the terms and conditions of the Indenture.

REVENUES

Pledge of Revenues

The Revenues are pledged to the payment of Notes and Parity Debt, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement, without priority or distinction of one over the other and the Revenues constitute a trust fund for the security and payment of the Notes and Parity Debt, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement; but nevertheless out of Revenues certain amounts may be applied for other purposes as provided in the Indenture.

Out of Revenues there will be applied as hereinafter set forth all sums required for the payment of the principal of and interest on the Notes and all Parity Debt, together with any sinking fund payments of Parity Debt and reserve fund requirements with respect thereto. The pledge of Revenues made in the Indenture will be irrevocable until all of the Notes and all Parity Debt are no longer outstanding.

Allocation of Revenues

So long as any Notes are Outstanding, the Trustee will set aside in each month following receipt of the Sales Tax Revenues the moneys in the Revenue Fund in the following respective funds (each of which the Trustee will establish, maintain and hold in trust for the benefit of the Owners of the Notes) in the following amounts, in the following order of priority, the requirements of each such fund (including the making up of any deficiencies in any such fund resulting from lack of Revenues sufficient to make any earlier required deposit) at the time of deposit to be satisfied before any deposit is made to any fund subsequent in priority; provided that on parity with such deposits the Trustee will set aside or transfer amounts with respect to outstanding Parity Debt, as provided in the proceedings for such Parity Debt delivered to the Trustee pursuant to the Indenture, including, without limitation, all amounts owed to each Bank pursuant to a Support Agreement, which amounts will be set forth by each Bank in an invoice delivered to the Commission and the Trustee or represented by an Advance or Bank Loan, and which amounts will be deposited in the Support Agreement Fund established pursuant to the Indenture, which deposits and amounts will be proportionate in the event such Revenues are insufficient to provide for all deposits and amounts required as of any date to be made with respect to the Notes and such Parity Debt:

(1) Interest Fund. The Trustee will set aside in the Interest Fund as soon as practicable in each month an amount which would be sufficient to cause the amount on deposit in the Interest Fund on such day to equal the accrued and unpaid interest, if any, on the Notes Outstanding on such date plus the interest which would accrue on such Notes from such date to and including the next 40 calendar days, or such longer period as will be established in any Supplemental Indenture, if such Notes were outstanding at all times during such period, calculated (i) at the actual rate of interest on the Notes for any day interest is to accrue at a rate known on the date such deposit is made and (ii) at the rate of twelve percent (12%) for any day interest is to accrue at a rate unknown on the date such deposit is made. In August of each year, on the Business Day prior to the date Revenues are to be received by the Trustee from the Bond Trustee for such month, any excess amounts in the Interest Fund not needed to pay interest on the Notes on such date or the following Business Day will be transferred to the Commission; provided, however, that in each case, any moneys on deposit in the Interest Fund from the proceeds of any Series of Notes or other source and reserved as capitalized interest to pay interest on any future interest payment dates following such interest payment date or Business Day will be retained on deposit in the Interest Fund.

(2) Principal Fund. The Trustee will deposit in the Principal Fund as soon as practicable in each month an amount equal to the principal amount of Notes maturing in the next 40 calendar days, or such longer period as will be established in a Supplemental Indenture, which the Commission certifies in writing to the Trustee will be paid from Revenues and which will no longer be designated Excluded Principal Payments. The Trustee will also deposit in the Principal Fund moneys provided by the Commission from grants received from the State or federal government, or any agency or instrumentality thereof, or any other source of funds of the Commission (other than from the issuance and delivery of Notes pursuant to the Issuing and Paying Agent Agreement) for the payment of principal of the Notes.

Any Revenues remaining in the Revenue Fund after the foregoing transfers described above, except as otherwise provided in the Indenture, or in a Supplemental Indenture, or in an instrument providing for the issuance of debt subordinate to the Notes or Parity Debt, will be transferred on the same Business Day to the Existing Bond Trustee for application in accordance with the provisions of the Existing Bond Indenture, or if all Second Senior Bonds will have been discharged, to the Sales Tax Extension Bond Trustee for application in accordance with the provisions of the Sales Tax Extension Bond Indenture.

If 5 days prior to any principal payment date or interest payment date the amounts on deposit in the Interest Fund and Principal Fund, with respect to the payments to be made on such upcoming date from Revenues are insufficient to make such payments, the Trustee will immediately notify the Commission, in

writing, of such deficiency and direct that the Commission transfer the amount of such deficiency to the Trustee on or prior to such payment date. The Commission covenants and agrees to transfer to the Trustee from any Revenues in its possession the amount of such deficiency on or prior to the principal or interest payment date referenced in such notice.

Application of Interest Fund and Principal Fund; Transfer to Issuing and Paying Agent

All amounts in the Interest Fund will be used and withdrawn by the Trustee solely for the purpose of paying interest on the Notes as it will become due and payable and making payments on Interest Rate Swap Agreements related to the Notes. Such funds will be transferred to the Issuing and Paying Agent by 12:00 Noon (New York City time) on or before the date interest on the Notes is due to make payment thereon.

All amounts in the Principal Fund will be used and withdrawn by the Trustee solely for the purposes of paying the principal of the Notes when due and payable. Such funds will be transferred to the Issuing and Paying Agent by 12:00 Noon (New York City time) on or before the date principal on the Notes is due to make payment thereon

Support Agreement Funds

In connection with the issuance of each Series of Notes, the Trustee will establish and maintain a separate fund, which fund will be designated the “Support Agreement Fund – Series Support Facility” (inserting therein the Series designation of such Support Agreement Fund). Within each such Support Agreement Fund, the Trustee will establish two (2) separate accounts to be known as the “Support Agreement Interest Account – Series

Support Facility” (inserting therein the Series designation of such Support Agreement Interest Account) and the “Support Agreement Principal Account – Series Support Facility” (inserting therein the Series designation of such Support Agreement Principal Account). To the extent that there is an Advance outstanding relating to a Series of Notes, the Trustee will deposit in the applicable Support Agreement Fund, as soon as practicable in each month, an amount equal to one-third (1/3) of the amount expected to become due within the next ninety (90) calendar days with respect to interest due with respect to such Advance, which amount will be deposited in the applicable Support Agreement Interest Account. To the extent that there is a Bank Loan outstanding relating to a Series of Notes, the Trustee will deposit in the applicable Support Agreement Fund as soon as practicable in each month, an amount equal to one-twelfth (1/12) or, during the first six months of a Bank Loan, one-sixth (1/6) of the amount expected to become due on the next date on which an installment of principal is due with respect to such Bank Loan, which amount will be deposited in the applicable Support Agreement Principal Account, and an amount equal to one-third (1/3) of the amount expected to become due within the next ninety (90) calendar days with respect to the interest due with respect to such Bank Loan, which amount will be deposited in the applicable Support Agreement Interest Account. The foregoing deposits by the Trustee will be made from Revenues on parity basis with the deposits made pursuant to “Allocation of Revenues” above. A Support Agreement Fund may also be funded by the Commission from any other source of funds of the Commission and will be used only to reimburse and repay the applicable Bank with respect to Advances or Bank Loans at the times and in accordance with the terms of the applicable Support Agreement.

Note Funds

In connection with the issuance of each Series of Notes, the Issuing and Paying Agent will establish and maintain a separate fund, which will be designated the “_____ Note Fund” (inserting therein the Series designation of such Note Fund). Within each such Note Fund, the Issuing and Paying Agent will

establish two separate accounts to be known as the “_____ Note Principal Account” (inserting therein the Series designation of such Note Principal Account) and the “Note Interest Account” (inserting therein the Series designation of such Note Interest Account). The Issuing and Paying Agent will not have a lien on any Note Fund for the payment of any fees or expenses or other obligations owing to the Issuing and Paying Agent and each such Note Fund will only be used for the purposes set forth in the Indenture and in the Issuing and Paying Agent Agreement.

All moneys from time to time on deposit in each Note Principal Account, whether received from a Dealer from the proceeds of Notes pursuant to the Indenture, from the Trustee from the Principal Fund pursuant to the Indenture from an Advance under a Support Facility, or from any other source, will be used to pay the principal of matured Notes of the applicable Series. Pursuant to the provisions set forth in the Issuing and Paying Agent Agreement and the Indenture, the Issuing and Paying Agent will apply all amounts from time to time held in each Note Principal Account, to the payment of the principal of Notes of the applicable Series when due, as contemplated by this section and the Issuing and Paying Agent Agreement, without further authorization or direction.

Pursuant to the provisions set forth in the Issuing and Paying Agent Agreement and the Indenture, the Issuing and Paying Agent will apply all amounts from time to time on deposit in each Note Interest Account solely for the purpose of paying interest on the Notes of the applicable Series, as contemplated by the Indenture and the Issuing and Paying Agent Agreement, without further authorization or direction.

Investment of Moneys in Funds and Accounts

All moneys in any of the funds and accounts held by the Trustee or the Issuing and Paying Agent and established pursuant to the Indenture will be invested, as directed by the Commission, solely in Investment Securities. All Investment Securities will, as directed by the Commission in writing or by telephone, promptly confirmed in writing, be acquired subject to the limitations set forth in the Indenture and each Tax Certificate, the limitations as to maturities hereinafter in this section and each Tax Certificate set forth and such additional limitations or requirements consistent with the foregoing as may be established in each Tax Certificate or by Request of the Commission. If and to the extent the Trustee or the Issuing and Paying Agent does not receive investment instructions from the Commission with respect to the moneys in the funds and accounts held pursuant to the Indenture by the Trustee or the Issuing and Paying Agent, as applicable, such moneys will be invested in Investment Securities described in clause (xii) of the definition thereof and the Trustee or the Issuing and Paying Agent, as applicable, will thereupon request investment instructions from the Commission for such moneys.

Moneys in the funds and accounts will be invested in Investment Securities maturing or available on demand not later than the date on which it is estimated that such moneys will be required by the Trustee or the Issuing and Paying Agent.

Moneys held by the Issuing and Paying Agent for the payment of the principal of and interest on Notes that have matured will be held uninvested or will be invested only in Investment Securities described in clauses (i) or (ii) of the definition thereof.

Unless otherwise provided in the Indenture or in a Supplemental Indenture, all interest, profits and other income received from the investment of moneys in any fund or account, other than the Rebate Fund, will be transferred to the Revenue Fund when received. All interest, profits and other income received from the investment of moneys in the Rebate Fund will be deposited in the Rebate Fund, except as otherwise provided in the Indenture. Notwithstanding anything to the contrary contained in this paragraph, an amount of interest received with respect to any Investment Security equal to the amount of accrued interest, if any,

paid as part of the purchase price of such Investment Security will be credited to the fund or account from which such accrued interest was paid.

The Trustee may commingle any of the funds or accounts established and held by the Trustee pursuant to the Indenture (other than the Rebate Fund) into a separate fund or funds for investment purposes only, provided that all funds or accounts held by the Trustee under the Indenture will be accounted for separately as required by the Indenture; and provided further the Trustee will segregate such funds and accounts if so instructed by the Commission to assist in the calculation of the Rebate Requirement. The Trustee may act as principal or agent in the making or disposing of any investment and, with the prior written consent of the Commission may impose its customary charge therefor. The Trustee may sell at the best price obtainable, or present for redemption, any Investment Securities so purchased whenever it will be necessary to provide moneys to meet any required payment, transfer, withdrawal or disbursement from the fund or account to which such Investment Security is credited, and the Trustee will not be liable or responsible for any loss resulting from such investment.

The Commission may, and the Trustee will, upon the Request of the Commission, enter into a financial futures or financial option contract with an entity the debt securities of which are rated in the highest short-term or one of the two highest long-term Rating Categories by Moody's and Standard & Poor's.

The Commission may, and the Trustee will, upon the Request of the Commission, enter into an Interest Rate Swap Agreement corresponding to the interest rate or rates payable on a Series of Notes or Parity Debt or any portion thereof and the amounts received by the Commission or the Trustee, if any, pursuant to such Interest Rate Swap Agreement may be applied to the deposits required under the Indenture. If the Commission so designates, amounts payable under an Interest Rate Swap Agreement will be secured by Revenues and other assets pledged under the Indenture to the Notes and other Parity Debt on parity basis therewith (excluding amounts payable in connection with any termination or unwinding of an Interest Rate Swap Agreement which will be secured on a subordinate basis) and, in such event, the Commission will pay to the Trustee for deposit in the Interest Fund, at the times and in the manner provided by the Indenture, the amounts to be paid under such Interest Rate Swap Agreement, as if such amounts were additional interest due on the Notes to which such Interest Rate Swap Agreement relates, and the Trustee will pay to the other party to the Interest Rate Swap Agreement, to the extent required thereunder, amounts deposited in the Interest Fund for the payment of interest on the Notes with respect to which such Interest Rate Swap Agreement was entered into.

The Trustee will keep proper books of record and accounts containing complete and correct entries of all transactions made by it relating to the receipt, investment, disbursement, allocation and application of the moneys related to the Notes, including moneys derived from, pledged to, or to be used to make payments on the Notes. Such records will specify the account or fund to which each investment (or portion thereof) held by the Trustee is to be allocated and will set forth, in the case of each investment security, (a) its purchase price, (b) identifying information, including paramount, coupon rate, and payment dates, (c) the amount received at maturity or its sale price, as the case may be, including accrued interest, (d) the amounts and dates of any payments made with respect thereto, and (e) the dates of acquisition and disposition or maturity.

The Trustee will also provide to the Commission in accordance with a Request of the Commission, with respect to each Investment Security such documentation as is reasonably available to the Trustee and is required by the Code or other applicable law to be obtained by the Commission as evidence to establish that each investment had been acquired and disposed of on an established market in an arm's-length transaction at a price equal to its fair market value and with no amounts having been paid to reduce the yield on the investments.

COVENANTS OF THE COMMISSION

Punctual Payment

The Commission will punctually pay or cause to be paid the principal of and interest on all the Notes, in strict conformity with the terms of the Notes and of the Indenture, according to the true intent and meaning thereof, but in each case only out of Revenues as provided in the Indenture.

Extension of Payment of Notes

The Commission will not directly or indirectly extend or assent to the extension of the maturity of any of the Notes or the time of payment of any Notes or claims for interest by the purchase or funding of such Notes or claims for interest or by any other arrangement and in case the maturity of any of the Notes or the time of payment of any such claims for interest will be extended, such Notes or claims for interest will not be entitled, in case of any default under the Indenture, to the benefits of the Indenture, except subject to the prior payment in full of the principal of all of the Notes then Outstanding and of all claims for interest thereon which will not have been so extended. Nothing in this paragraph will be deemed to limit the right of the Commission to issue debt for the purpose of refunding any Outstanding Notes, and such issuance will not be deemed to constitute an extension of maturity of Notes.

Waiver of Laws

The Commission will not at any time insist upon or plead in any manner whatsoever, or claim or take the benefit or advantage of, any stay or extension law now or at any time hereafter in force that may affect the covenants and agreements contained in the Indenture or in the Notes, and all benefit or advantage of any such law or laws is expressly waived by the Commission to the extent permitted by law.

Further Assurances

The Commission will make, execute and deliver any and all such instruments and assurances as may be reasonably necessary or proper to carry out the intention or to facilitate the performance of the Indenture and for the better assuring and confirming unto the Owners of the Notes of the rights and benefits provided in the Indenture.

Against Encumbrances

The Commission will not create any pledge, lien or charge upon any of the Revenues having priority over or having parity with the lien of the Notes except only as permitted in the Indenture.

Accounting Records and Financial Statements

The Commission will at all times keep, or cause to be kept, proper books of record and account, prepared in accordance with generally accepted accounting principles, in which complete and accurate entries will be made of all transactions relating to the Revenues. Such books of record and account will be available for inspection by the Trustee and each Bank at reasonable hours and under reasonable circumstances.

The Commission will furnish the Trustee and each Administrative Agent within 180 days after the end of each Fiscal Year, the financial statements of the Commission relating to the Revenues for such Fiscal Year, together with the report and opinion of an independent certified public accountant stating that the financial statements have been prepared in accordance with generally accepted accounting principles and

that such accountant's examination of the financial statements was performed in accordance with generally accepted auditing standards and a Certificate of the chief financial officer of the Commission stating that no event which constitutes an Event of Default or which with the giving of notice or the passage of time or both would constitute an Event of Default has occurred and is continuing as of the end of such Fiscal Year, or specifying the nature of such event and the actions taken and proposed to be taken by the Commission to cure such default. Thereafter, a copy of such financial statements will be furnished to any owner of Notes upon written request to the Commission.

Collection of Sales Tax Revenues

The Commission covenants and agrees that it has duly levied a retail transactions and use tax in accordance with the Law, pursuant to and in accordance with the Ordinance, duly passed and adopted by the Commission. Said Ordinance has not and will not be amended, modified or altered so long as any of the Notes are Outstanding in any manner which would reduce the amount of or timing of receipt of Sales Tax Revenues, and the Commission will continue to levy and collect such retail transactions and use tax to the full amount permitted by law. The Commission further covenants that it has entered into an agreement with the State Board of Equalization under and pursuant to which the State Board of Equalization will process and supervise collection of said retail transactions and use tax and will transmit Sales Tax Revenues directly to the Existing Bond Trustee. Said agreement will be continued in effect so long as any of the Existing Senior Lien Debt or Sales Tax Extension Senior Lien Debt, as applicable, remains unpaid and any of the Notes are Outstanding and will not be amended, modified or altered (other than to provide for the transmission of Sales Tax Revenues directly to the Sales Tax Extension Bond Trustee in the event of the discharge of all Existing Senior Lien Debt) without the written consent of the Existing Bond Trustee or the Sales Tax Extension Bond Trustee, as applicable, so long as any of the Existing Senior Lien Debt or Sales Tax Exemption Lien Debt, as applicable, remains unpaid. The Commission will receive and hold in trust for (and remit immediately to) the Existing Bond Trustee or Sales Tax Exemption Bond Trustee, as applicable, any Sales Tax Revenues paid to the Commission by the State Board of Equalization.

In the event that the Existing Bonds are discharged in accordance with the provisions set forth in the Existing Bond Indenture and no other Existing Senior Lien Debt remains outstanding, the Commission covenants and agrees that it will amend said agreement with the State Board of Equalization in order to permit the State Board of Equalization to transmit Sales Tax Revenues to the Sales Tax Extension Bond Trustee. In the event that the Sales Tax Extension Bonds are discharged in accordance with the provisions set forth in the Sales Tax Extension Bond Indenture and no other Sales Tax Extension Lien Debt remains outstanding, the Commission covenants and agrees that it will amend said agreement with the State Board of Equalization to transmit Sales Tax Revenues to the Trustee. If such agreement is so amended, the Commission covenants and agrees that said agreement will be continued in effect so long as any of the Notes are Outstanding and that said agreement will not be further amended, modified or altered without the written consent of the Trustee so long as any of the Notes are Outstanding.

The Commission represents and warrants that it has directed and ordered the Existing Bond Trustee to transmit to the Trustee, on the same Business Day as such Sales Tax Revenues are received, all Sales Tax Revenues, other than the portion of the Sales Tax Revenues applied to payment of the principal of, premium, if any, and interest on the Existing Senior Lien Debt, together with any sinking fund payments and reserve fund requirements with respect thereto, applied by the Existing Bond Trustee pursuant to the provisions set forth in the Existing Bond Indenture.

Sales Tax Revenues received by the Trustee will be transmitted to the Existing Bond Trustee pursuant to the Indenture; provided that, during the continuance of an Event of Default, any Sales Tax Revenues received by the Trustee will be applied first to the payment of the costs and expenses of the Trustee in declaring such Event of Default and pursuing remedies, including reasonable compensation of

its agents, attorneys and counsel, which costs and expenses will be paid from the Revenue Fund, and, second, will be deposited into the Interest Fund, Principal Fund, and the Support Agreement Funds, as more fully set forth in the Indenture.

The Commission covenants and agrees to separately account for all Revenues and to provide to the Trustee and each Bank access to such accounting records at reasonable hours and under reasonable circumstances.

The Commission covenants that so long as the Notes are Outstanding, it will not, to the best of its ability, suffer or permit any change, modification or alteration to be made to the Law which would materially and adversely affect the rights of Noteholders or any Bank.

Rebate Fund

The Trustee will establish and maintain a fund separate from any other fund established and maintained under the Indenture designated as the “Rebate Fund.” Within the Rebate Fund, the Trustee will maintain such accounts as will be necessary in order to comply with the terms and requirements of each Tax Certificate. Subject to the transfer provisions provided below, all money at any time deposited in the Rebate Fund will be held by the Trustee for the account of the Commission in trust, to the extent required to satisfy the Rebate Requirement (as defined in each Tax Certificate), for payment to the federal government of the United States of America, and neither the Trustee nor the Owner of any Notes nor any Bank will have any rights in or claim to such money. All amounts deposited into or on deposit in the Rebate Fund will be governed by the Indenture and by the provisions of each Tax Certificate (which are incorporated in the Indenture by reference). The Commission covenants to comply with the directions contained in each Tax Certificate and the Trustee covenants to comply with all written instructions of the Commission delivered to the Trustee pursuant to each Tax Certificate (which instructions will state the actual amounts to be deposited in or withdrawn from the Rebate Fund and will not require the Trustee to make any calculations with respect thereto). The Trustee will be deemed conclusively to have complied with these provisions if it follows such instructions of the Commission, and the Trustee will have no liability or responsibility to enforce compliance by the Commission with the terms of any Tax Certificate nor to make computations in connection therewith.

The Trustee will invest all amounts held in the Rebate Fund, pursuant to written instructions of the Commission, in Investment Securities, subject to the restrictions set forth in each Tax Certificate.

Upon receipt of the instructions of the Commission, the Trustee will remit part or all of the balances in the Rebate Fund to the federal government of the United States of America, as directed. In addition, if such instructions so direct, the Trustee will deposit moneys into or transfer moneys out of the Rebate Fund from or into such accounts or funds (other than the Support Facility Funds) as directed. Any funds remaining in the Rebate Fund after payment of all of the Notes and payment and satisfaction of any Rebate Requirement, will be withdrawn and remitted to the Commission in accordance with a Request of the Commission.

Notwithstanding any other provision of the Indenture, the obligation to remit the Rebate Requirement to the federal government of the United States of America and to comply with all other requirements and each Tax Certificate will survive the defeasance or payment in full of the Notes.

Tax Covenants

The Commission covenants that it will not take any action, or fail to take any action, if any such action or failure to take action would adversely affect the exclusion from gross income of the interest on

the Notes under Section 103 of the Code; provided that, prior to the issuance of any Series of Notes, the Commission may exclude the application of the covenants regarding the Rebate Fund and taxability to such Series of Notes. Without limiting the generality of the foregoing, the Commission will comply with all requirements and covenants contained in each Tax Certificate. In the event that at any time the Commission is of the opinion that for tax purposes it is necessary to restrict or limit the yield on the investment of any moneys held by the Trustee under the Indenture, the Commission will so instruct the Trustee in writing, and the Trustee will take such action as may be necessary in accordance with such instructions.

Notwithstanding any provision of the Indenture, if the Commission will receive an Opinion of Bond Counsel to the effect that any action required under any Tax Certificate or the tax provisions of the Indenture is no longer required, or to the effect that some further action is required, to maintain the exclusion from gross income of the interest on the Notes pursuant to Section 103 of the Code, the Commission and the Trustee may rely conclusively on such opinion in complying with the provisions of the Indenture, and the covenants under the Indenture will be deemed to be modified to that extent.

Support Facilities; Alternate Facilities

The Commission will at all times maintain in effect a Support Facility enabling it to borrow an amount equal to the principal amount of each Series of Notes then authorized by the Indenture plus accrued interest thereon. The Commission may deliver a substitute (each, an “Alternate Facility”) to replace any Support Facility then in effect, provided, however, that: (i) the Commission will have provided to the Issuing and Paying Agent, the Trustee and the applicable Dealer written evidence from Moody’s, if such Series of Notes are then rated by Moody’s, and Standard & Poor’s, if such Series of Notes are then rated by Standard & Poor’s, of the ratings which will be assigned to such Series of Notes upon delivery of such Alternate Facility; and (ii) such Alternate Facility will take effect on a date on which all Notes of such Series mature. The Commission will provide advance written notice of the proposed delivery of an Alternate Facility to the Issuing and Paying Agent, the Trustee and the applicable Dealer, such notice to be provided by the Commission, to the extent practicable, at least 40 days in advance of the proposed delivery of an Alternate Facility. Upon receipt of such written notice from the Commission, the Issuing and Paying Agent will provide written notice of the proposed delivery of an Alternate Facility to the Owners of the applicable Series of Notes, such written notice to be provided by first class mail at least 30 days prior to the proposed date of delivery of such Alternate Facility. Following the substitution of an Alternate Facility for a Support Facility then in effect, references to the Support Facility replaced thereby will refer to such Alternate Facility. Upon receipt of an Alternate Facility, the Issuing and Paying Agent or the Trustee, as applicable, will promptly give notice of the acceptance of such Alternate Facility to the Owners of the Notes, such notice to be given by first class mail, postage prepaid.

Appointment of Dealers

The Commission covenants and agrees to take all reasonable steps necessary to assure that, at all times, there will be one or more Dealers for each Series of Notes, and to that end will from time to time enter into one or more Dealer Agreements with such Dealers, providing for the services specified in such Dealer Agreements to be performed by such Dealers, in connection with the offering, sale and issuance of Notes.

EVENTS OF DEFAULT AND REMEDIES

Events of Default

The following events will be Events of Default:

(a) default in the due and punctual payment of the principal of any Note when and as the same will become due and payable, whether at maturity as therein expressed, by declaration or otherwise;

(b) default in the due and punctual payment of any installment of interest on any Note when and as such interest installment will become due and payable;

(c) if the Commission will fail to observe or perform any covenant, condition, agreement or provision in the Indenture on its part to be observed or performed, other than as referred to in subsection (a) or (b), for a period of 60 days after written notice, specifying such failure and requesting that it be remedied, has been given to the Commission by the Trustee; except that, if such failure can be remedied but not within such 60 day period and if the Commission has taken all action reasonably possible to remedy such failure within such 60 day period, such failure will not become an Event of Default for so long as the Commission will diligently proceed to remedy the same in accordance with and subject to any directions or limitations of time established by the Trustee;

(d) if any default will exist under any agreement governing any Parity Debt and such default will continue beyond the applicable grace period, if any, provided for with respect to such default or if the holder of any Parity Debt exercises a right under the Parity Debt or the corresponding instruments pursuant to which such Parity Debt was issued to declare the principal thereof to be accelerated and payable immediately;

(e) if the Commission files a petition in voluntary bankruptcy, for the composition of its affairs or for its corporate reorganization under any state or federal bankruptcy or insolvency law, or makes an assignment for the benefit of creditors, or admits in writing to its insolvency or inability to pay debts as they mature, or consents in writing to the appointment of a trustee or receiver for itself;

(f) if a court of competent jurisdiction will enter an order, judgment or decree declaring the Commission insolvent, or adjudging it bankrupt, or appointing a trustee or receiver of the Commission, or approving a petition filed against the Commission seeking reorganization of the Commission under any applicable law or statute of the United States of America or any state thereof, and such order, judgment or decree will not be vacated or set aside or stayed within 60 days from the date of the entry thereof;

(g) if, under the provisions of any other law for the relief or aid of debtors, any court of competent jurisdiction will assume custody or control of the Commission or of the Revenues, and such custody or control will not be terminated within 60 days from the date of assumption of such custody or control;

(h) if the Legislature of the State will repeal or amend all or any portion of the provisions of the Law relating to the retail transactions and use tax, being Sections 132301 to 132308, inclusive, of the Public Utilities Code of the State unless the Commission has determined that said repeal or amendment does not materially and adversely affect the rights of Noteholders; or

(i) if the holder of any Senior Lien Debt or the trustee for any holder of Senior Lien Debt exercises a right under the Senior Lien Debt or the corresponding instruments under which such Senior Lien Debt was issued to declare the principal thereof to be payable prior to the maturity thereof.

Acceleration

Upon the occurrence and continuation of any Event of Default, the Trustee may and, upon the written request of the Owners of not less than a majority in aggregate principal amount of the Notes Outstanding at the time, after being indemnified to its satisfaction, will, by notice in writing delivered to the Commission, declare the entire principal amount of the Notes then Outstanding under the Indenture and the interest accrued thereon, immediately due and payable, and such entire principal and interest will thereupon become and be immediately due and payable. The right of the Trustee to make any such declaration as aforesaid, however, is subject to the condition that if, at any time after such declaration, but before any judgment or decree for the payment of moneys due will have been obtained or entered unless the same has been discharged, all overdue principal of and interest upon the Notes, together with the reasonable and proper charges, expenses and liabilities of the Trustee and the Holders and their respective agents and attorneys and all other sums then payable by the Commission under the Indenture (except the principal of and interest accrued solely by virtue of such declaration) will either be paid by or for the account of the Commission or provision satisfactory to the Trustee will be made for such payment, and all defaults under the Indenture (other than the payment of principal and interest due and payable solely by reason of such declaration) will be cured to the satisfaction of the Trustee or provision deemed by the Trustee to be adequate will be made therefor, then and in every such case the Holders of a majority in principal amount of the Notes then Outstanding by written notice to the Commission and to the Trustee, may rescind such declaration with respect to the Notes and annul such declaration with respect to the Notes, or, if the Trustee will have acted with respect to the Notes without a direction from the Holders of not less than a majority in aggregate principal amount of the Notes Outstanding at the time of such request, and if there will not have been theretofore delivered to the Trustee written direction to the contrary by the Holders of a majority in aggregate principal amount of the Notes then Outstanding, then the Trustee may, by written notice to the Commission, annul such declaration and any such default with respect to the Notes and its consequences will be annulled; provided that no such rescission and annulment will extend to or affect any subsequent Event of Default or impair or exhaust any right or power consequent thereon.

Application of the Revenues and Other Funds After Default

If an Event of Default will occur and be continuing, the Commission will immediately transfer to the Trustee all Revenues held by it, and the Trustee will apply all Revenues and any other funds then held or thereafter received by the Trustee under any of the provisions of the Indenture (except as otherwise provided in the Indenture) as follows and in the following order:

(1) To the payment of any expenses necessary in the opinion of the Trustee to protect the interests of the Owners of the Notes and Parity Debt, including the costs and expenses of the Trustee and the Noteholders in declaring such Event of Default, and payment of reasonable fees and expenses of the Trustee (including reasonable fees and disbursements of its counsel and other agents) incurred in and about the performance of its powers and duties under the Indenture; and

(2) To the payment of the whole amount of principal then due on the Notes and Parity Debt (upon presentation of the Notes and Parity Debt to be paid, and stamping thereon of the payment if only partially paid, or surrender thereof if fully paid) subject to the provisions of the Indenture, with interest on such principal, at the rate or rates of interest borne by the respective Notes and Parity Debt, to the payment to the persons entitled thereto of all installments of interest then due and the unpaid principal or Redemption Price, if applicable, of any Notes and Parity Debt which will have become due, whether at maturity, acceleration or by call for redemption, in the order of their due dates, with interest on the overdue principal and Parity Debt at the rate borne by the respective Notes and Parity Debt, and, if the amount available will not be sufficient to pay in full all the Notes and Parity Debt due on any date, together with

such interest, then to the payment thereof ratably, according to the amounts of principal or interest due on such date to the persons entitled thereto, without any discrimination or preference.

Trustee to Represent Noteholders

The Trustee is irrevocably appointed (and the successive respective Owners of the Notes, by taking and holding the same, will be conclusively deemed to have so appointed the Trustee) as trustee and true and lawful attorney-in-fact of the Owners of the Notes for the purpose of exercising and prosecuting on their behalf such rights and remedies as may be available to such Owners under the provisions of the Notes, the Indenture, the Law and applicable provisions of any other law. Upon the occurrence and continuance of an Event of Default or other occasion giving rise to a right in the Trustee to represent the Noteholders, the Trustee in its discretion may, and upon the written request of the Owners of not less than 25% in aggregate amount of Notes then Outstanding, and upon being indemnified to its satisfaction therefor, will, proceed to protect or enforce its rights or the rights of such Owners by such appropriate action, suit, mandamus or other proceedings, including acceleration upon occurrence and continuance of any Event of Default, as it will deem most effectual to protect and enforce any such right, at law or in equity, either for the specific performance of any covenant or agreement contained in the Indenture, or in aid of the execution of any power granted in the Indenture, or for the enforcement of any other appropriate legal or equitable right or remedy vested in the Trustee or in such Owners under the Indenture, the Law or any other law; and upon instituting such proceeding, the Trustee will be entitled, as a matter of right, to the appointment of a receiver of the Revenues and other assets pledged under the Indenture, pending such proceedings. All rights of action under the Indenture or the Notes or otherwise may be prosecuted and enforced by the Trustee without the possession of any of the Notes or the production thereof in any proceeding relating thereto, and any such suit, action or proceeding instituted by the Trustee will be brought in the name of the Trustee for the benefit and protection of all the Owners of such Notes, subject to the provisions of the Indenture.

Noteholders' Direction of Proceedings

Anything in the Indenture to the contrary notwithstanding, the Owners of a majority in aggregate principal amount of the Notes then Outstanding will have the right, by an instrument or concurrent instruments in writing executed and delivered to the Trustee and upon furnishing the Trustee with indemnification satisfactory to it, to direct the method of conducting all remedial proceedings taken by the Trustee under the Indenture, provided that such direction will not be otherwise than in accordance with law and the provisions of the Indenture, that the Trustee may take any other action deemed proper by the Trustee which is not inconsistent with such direction, and that the Trustee will have the right to decline to follow any such direction which in the opinion of the Trustee would be unjustly prejudicial to Noteholders or holders of Parity Debt not parties to such direction.

Limitation on Noteholders' Right to Sue

No Owner of any Note will have the right to institute any suit, action or proceeding at law or in equity, for the protection or enforcement of any right or remedy under the Indenture, the Law or any other applicable law with respect to such Note, unless: (1) such Owner will have given to the Trustee written notice of the occurrence of an Event of Default; (2) the Owners of not less than 25% in aggregate principal amount of the Notes then Outstanding will have made written request upon the Trustee to exercise the powers granted to it in the Indenture or to institute such suit, action or proceeding in its own name; (3) such Owner or said Owners will have tendered to the Trustee reasonable indemnity against the costs, expenses and liabilities to be incurred in compliance with such request; (4) the Trustee will have refused or omitted to comply with such request for a period of 60 days after such written request will have been received by, and said tender of indemnity will have been made to, the Trustee; and (5) the Trustee will not have received

contrary directions from the Owners of a majority in aggregate principal amount of the Notes then Outstanding.

Such notification, request, tender of indemnity and refusal or omission are declared, in every case, to be conditions precedent to the exercise by any Owner of Notes of any remedy under the Indenture or under law; it being understood and intended that no one or more Owners of Notes will have any right in any manner whatever by his or their action to affect, disturb or prejudice the security of the Indenture or the rights of any other Owners of Notes, or to enforce any right under the Indenture, the Law or other applicable law with respect to the Notes, except in the manner in the Indenture provided, and that all proceedings at law or in equity to enforce any such right will be instituted, had and maintained in the manner in the Indenture provided and for the benefit and protection of all Owners of the Outstanding Notes, subject to the provisions of the Indenture.

Absolute Obligation of the Commission

Nothing in the Indenture, or in the Notes, contained will affect or impair the obligation of the Commission, which is absolute and unconditional, to pay the principal of and interest on the Notes to the respective Owners of the Notes at their respective dates of maturity, but only out of the Revenues and other assets in the Indenture pledged therefor, or affect or impair the right of such Owners, which is also absolute and unconditional, to enforce such payment by virtue of the contract embodied in the Notes.

Termination of Proceedings

In case any proceedings taken by the Trustee or any one or more Noteholders on account of any Event of Default will have been discontinued or abandoned for any reason or will have been determined adversely to the Trustee or the Noteholders, then in every such case the Commission, the Trustee and the Noteholders, subject to any determination in such proceedings, will be restored to their former positions and rights under the Indenture, severally and respectively, and all rights, remedies, powers and duties of the Commission, the Trustee and the Noteholders will continue as though no such proceedings had been taken.

Remedies Not Exclusive

No remedy in the Indenture conferred upon or reserved to the Trustee or to the Owners of the Notes is intended to be exclusive of any other remedy or remedies, and each and every such remedy, to the extent permitted by law, will be cumulative and in addition to any other remedy given under the Indenture or now or hereafter existing at law or in equity or otherwise.

No Waiver of Default

No delay or omission of the Trustee or of any Owner of the Notes to exercise any right or power arising upon the occurrence of any default will impair any such right or power or will be construed to be a waiver of any such default or an acquiescence therein; and every power and remedy given by the Indenture to the Trustee or to the Owners of the Notes may be exercised from time to time and as often as may be deemed expedient.

MODIFICATION OR AMENDMENT OF THE INDENTURE

Amendments Permitted

The Indenture and the rights and obligations of the Commission, the Owners of the Notes and the Trustee may be modified or amended from time to time and at any time by a Supplemental Indenture, which

the Commission and the Trustee may enter into with the written consent of the Owners of a majority in aggregate principal amount of the Notes (or, if such Supplemental Indenture is only applicable to a Series of Notes, such Series of Notes) then Outstanding will have been filed with the Trustee; provided that if such modification or amendment will, by its terms, not take effect so long as any Notes of any particular maturity remain Outstanding, the consent of the Owners of such Notes will not be required and such Notes will not be deemed to be Outstanding for the purpose of any calculation of Notes Outstanding when determining if an amendment is permitted.

The Indenture and the rights and obligations of the Commission and of the Owners of the Notes and of the Trustee may also be modified or amended at any time by a Supplemental Indenture entered into by the Commission and the Trustee which will become binding when the written consents of each provider of a letter of credit or a policy of bond insurance for the Notes will have been filed with the Trustee, provided that at such time the payment of all the principal of and interest on all Outstanding Notes will be insured by a policy or policies of municipal bond insurance or payable under a letter of credit the provider of which will be a financial institution or association having unsecured debt obligations rated, or insuring or securing other debt obligations rated on the basis of such insurance or letters of credit, in one of the two highest Rating Categories of Moody's and Standard & Poor's.

No such modification or amendment will: (a) extend the fixed maturity of any Note, or reduce the amount of principal thereof, or extend the time of payment provided for any Note, or reduce the rate of interest thereon, or extend the time of payment of interest thereon, without the consent of the Owner of each Note so affected, or (b) reduce the aforesaid percentage of principal the consent of the Owners of which is required to effect any such modification or amendment, or permit the creation of any lien on the Revenues and other assets pledged under the Indenture prior to or on parity with the lien created by the Indenture, or deprive the Owners of the Notes of the lien created by the Indenture on such Revenues and other assets (in each case, except as expressly provided in the Indenture), without the consent of the Owners of all of the Notes then Outstanding. It will not be necessary for the consent of the Noteholders to approve the particular form of any Supplemental Indenture, but it will be sufficient if such consent will approve the substance thereof.

(1) The Indenture and the rights and obligations of the Commission, of the Trustee and of the Owners of the Notes may also be modified or amended from time to time and at any time by a Supplemental Indenture, which the Commission may adopt without the consent of any Noteholders but only to the extent permitted by law and only for any one or more of the following purposes:

(1) to add to the covenants and agreements of the Commission in the Indenture contained other covenants and agreements thereafter to be observed, to pledge or assign additional security for the Notes (or any portion thereof), or to surrender any right or power in the Indenture reserved to or conferred upon the Commission;

(2) to make provisions for the purpose of curing any ambiguity, inconsistency or omission, or of curing or correcting any defective provision, contained in the Indenture;

(3) to modify, amend or supplement the Indenture in such manner as to permit the qualification of the Indenture under the Trust Indenture Act of 1939, as amended, or any similar federal statute hereafter in effect, and to add such other terms, conditions and provisions as may be permitted by said act or similar federal statute, and which will not materially and adversely affect the interests of the Owners of the Notes;

(4) to make modifications or adjustments necessary, appropriate or desirable to provide for the issuance of Parity Debt with such interest rate, payment, maturity and other terms as the Commission may deem desirable; subject to the provisions of the Indenture;

(5) to provide for the issuance of Notes in book-entry form, provided that no such provision will materially and adversely affect the interests of the Owners of the Notes;

(6) to make modifications or adjustments necessary, appropriate or desirable to accommodate Support Facilities, provided that no such provision will materially and adversely affect the interests of the Owners of the Notes;

(7) if the Commission agrees in a Supplemental Indenture to maintain the exclusion of interest on a Series of Notes from gross income for purposes of federal income taxation, to make such provisions as are necessary or appropriate to ensure such exclusion;

(8) to provide for the issuance of an additional Series of Notes pursuant to provisions of the Indenture;

(9) to amend the Indenture to provide for the issuance of an additional Series of Notes upon demonstration of pro forma debt service coverage or historical debt service coverage, provided that no such provision will materially and adversely affect the interests of Owners of the Notes; and

(10) for any other purpose that does not materially and adversely affect the interests of the Owners of the Notes, including, without limitation, to provide for changes requested by Moody's or Standard & Poor's in order to obtain or maintain a credit rating for any Series of Notes.

The provisions described above do not prevent any Noteholder from accepting any amendment as to the particular Notes held by him, provided that due notation thereof is made on such Notes.

DEFEASANCE

Discharge of Indenture

Notes of any Series or a portion thereof may be paid by the Commission in any of the following ways: (a) by paying or causing to be paid the principal of and interest on such Outstanding Notes, as and when the same become due and payable; (b) by depositing with the Trustee, an escrow agent or other fiduciary, in trust, at or before maturity, money or securities in the necessary amount to pay such Outstanding Notes; or (c) by delivering to the Trustee, for cancellation by it, such Outstanding Notes.

If the Commission will pay all Series for which any Notes are Outstanding and also pay or cause to be paid all other sums payable under the Indenture by the Commission, then and in that case, at the election of the Commission (evidenced by a Certificate of the Commission, filed with the Trustee, signifying the intention of the Commission to discharge all such indebtedness and the Indenture), and notwithstanding that any Notes will not have been surrendered for payment, the Indenture and the pledge of Revenues and other assets made under the Indenture and all covenants, agreements and other obligations of the Commission under the Indenture will cease, terminate, become void and be completely discharged and satisfied. In such event, upon Request of the Commission, the Trustee will cause an accounting for such period or periods as may be requested by the Commission to be prepared and filed with the Commission and will execute and deliver to the Commission all such instruments as may be necessary or desirable to evidence such discharge and satisfaction, and the Trustee will pay over, transfer, assign or deliver to the Commission all moneys or securities or other property held by it pursuant to the Indenture

which, as evidenced by a verification report, upon which the Trustee may conclusively rely, from a firm of independent certified public accountants, or other firm acceptable to the Trustee, are not required for the payment of Notes not theretofore surrendered for such payment.

Discharge of Liability on Notes

Upon the deposit with the Trustee, escrow agent or other fiduciary, in trust, at or before maturity, of money or securities in the necessary amount to pay any Outstanding Note, then all liability of the Commission in respect of such Note will cease, terminate and be completely discharged, provided that the Owner thereof will thereafter be entitled to the payment of the principal of and interest on the Notes, and the Commission will remain liable for such payment, but only out of such money or securities deposited as aforesaid for their payment, subject, however, to the continuing duties of the Trustee under the Indenture including, without limitation, the provisions relating to the exchange of Notes and the investment of moneys in funds and accounts.

The Commission may at any time surrender to the Trustee for cancellation by it any Notes previously issued and delivered, which the Commission may have acquired in any manner whatsoever, and such Notes, upon such surrender and cancellation, will be deemed to be paid and retired.

Deposit of Money or Securities with Trustee

Whenever in the Indenture it is provided or permitted that there be deposited with or held in trust money or securities in the necessary amount to pay any Notes, the money or securities so to be deposited or held may include money or securities held by the Trustee in the funds and accounts established pursuant to the Indenture and will be:

- (a) lawful money of the United States of America in an amount equal to the principal amount of such Notes and all unpaid interest thereon to maturity; or
- (b) Defeasance Securities the principal of and interest on which when due will, in the opinion of an independent certified public accountant delivered to the Trustee (upon which opinion the Trustee may conclusively rely), provide money sufficient to pay the principal of and all unpaid interest to maturity, on the Notes to be paid, as such principal and interest become due; provided, however, that no such opinion will be required and a Certificate of the Commission will suffice in lieu thereof if the Defeasance Securities to be deposited will mature within 90 days of the date of such deposit and if the Commission will have delivered to the Trustee a Certificate to the effect that the Commission will provide such additional funds as are necessary to pay all unpaid interest to maturity on the Notes to be paid should such Defeasance Securities be insufficient;

provided, in each case, that the Trustee, escrow agent or other fiduciary will have been irrevocably instructed (by the terms of the Indenture or by Request of the Commission) to apply such money to the payment of such principal and interest with respect to such Notes.

Payment of Notes After Discharge of Indenture

Any moneys held by the Trustee in trust for the payment of the principal of, or interest on, any Notes and remaining unclaimed for two years after the principal of all of the Notes has become due and payable, if such moneys were so held at such date, or two years after the date of deposit of such moneys if deposited after said date when all of the Notes became due and payable, will, upon Request of the Commission, be repaid to the Commission free from the trusts created by the Indenture, and all liability of the Trustee with respect to such moneys will thereupon cease. All moneys held by or on behalf of the

Trustee for the payment of principal of or interest on Notes will be held in trust for the account of the Owners thereof, and the Trustee will not be required to pay Owners any interest on, or be liable to the Owners or any other person (other than the Commission) for any interest earned on, moneys so held. Any interest earned thereon will belong to the Commission and will be deposited monthly by the Trustee into the Revenue Fund.

SUMMARY OF THE AMENDED AND RESTATED ISSUING AND PAYING AGENT AGREEMENT

The following is a summary of certain provisions of the Issuing and Paying Agent Agreement which are not described elsewhere in this Offering Memorandum. This summary does not purport to be a definitive or comprehensive summary of all the provisions of such document. This summary is qualified in its entirety by reference to the full text of the Issuing and Paying Agent Agreement.

Supply of Notes

The Commission agrees from time to time to furnish the Issuing and Paying Agent with an adequate supply of Notes of each Series, as further described in the Issuing and Paying Agent Agreement. Pending receipt of an Issuance Request, the Issuing and Paying Agent agrees to hold the Notes in safekeeping for the account of the Commission in accordance with the customary practice of the Issuing and Paying Agent.

The Commission may deliver Notes of any Series, including the Series B Notes, in the form of a Master Note, representing all Notes of such Series to be issued from time to time, each maturing no later than the date which is five days prior to the expiration date of the applicable Support Facility. Each Master Note may be replaced by a new Master Note having a later maturity date so long as the maturity date thereof does not extend beyond the fifth day prior to the expiration date of the applicable Support Facility, as the same may be extended from time to time. Each Master Note will evidence indebtedness of the Commission as set forth in the Advices. Each Advice will comply with the limitations on Notes set forth in the Issuing and Paying Agent Agreement.

Completion, Authentication and Delivery of Notes

An Issuance Request will be given by an Authorized Representative by telephone, promptly confirmed in writing (which writing may be transmitted by telecopier). Upon receipt of an Issuance Request as described in the Issuing and Paying Agent Agreement, the Issuing and Paying Agent agrees to withdraw the necessary Note(s) from safekeeping and, in accordance with such Issuance Request, agrees to:

- (i) complete each Note as to principal amount (which principal amount will be \$100,000 or an integral multiple of \$1,000 in excess thereof), date of issue, maturity date (which will not exceed 270 days from the date of issuance), interest rate and amount of interest thereon and to register such Note directed by the applicable Dealer;
- (ii) manually authenticate each Note by any officer or employee duly authorized and designated for such purpose;
- (iii) deliver the Note(s) to the applicable Dealer or its agent, which delivery will be against receipt for payment as provided in the Issuing and Paying Agent Agreement or as otherwise provided in such Issuance Request (if such Issuance Request does not provide for such receipt, the applicable Dealer will nevertheless pay the purchase price for the Note(s)); and

(iv) retain one nonnegotiable copy of each Note for its records and promptly forward one nonnegotiable copy of each Note to the Commission, the Trustee and the applicable Administrative Agent.

An Issuance Request delivered by telephone must be received by the Issuing and Paying Agent by 12:00 Noon New York City time, if the Note(s) are to be delivered the same day. Telephone transmission of an Issuance Request will be confirmed in writing (which writing may be transmitted by telecopier) the same day.

The Commission understands that although the Issuing and Paying Agent has been instructed and has agreed to deliver the Notes against payment, delivery of the Notes will, in accordance with the custom prevailing in the commercial paper market, be made before receipt of payment in immediately available funds. Therefore, once the Issuing and Paying Agent has delivered a Note to the applicable Dealer, or its agent, the Commission agrees to bear the risk that the applicable Dealer or its agent will fail to remit payment for the Note to the Issuing and Paying Agent. It is understood that each delivery of Notes under the Issuing and Paying Agent Agreement will be subject to the rules of the New York Clearing House in effect at the time of such delivery and, in accordance therewith, Notes are to be delivered by 2:00 p.m., New York City time.

Notwithstanding any other provision of the Issuing and Paying Agent Agreement or the Indenture to the contrary, no Notes of any Series will be authenticated or delivered if:

(i) such delivery would result in the aggregate principal amount of Notes of such Series Outstanding being in excess of the lesser of the principal amount of such Series authorized pursuant to the Indenture and the amount available to be drawn by the Issuing and Paying Agent under the applicable Support Facility for payment of principal of such Series of Notes; or

(ii) if the Support Facility relating to Notes of such Series provides interest coverage, such delivery would result in an aggregate amount of interest to accrue on the

(iii) Outstanding Notes of such Series to maturity to be in excess of the amount available to be drawn by the Issuing and Paying Agent under the applicable Support Facility for the payment of interest on such Series of Notes; or

(iv) such delivery would result in the delivery of Notes of such Series bearing interest at a rate in excess of the maximum rate then permitted by Law, which as of November 1, 2005 is twelve percent (12%) per annum; or

(v) the maturity date specified in the Issuance Request for Notes of such Series extends beyond 270 days from the respective dates of authentication and issuance of such Series of Notes or beyond the 5 days prior to the Support Facility Expiration Date or beyond 30 years from the date of initial issuance of such Series of Notes (as provided in the Tax Certificate delivered in connection with such Series of Notes) or beyond the Tax Expiration Date; or

(vi) a Notice of No Issuance or a Notice of Termination, each in such form as is set forth in the applicable Support Agreement, will have been delivered to the Issuing and Paying Agent by the applicable Administrative Agent and such Notice will not have been withdrawn or revoked by such Administrative Agent; or

(vii) the Issuing and Paying Agent will have actual knowledge that an Event of Default under the Indenture will have occurred and is continuing; or

(viii) the Issuing and Paying Agent will have received notice that the Opinion of Bond Counsel delivered regarding the exclusion of interest on the Notes of such Series from the gross income of the Holders thereof for federal income tax purposes has been or is being withdrawn, which notice will be delivered by such Bond Counsel to the Commission and the Issuing and Paying Agent.

If the Issuing and Paying Agent is unable to comply with an Issuance Request because of any of the above conditions, the Issuing and Paying Agent will immediately notify the Commission and the applicable Dealer of the circumstances prohibiting the issuance of Notes of such Series.

In the event an Advance or a Bank Loan relating to any Series of Notes is outstanding, the Issuing and Paying Agent may authenticate and deliver a principal amount of Notes of such Series exceeding the applicable Available Amount if: upon receipt of the proceeds of such Notes, the Issuing and Paying Agent will have sufficient funds immediately available to reimburse the applicable Administrative Agent for an Advance or a Bank Loan equal to such principal amount; provided, if such reimbursement is with respect to a Bank Loan, such Notes will be issued only with the prior written consent of each applicable Bank. Upon receipt of the proceeds of such Notes, the Issuing and Paying Agent will immediately notify the applicable Administrative Agent that the Issuing and Paying Agent is holding such proceeds in trust for, and will be immediately wiring the same to, such Administrative Agent.

Notwithstanding any other provision in the Indenture or the Issuing and Paying Agent Agreement to the contrary, so long as a Series of Notes will have been delivered through a book-entry only system pursuant to the Indenture, the Issuing and Paying Agent will deliver such Series of Notes in accordance with the terms of the applicable Letter of Representations delivered in connection with such Series of Notes.

Establishment and Application of Note Funds and Accounts; Demand for Payment Under Support Facilities

Concurrently with the execution and delivery of the Issuing and Paying Agent Agreement and for the purposes of the Issuing and Paying Agent Agreement, the Indenture and the applicable Support Agreement providing liquidity for a Series of Notes, the Issuing and Paying Agent will establish and maintain a separate fund, which will be designated the “_____ Note Fund” (inserting therein the Series designation of such Note Fund), including the “_____ Note Principal Account” (inserting therein the Series designation of such Note Principal Account) and the “_____ Note Interest Account” (inserting therein the Series designation of such Note Interest Account) therein, each in accordance with the provisions set forth in the Indenture and in accordance with the provisions set forth in the Issuing and Paying Agent Agreement.

(a) On each day on which the Issuing and Paying Agent receives a transfer of funds from the Trustee with respect to interest due or to become due on a Series of Notes, the Issuing and Paying Agent will deposit all such amounts in the Note Interest Account for the applicable Series.

(b) On each day on which the Issuing and Paying Agent receives a transfer of funds from the Trustee with respect to principal due or to become due on a Series of Notes, the Issuing and Paying Agent will deposit all such amounts in the Note Principal Account for the applicable Series.

(c) On each day on which a Dealer or its agent takes delivery of Notes, the Dealer or its agent will pay the purchase price for such Notes in immediately available funds to the Issuing and Paying Agent who will deposit all amounts received from the Dealer with respect to the principal of such Notes in the Note Principal Account for the applicable Series or, if such Notes are being issued pursuant to the provision of the Issuing and Paying Agent Agreement allowing Notes to be issued in excess of the

applicable Available Amount if the proceeds of such Notes will be sufficient to reimburse all applicable Advances and Bank Loans, in the Support Facility Fund for the applicable Series.

(d) On any date on which Notes of a Series are maturing, the Issuing and Paying Agent will determine the amount available to pay such Notes by receiving proceeds from the applicable Dealer by 12:00 Noon, New York City time, with respect to all Notes of such Series to be authenticated and delivered on such date pursuant to an Issuance Request. If no Issuance Request is received by 12:00 Noon, New York City time, the Issuing and Paying Agent will assume no such proceeds will be delivered. In the event that the aggregate amount of such proceeds and the amounts on deposit in the Note Principal Account for the applicable Series and the Note Interest Account for the applicable Series on the date of maturity of any Note of such Series will be insufficient to pay the principal of or interest due on such Note, the Issuing and Paying Agent will submit a Notice of Borrowing, in such form as is set forth as an exhibit to the Support Agreement for the applicable Series, to the Administrative Agent by 12:30 p.m., New York City time, in order to draw on the Support Facility for the applicable Series in such amount as is necessary to pay the principal of and, if the applicable Support Facility provides interest coverage, interest due on such maturing Note of such Series, and will deposit the amount of such draw corresponding to principal in the Note Principal Account for the applicable Series and will deposit the amount, if any, of such draw corresponding to interest in the Note Interest Account for the applicable Series. If the applicable Support Facility does not provide interest coverage, the Issuing and Paying Agent will notify the Commission, either in writing or by telephone and promptly confirmed in writing, by 12:30 p.m., New York City time, of the amount of any deficiency in the Note Interest Account for the applicable Series, and the Commission will provide to the Issuing and Paying Agent, but only from Sales Tax Revenues, funds in the amount of such deficiency by 2:30 p.m., New York City time. The Issuing and Paying Agent will deposit such funds in the Note Interest Account for the applicable Series.

The Issuing and Paying Agent: (i) will hold the funds in each Note Fund, for the benefit of the Holders of the applicable Series of Notes and the applicable Bank for such Series; (ii) will set such funds aside exclusively for the payment of the principal of and interest on the Series of Notes for which the draw on the Support Facility for such Series was made; and (iii) will apply such amounts to the payment of such principal of and interest on such Series of Notes, upon presentation thereof for payment, in accordance with the terms of the Indenture and the Issuing and Paying Agent Agreement. The Issuing and Paying Agent will not have a lien on any Note Fund for the payment of any fees or expenses or other obligations owing to the Issuing and Paying Agent under the Issuing and Paying Agent Agreement.

Establishment of Support Facility Funds

Concurrently with the execution and delivery of the Issuing and Paying Agent Agreement and for the purposes of the Issuing and Paying Agent Agreement, the Indenture and each Support Agreement providing liquidity for each Series of Notes, the Issuing and Paying Agent will establish a “_____ Support Facility Fund” (inserting therein the Series designation of such Support Facility Fund), in accordance with the provisions set forth in the Issuing and Paying Agent Agreement. The Issuing and Paying Agent will have exclusive control and sole right of withdrawal with respect to the Support Facility Funds.

On each date on which Notes of a Series are to be authenticated and delivered to the applicable Dealer pursuant to the provision of the Issuing and Paying Agent Agreement allowing Notes to be issued in excess of the applicable Available Amount if the proceeds of such Notes will be sufficient to reimburse all applicable Advances and Bank Loans, such Dealer or its agent will pay the purchase price for such Notes in immediately available funds to the Issuing and Paying Agent who will deposit all amounts received from such Dealer with respect to such Series of Notes in the Support Facility Fund for the applicable Series.

The Issuing and Paying Agent will hold the funds in each Support Facility Fund uninvested, for the benefit of the applicable Bank, will set such funds aside exclusively to reimburse the applicable Bank for an Advance or a Bank Loan, and will upon receipt immediately apply such funds to reimburse such Bank for an Advance or a Bank Loan, in accordance with the terms of the Issuing and Paying Agent Agreement and the applicable Support Agreement. The Issuing and Paying Agent will promptly notify the Commission and the Trustee of such reimbursement made to such Bank.

Payment of Matured Notes

By 2:30 p.m., New York City time, on the date that any Notes are scheduled to mature, the Commission agrees that the Commission will have provided, or caused to be provided, to the Issuing and Paying Agent, sufficient funds from which to pay the maturing Notes and the interest thereon which will be paid from the funds provided pursuant to the Issuing and Paying Agent Agreement and as set forth in the Indenture. When any matured Note is presented to the Issuing and Paying Agent for payment by the holder thereof, payment will be made from funds held pursuant to the provisions set forth in the Indenture and in accordance with the terms thereof and of the Issuing and Paying Agent Agreement.

Cancellation of Notes

The Issuing and Paying Agent agrees promptly to cancel the Note(s) presented for payment and return such Notes to the Commission, or the Issuing and Paying Agent may, in its sole discretion, in lieu of such cancellation and delivery, destroy such Notes and deliver a certificate evidencing such destruction to the Commission. Promptly upon the written request of the Commission, the Issuing and Paying Agent agrees to cancel and return to the Commission all unissued Notes in the possession of the Issuing and Paying Agent at the time of such request.

Compliance with Indenture

The Issuing and Paying Agent agrees to accept, undertake and perform all of the duties and obligations set forth and imposed upon the Issuing and Paying Agent under the Issuing and Paying Agent Agreement and under the Indenture and, in addition, the Issuing and Paying Agent agrees:

- (a) to hold all sums held by the Issuing and Paying Agent for the payment of the principal of or interest on the Notes in trust for the benefit of the Holders of the Notes until such sums will be paid to such Holders or otherwise disposed of as provided in the Indenture;
- (b) to invest all sums, if any, held by the Issuing and Paying Agent for the payment of the principal of or interest on the Notes in Investment Securities (as such term is defined in the Indenture) in accordance with the instructions of the Commission and the provisions set forth in the Indenture;
- (c) to transmit to the Trustee, by telex, telecopier or other electronic means of communication by 5:00 p.m., New York City time, on the day received, the contents of an Issuance Request, and to transmit to the Trustee, by telex, telecopier or other electronic means of communication by 5:00 p.m., New York City time, on the date delivered, a copy of any Notice of Borrowing delivered to any Administrative Agent;
- (d) to provide to each Administrative Agent a monthly report, due on the fifth Business Day of each month, which report will set forth such information regarding the authentication and delivery of Notes of the applicable Series during the prior month, as each Administrative Agent and Issuing and Paying Agent will have agreed upon; and

(e) to keep such books and records, including, without limitation a complete record of all Issuance Requests, as will be consistent with prudent industry practice and to make such books and records available for inspection by the Commission, the Trustee and each Administrative Agent, such books and records to be available on each Business Day during reasonable business hours and, if so requested, to send copies of such books and records to the Commission, the Trustee or Administrative Agent, as applicable.

Amendments

The Issuing and Paying Agent Agreement may be modified or amended from time to time and at any time, provided that such modification or amendment is in writing, is executed by the Commission and the Issuing and Paying Agent, and is approved in writing by each Administrative Agent, and provided further that no modification or amendment will materially and adversely affect the rights of the Noteholders of Notes Outstanding on the effective date of such amendment.

Termination

The Issuing and Paying Agent Agreement may be terminated at any time by either the Commission or the Issuing and Paying Agent on the same terms and conditions as are provided for removal or resignation of the Trustee under the Indenture, which terms and conditions are set forth in the Indenture. No termination of the Issuing and Paying Agent Agreement may take effect prior to: (i) the appointment by the Commission of a successor issuing and paying agent; and (ii) the assumption by such successor of the duties of the Issuing and Paying Agent under the Issuing and Paying Agent Agreement and the Indenture; and (iii) the transfer of each Support Facility then in effect to such successor.

Successor in Interest to Issuing and Paying Agent

Any company into which the Issuing and Paying Agent may be merged or converted or with which it may be consolidated or any company resulting from any merger, conversion or consolidation to which it will be a party or any company to which the Issuing and Paying Agent may sell or transfer all or substantially all of its issuing and paying agent business, provided such company will meet the requirements set forth in the Indenture, will be the successor to such Issuing and Paying Agent without the execution or filing of any paper or any further act, anything in the Issuing and Paying Agent Agreement to the contrary notwithstanding.

APPENDIX E

ORIGINAL OPINION OF BOND COUNSEL [TO BE UPDATED]



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September 28, 2011

San Diego County Regional
Transportation Commission
San Diego, California

San Diego County Regional Transportation
Commission
Subordinate Sales Tax Revenue Commercial
Paper Notes
(Limited Tax Bonds), Series B

(Final Opinion)

Ladies and Gentlemen:

We have acted as bond counsel to the San Diego County Regional Transportation Commission (the "Issuer") in connection with authorization of issuances of up to \$100,000,000 aggregate principal amount of commercial paper notes designated the San Diego County Regional Transportation Commission Subordinate Sales Tax Revenue Commercial Paper Notes (Limited Tax Bonds), Series B (the "Notes"). The Notes are authorized to be issued pursuant to an Amended and Restated Subordinate Indenture, dated as of November 1, 2005, as amended and supplemented by the First Supplement to the Amended and Restated Subordinate Indenture, dated as of March 27, 2008, and the Second Supplement to the Amended and Restated Subordinate Indenture, dated as of October 1, 2010 (together, the "Indenture"), each between the Commission and U.S. Bank National Association, as trustee (the "Trustee"). Capitalized terms not otherwise defined herein shall have the meanings ascribed thereto in the Indenture.

In such connection, we have reviewed the Indenture, an Amended and Restated Issuing and Paying Agent Agreement, dated as of November 1, 2005, and the First Supplement to the Amended and Restated Issuing and Paying Agent Agreement, dated as of March 27, 2008 (together, the "Issuing and Paying Agent Agreement"), between the Issuer and U. S. Bank Trust National Association, as issuing and paying agent (the "Issuing and Paying Agent"), the Master Tax Certificate of the Issuer, dated the date hereof (the "Tax Certificate"), an opinion of counsel to the Issuer, certificates of the Issuer, the Trustee, the Issuing and Paying Agent and others and such other documents, opinions and matters to the extent we deemed necessary to render the opinions set forth herein.

The opinions expressed herein are based on an analysis of existing laws, regulations, rulings and court decisions, and cover certain matters not directly addressed by such authorities. Such opinions may be affected by actions taken or omitted or events occurring after the date hereof and before or after the Notes are issued. We have not undertaken to determine, or to inform any

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San Diego County Regional
Transportation Commission
September 28, 2011
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person, whether any such actions are taken or omitted or events do occur or any other matters come to our attention after the date hereof. Accordingly, this opinion speaks only as of its date and is not intended to, and may not, be relied upon in connection with any such actions, events or matters. Our engagement with respect to the Bonds has concluded with their issuance, and we disclaim any obligation to update this letter. We have assumed the genuineness of all documents and signatures presented to us (whether as originals or as copies) and the due and legal execution and delivery thereof by, and validity against, any parties other than the Issuer. We have assumed, without undertaking to verify, the accuracy (as of the date hereof and as of the date of issuance from time to time of the Notes) of the factual matters represented, warranted or certified in the documents, and of the legal conclusions contained in the opinions, referred to in the second paragraph hereof. Furthermore, we have assumed compliance with all covenants and agreements contained in the Indenture, the Issuing and Paying Agent Agreement and the Tax Certificate, including (without limitation) covenants and agreements compliance with which is necessary to assure that future actions, omissions or events will not cause interest on the Notes to be included in gross income for federal income tax purposes, possibly retroactive to the date on which the first Notes were issued. We call attention to the fact that the rights and obligations under the Notes, the Indenture, the Issuing and Paying Agent Agreement and the Tax Certificate and their enforceability may be subject to bankruptcy, insolvency, reorganization, arrangement, fraudulent conveyance, moratorium and other laws relating to or affecting creditors' rights, to the application of equitable principles, to the exercise of judicial discretion in appropriate cases and to the limitations on legal remedies against county transportation commissions in the State of California. We express no opinion with respect to any indemnification, contribution, penalty, choice of law, choice of forum, choice of venue, waiver or severability provisions contained in the foregoing documents, nor do we express any opinion with respect to the state or quality of title to or interest in any of the assets described in or as subject to the lien of the Indenture or the accuracy or sufficiency of the description contained therein of, or the remedies available to enforce liens on, any such assets. Finally, we undertake no responsibility for the accuracy, completeness or fairness of the Offering Memorandum or other offering material relating to the Notes and express no opinion with respect thereto.

Based on and subject to the foregoing and in reliance thereon, as of the date hereof, we are of the following opinions:

1. The Indenture and the Issuing and Paying Agent Agreement have each been duly executed and delivered by the Issuer and constitute valid and binding obligations of the Issuer.

OHS WEST:261342309.3



ORRICK

San Diego County Regional
Transportation Commission
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2. The Notes, when duly issued in the form authorized by and otherwise in compliance with the Indenture and the Issuing and Paying Agent Agreement, executed by a duly authorized official of the Issuer and authenticated by the Issuing and Paying Agent against payment therefor, will constitute the valid and binding obligations of the Issuer.

3. Interest on the Notes, when issued in accordance with the Indenture, the Issuing and Paying Agent Agreement and the Tax Certificate, will be excluded from gross income for federal income tax purposes under Section 103 of the Internal Revenue Code of 1986 and exempt from State of California personal income taxes. The amount treated as interest on the Notes and excluded from gross income may depend upon the taxpayer's election under Internal Revenue Service Notice 94-84. Interest on the Notes is not a specific preference item for purposes of the federal individual or corporate alternative minimum taxes, although we observe that it is included in adjusted current earnings when calculating corporate alternative minimum taxable income. We express no opinion regarding other tax consequences related to the ownership or disposition of, or the accrual or receipt of interest on, the Notes.

Faithfully yours,

ORRICK, HERRINGTON & SUTCLIFFE LLP

per

Mary A. Collins

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CATALOGUE OF OUTSTANDING (BLANK) ITEMS IN POS

**SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE
SHORT-TERM NOTES (LIMITED TAX BONDS), 2018 SERIES A**

PRELIMINARY OFFICIAL STATEMENT (draft dated February 14, 2018)			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
Cover	Date of Preliminary Official Statement	Financial Advisor/ Underwriters/ Commission	Bond Pricing
Cover	Ratings	Underwriter/Rating Agencies	Prior to Pricing
Cover	Final Par Amount of Bonds	Underwriter and Commission	Bond Pricing
Cover	Date of Bonds Delivery	Bond Counsel	Bond Pricing
Maturity Schedule	Maturity Schedule/Par Amount of Bonds/Term Bond(s)/CUSIPs	Underwriters	Bond Pricing
1	Final Par Amount of Bonds	Underwriter and Commission	Bond Pricing
3	Maturity Date	Underwriters	Bond Pricing
4-5	Redemption Terms	Underwriters	Bond Pricing
8	Issuance of Additional Obligations	Bond Counsel/Disclosure Counsel	Prior to Posting Preliminary Official Statement
10-11	Issuance of Additional Subordinate Obligations	Financial Advisor/ Underwriters/ Commission	Prior to Posting Preliminary Official Statement
11	Series 2008 Bonds Reserve Fund	Financial Advisor	Prior to Posting Preliminary Official Statement
13	Initial Swap termination value	Financial Advisor and Commission	Prior to Posting Preliminary Official Statement
13	Basis Rate Swap Overlays termination value	Financial Advisor and Commission	Prior to Posting Preliminary Official Statement
14	CP Notes Outstanding Amount	Financial Advisor and Commission	Prior to Posting the Preliminary Official Statement
15	Disbursement Date	Financial Advisor and Commission	Prior to Posting the Preliminary Official Statement
21	Estimated Sources and Uses of Funds	Financial Advisor/ Underwriters	Bond Pricing

PRELIMINARY OFFICIAL STATEMENT (draft dated February 14, 2018)			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
22	Debt Service Schedule (Revision)	Financial Advisor/ Underwriters	Prior to Posting Preliminary Official Statement for Outstanding Bonds and Bond Pricing for the new Bonds
25	Future Financings	Financial Advisor and Commission	Prior to Posting Preliminary Official Statement
33	Maturity Date	Financial Advisor/ Underwriters	Pricing
39	Ratings	Underwriter/Rating Agencies	Prior to Pricing
39	Purchase Price	Underwriter and Commission	Bond Pricing
39	Underwriters' Discount	Underwriter and Commission	Bond Pricing
A-1	Audited Financial Statements	Commission	Prior to Posting Preliminary Official Statement
C-1	Definitions and Summary of Certain Provisions of the Indenture	Disclosure Counsel	Prior to Posting Preliminary Official Statement
D-1	Continuing Disclosure Agreement (See below)	Commission	Prior to Posting Preliminary Official Statement
F-1	Proposed Form of Opinion of Bond Counsel	Bond Counsel	Prior to Posting Preliminary Official Statement
CONTINUING DISCLOSURE AGREEMENT between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and U.S. BANK			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
1	Par Amount of Bonds	Underwriter and Commission	Bond Pricing
3	Date of Official Statement	Underwriter and Commission	Bond Pricing
6	Date/Signatures	Commission/DAC/ Trustee	Bond Pricing
A-1	Par Amount of Bonds	Underwriter and Commission	Bond Pricing
A-1	Date of Issuance	Bond Counsel	Bond Pricing

CATALOGUE OF OUTSTANDING BLANK AND BRACKETED ITEMS
BY DOCUMENT

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
SUBORDINATE SALES TAX REVENUE SHORT-TERM NOTES
(LIMITED TAX BONDS)
2018 SERIES A

RESOLUTION of SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION (draft dated February 13, 2018)			
<u>Section/Page</u>	<u>Outstanding Items</u>	<u>Responsible Party</u>	<u>Expected Availability</u>
Page 9	Date, Signatures, Votes and Seal	SANDAG	Upon Board Action
Secretary's Certificate	Secretary Name, Signatures, Votes, Seal and Date	SANDAG	Pre-Closing

SUBORDINATE INDENTURE between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and U.S. BANK NATIONAL ASSOCIATION, as Trustee (draft dated February 13, 2018)			
<u>Section / Page</u>	<u>Outstanding Items</u>	<u>Responsible Party</u>	<u>Expected Availability</u>
Recitals/3	Effective Date of the Subordinate Indenture	Bond Counsel	Note Pricing
1.02 / 12	Interest Rate Swap Agreement Definition	Financial Advisor	Prior to Posting Preliminary Official Statement
1.02 / 12-16	Investment Securities Definition	Financial Advisor	Prior to Posting Preliminary Official Statement
3.03(c) / 34	Additional Notes or Parity Debt Test multiplier	Financial Advisor/Commission	Prior to Posting Preliminary Official Statement
11.17 / 67	Effective Date of the Subordinate Indenture	Bond Counsel	Note Pricing
Page 68	Signatures and Seal	Commission/ Trustee/Bond Counsel	Pre-closing
Attachment I	Date and Signature	MUFG Union Bank, N.A./ Bond Counsel	Pre-Closing
Exhibit A / A-1 through A-4	Principal Amount, Note Number, Registered Owner, Date of Issue, Maturity Date, Interest Rate, Interest Amount, signatures, seal, authentication, etc.	N/A	These are not intended to be filled in or resolved. The Exhibit is a Form of the Commercial Paper, Series B Note.
Exhibit B / B-1 through B-4	Series Designation, Principal Sum, signatures, authentication, form of assignment, etc.	N/A	These are not intended to be filled in or resolved. The Exhibit is a Form of the Commercial Paper, Master Note.

FIRST SUPPLEMENT TO THE SUBORDINATE INDENTURE between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and U.S. BANK NATIONAL ASSOCIATION, as Trustee (draft dated February 13, 2018)			
<u>Section / Page</u>	<u>Outstanding Items</u>	<u>Responsible Party</u>	<u>Expected Availability</u>
16.02 / 4	Maturity Date	Financial Advisor/Underwriters	Note Pricing
16.02 / 4	Mid-Coast Project Definition	Commission	Prior to Posting Preliminary Official Statement
18.01 / 7	Aggregate Principal Amount	Financial Advisor/Underwriters/Commission	Note Pricing
18.02 / 7	Application of Proceeds to Indenture Accounts	Financial Advisor/Underwriters	Note Pricing
18.04 / 8	Aggregate Principal Amount and Maturity Schedule	Financial Advisor/Underwriters	Note Pricing
18.05 / 9-10	Optional Redemption Terms	Commission/Bond Counsel	Prior to Posting Preliminary Official Statement
18.05 / 9	Optional Redemption Date	Underwriters	Note Pricing
24.01 / 24	Terms of Best Efforts Covenant	Bond Counsel	Prior to Posting Preliminary Official Statement
Page 26	Signatures and Seal	Commission/Trustee/Bond Counsel	Pre-closing
Exhibit A / A-1 through A-7	Note Number, Principal Amount, Interest Rate, Maturity Date, Issue Date, CUSIP, redemption terms, signatures, authentication, form of assignment, DTC legend, etc.	Bond Counsel	The Note Number, Principal Amount, Interest Rate, Maturity Date, Issue Date, CUSIP, redemption terms will be completed at Pre-Closing; Other items are not intended to be filled in or resolved. The Exhibit is a Form of the Note. The actual Note will be separate documents created prior to Closing.
B-1	Rating Agency(ies) selected	Financial Advisor/Commission	Prior to Posting Preliminary Official Statement

NOTE PURCHASE AGREEMENT between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and CITIGROUP GLOBAL MARKETS INC., on behalf of itself and as representative of the Underwriters (draft dated February 12, 2018)			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
1	Par Amount of Short-Term Notes	Underwriters and Commission	Note Pricing
1	Date of Agreement	Underwriters and Commission	Note Pricing
1	Date of Continuing Disclosure Agreement	Disclosure Counsel	Note Pricing

NOTE PURCHASE AGREEMENT between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and CITIGROUP GLOBAL MARKETS INC., on behalf of itself and as representative of the Underwriters (draft dated February 12, 2018)			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
2	Note Resolution Number and Date	Commission	Upon Board Action
2	Date of Official Statement	Disclosure Counsel	Note Pricing
2	Date of Preliminary Official Statement	Disclosure Counsel	Upon Posting of Preliminary Official Statement
2	Par Amount of Short-Term Notes	Underwriters and Commission	Note Pricing
3	Par Amount and Purchase Price of Short-Term Notes	Underwriters and Commission	Note Pricing
4	Closing Date	Underwriters and Commission	Note Pricing
16	Ratings	Financial Advisor and Commission	Prior to Note Pricing
24-25	Establishment of Issue Price	Underwriters and Commission	Note Pricing
S-1	All Signatories	Underwriters and Commission	Note Pricing
Schedule I	Principal Amounts, Maturities, Interest Rates, Prices and Yields for Notes that meet the 10% Test and Notes that do not meet the 10% Test	Underwriters and Commission	Note Pricing
A-1	Principal Amounts, Maturities, Interest Rates, Prices and Yields	Underwriters and Commission	Note Pricing
B-1	Date of Agreement, Par Amount of Short-Term Notes, Sale Date	Underwriters and Commission	Note Pricing
B-3	Signature and Date	Underwriters	Pre-Closing
B-4	Par Amount of Short-Term Notes	Underwriters and Commission	Note Pricing
B-4	Principal Amounts, Maturities, Interest Rates, Prices and Yields for Notes that meet the 10% Test and Notes that do not meet the 10% Test	Underwriters and Commission	Note Pricing
B-5	Pricing Wire	Underwriters	Note Pricing
C-1	Date of Opinion	Disclosure Counsel	Note Pricing
C-1	Par Amount of Short-Term Notes	Disclosure Counsel	Note Pricing

NOTE PURCHASE AGREEMENT between SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION and CITIGROUP GLOBAL MARKETS INC., on behalf of itself and as representative of the Underwriters (draft dated February 12, 2018)			
<u>Page</u>	<u>Outstanding Items</u>	<u>Responsible Parties</u>	<u>Expected Availability</u>
C-1	Date of Official Statement	Disclosure Counsel	Note Pricing
C-1	Date of Agreement	Disclosure Counsel	Note Pricing
C-2	Date of Preliminary Official Statement	Disclosure Counsel	Note Pricing
C-3	Signature	Disclosure Counsel	Pre-Closing

PREVIOUS COST OF BOND ISSUANCES

Below is the list of previous issuance costs for the following series of bonds:

- SANDAG 2016 issuance of \$325 million in tax-exempt bonds – cost of issuance was 0.34 percent of the issuance amount.
- SANDAG 2014 issuance of \$350 million in tax-exempt bonds – cost of issuance was 0.36 percent of the issuance amount.
- SANDAG 2012 issuance of \$420.6 million in tax-exempt bonds – cost of issuance was 0.55 percent of the issuance amount. The higher cost was attributed to the partial refunding of the 2008 variable-rate bonds.
- SANDAG 2010 issuance of \$350 million in Build America Bonds – cost of issuance was 0.81 percent of the issuance amount. The higher cost is attributed to the fact that Build America Bonds were a new product for the municipal market, targeting the taxable buyer market in addition to the traditional tax-exempt buyer market.



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: DISCUSSION

SANDAG INDEPENDENT PERFORMANCE AUDITOR

File Number 8000102

Introduction

Assembly Bill 805 (AB 805) (Gonzalez Fletcher, 2017) requires the appointment of an Independent Performance Auditor. While AB 805 provides the scope of authority and responsibilities of the Independent Performance Auditor, it does not provide guidance on how to staff the Independent Performance Auditor position. Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities, provides the Board of Directors the flexibility to hire an employee to serve as the Independent Performance Auditor or to outsource the position with a consulting firm (Attachment 1).

Recommendation

The Board of Directors is asked to provide direction on the preferred alternative for staffing the SANDAG Independent Performance Auditor position.

Discussion

Potential Benefits and Risks to Outsourcing the Independent Performance Audit Function

The Association of Local Government Auditors (ALGA) is a professional organization committed to supporting and improving local government auditing through advocacy, collaboration, education, and training, while upholding and promoting the highest standards of professional ethics. The organization was a resource to the City of San Diego when the City embarked on the creation of its Office of the City Auditor, upon which the SANDAG Independent Performance Auditor is modeled.

ALGA published a resource to guide decision making related to outsourcing the audit function. The following list of potential benefits and risks, as they apply to SANDAG, is based on that publication, *Guidance on Outsourcing*, which discusses the following potential benefits and risks to outsourcing.

Potential Benefits

- Gaining expertise – a contractor may have specialized skills or knowledge.
- Use of resources – a consultant may be able to invest more in equipment, training, and development than is possible in-house.
- Management focus – contracting for support services may free the government agency's managers to focus on core processes.
- Cost savings – economies of scale may be achieved through contracting.

Potential Risks

- Diluted control – the government agency may have less authority for defining the mission or directing the means by which the service is delivered. (This would be mitigated by the Audit Committee's adoption of an annual audit plan, which could include defining the goals/purposes of individual audits.)
- Higher spending – the transaction costs can be higher than anticipated or diluted control can lead to mission creep. Lack of competition also can lead to opportunism.
- Reputational vulnerability – actions of agents outside the government agency's direct control can expose the government agency to risk.
- Diminished capacity – the government agency can lose skilled employees once it decides to contract for services, thereby becoming dependent on the contractor and reducing its negotiating position. (This would apply to SANDAG if the agency chose to eliminate its existing internal auditing functions as a result of contracting out the Independent Performance Auditor position.)

Although the ALGA list of potential benefits does not address the issue directly, a benefit of using a consulting firm versus in-house SANDAG auditors is that a consulting firm likely would have a deeper bench of employees with varied skill sets and availability that would allow the firm's services to be scalable and varied in a way that might not be possible with SANDAG in-house auditors.

The ALGA list also does not discuss conflict of interest matters. The language in AB 805 could create an organizational conflict of interest for a consulting firm. AB 805 states that "the auditor shall prepare annually an audit plan and conduct audits in accordance therewith." In essence, the consultant could recommend on an annual basis its own level of effort and corresponding compensation. To avoid a situation where the auditing firm would be in a position to provide biased advice on the scope of its own services in order to increase its profits, the Audit Committee and Board of Directors would need to have someone without potential financial conflict and bias conduct a substantive intervening review of the audit firm's recommended audit plan. This type of conflict does not occur with an in-house auditing team because there is no financial advantage to a public employee in recommending any particular audit plan and budget.

Estimated Costs

In anticipation of establishing the Independent Performance Auditor position, SANDAG commissioned a base salary study of ALGA member agencies in California that report to an audit committee, board, or council. The survey revealed that 12 agencies had in-house audit staff and one contracted out for services (Attachment 2).

The base salary study determined that the annual base salary maximum for hiring an employee for the independent performance auditor is between \$193,068 and \$195,504 (which aligns most closely with SANDAG's Class 33). The annual fully loaded cost for the independent performance auditor is estimated to be \$311,696.

For the purposes of comparing the costs of internally staffing an independent performance auditor versus hiring a consultant, staff priced the independent performance auditor position using fully loaded rates, as follows:

Classification	Annual Cost of Full-time Staff Position	Annual Cost of Full-time Consultant Equivalent	Percentage Difference
Independent Performance Auditor	\$311,696	\$431,276	38%

Additional Staff

AB 805 and Board Policy No. 039 gives the Independent Performance Auditor the authority to appoint and remove personnel necessary to execute the affairs of the position. This means the Independent Performance Auditor would determine the number of staff positions that would be required to support audit activities.

SANDAG currently has an operating internal audit function consisting of a Principal Internal Management Auditor and two part-time retired annuitants that focus on financial and administrative procedure reviews. Depending on the needs of the agency and the scope of the Independent Performance Auditor's activities, the Board of Directors would need to determine whether to retain the existing SANDAG internal audit function or eliminate these staffing positions and direct the associated resources to the Independent Performance Auditor's operations. The Board does not have the authority to direct the Independent Performance Auditor to assimilate existing audit staff.

To provide the Board with additional data to inform the discussion, staff priced subordinate audit classifications, as follows¹:

Classification	Annual Cost of Full-time Staff Position	Annual Cost of Full-time Consultant Equivalent	Percentage Difference
Senior Management Auditor	\$182,247	\$256,878	42%
Associate Management Auditor	\$120,911	\$212,656	76%

Based on the analysis, the cost of outsourcing the Independent Performance Auditor and audit staff positions exceeds the cost of in-house staff by a wide margin.

Next Steps

Pending action by the Board of Directors, the first meeting of the Audit Committee is anticipated to occur in June 2018. The Audit Committee's first order of business would be filling the Independent Performance Auditor position, contingent upon approval by the Board.

¹ The costs of staff positions were developed based on the base salary study and existing SANDAG classifications and pay ranges for internal staff. The costs of consultant equivalent positions were developed based on the most recent Independent Taxpayer Oversight Committee performance and financial audit procurements.

The Draft FY 2019 SANDAG Program Budget includes \$380,000 for the existing internal audit functions and \$253,000 for the new Independent Performance Auditor. Any additional funding needed to support audit functions based on Board direction would be proposed to come from Contingency Reserve funds.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. SANDAG Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities
2. ALGA Member Agency List

Key Staff Contact: Diane C. Eidam, (916) 300-2267, diane.eidam@sandag.org



BOARD POLICY No. 039

AUDIT POLICY ADVISORY COMMITTEE AND AUDIT ACTIVITIES

1. Purpose

The purpose of this policy is to specify the functions of the Audit Committee and the SANDAG independent performance auditor.

2. Governance and Role of the Audit Committee

- 2.1. The Audit Committee shall be overseen by the SANDAG Board of Directors and shall govern itself in accordance with Public Utilities Code Sections 132351.4 and 132354.1, and the policies and procedures applicable to all SANDAG Policy Advisory Committees.
- 2.2. Membership of the Audit Committee shall be as set forth in Board Policy No. 002: Policy Advisory Committee Membership. The Audit Committee shall consist of five voting members with two members of the Board of Directors and three members of the public, all of which shall be appointed by the Board of Directors. Due to the qualification requirements and selection process described in this policy, Audit Committee members and alternates shall be selected according to the processes below.
- 2.3. The Chair of the Board will select which members of the Audit Committee will hold the Chair and Vice Chair positions on the Audit Committee every two years or whenever a position is vacant.
- 2.4. The role of the Audit Committee is to assist the Board in fulfilling its oversight responsibilities and provide a forum for pursuing the opportunities for improvements in operations, financial reporting and internal controls identified through the agency's audit products.

3. Authority of the Audit Committee

- 3.1 The Audit Committee may hear items within the subject areas of audits, internal controls and investigations into fraud, waste, or impropriety, and may be asked to provide actions or recommendations on other matters within the Audit Committee's purview. The responsibilities of the Audit Committee include:
 - 3.1.1 Recommend to the Board which firm to contract with to conduct the annual financial statement audits.
 - 3.1.2 Meet with management and the independent performance auditor to review and discuss SANDAG's annual financial statement audits, internal control reports and other audits performed by external auditors.
 - 3.1.3 Review and oversee the implementation of corrective action to address noted audit deficiencies.

- 3.1.4 Based on the Board's direction regarding whether to hire an individual or firm, recommend to the Board which individual or firm to hire to carry out independent performance auditor responsibilities.
- 3.1.5 Recommend to the Board the annual compensation of the independent performance auditor.
- 3.1.6 Oversee the work of the independent performance auditor in preparing and issuing audit and investigative reports and other audit, review or attest activities.
- 3.1.7 Approve the annual audit plan after discussion with the independent performance auditor pursuant to Public Utilities Code Section 132354.1(b), and make recommendations to the Board regarding the budget needed to carry out the annual audit plan of the independent performance auditor.
- 3.1.8 Monitor the implementation of the annual audit plan and provide an annual report the Board.
- 3.1.9 Monitor the implementation of corrective action identified in audit and investigative reports and inform the Board when corrective action is insufficient or untimely.
- 3.1.10 Conduct the independent performance auditor's annual performance evaluation against performance measures established and adopted by the Audit Committee.
- 3.1.11 Vote on whether to remove the independent performance auditor for cause including, but not limited to incompetence, dishonesty, unethical behavior, violation of state or federal laws, or failure to maintain required professional certifications; such removal being subject to an approving vote by two-thirds of the Audit Committee and the Board.
- 3.1.12 Recommend internal control guidelines to be adopted by the Board to prevent and detect financial errors and fraud based on the internal control guidelines developed by the State Controller pursuant to Government Code Section 12422.5 and the standards adopted by the American Institute of Certified Public Accountants.

4. Selection of Audit Committee Members

- 4.1 The Board members serving on the Audit Committee shall be appointed by the Board using the procedures in this subsection 4.1.
 - 4.1.1 The two Board members and any Board member alternates serving on the Audit Committee shall be recommended for appointment by the Chair of the Board. The Chair of the Board shall select Board members to recommend to the Board based on the following criteria:
 - 4.1.1.1 The Board member shall have served on the Board for at least three years;
 - 4.1.1.2 The Board member shall have a basic understanding of the role of the Audit Committee; and

- 4.1.1.3 The Board member shall express a willingness to work through the Audit Committee to pursue opportunities for improvements in operations, financial reporting, and internal controls identified through the agency's audit products.
 - 4.1.2 The Board members recommended by the Chair of the Board shall be subject to approval by a majority vote of the Board.
 - 4.1.3 Audit Committee members shall serve until their successors are appointed. In the event that the Board member who has been appointed to serve on the Audit Committee is no longer a primary or alternate member of the Board of Directors, the position shall be considered vacant. If and when vacancies in the voting membership of the Audit Committee occur, the same selection process as outlined above shall be followed to select a replacement.
 - 4.1.4 Board members appointed to the Audit Committee shall serve a term of two years. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. In no case shall any member serve more than five years on the Audit Committee.
- 4.2 The public members serving on the Audit Committee shall be appointed by the Board using the procedures in this subsection 4.2.
 - 4.2.1 Whenever there is a vacancy for a public member seat on the Audit Committee, application forms will be made available on the SANDAG website for persons interested in applying for an Audit Committee position. Applications shall be due within 30 days after the application forms are posted. Only candidates who submit an application by the deadline will be considered.
 - 4.2.2 Applicants shall possess the independence, experience, and technical expertise necessary to carry out the duties of the Audit Committee. This expertise includes, but is not limited to, knowledge of accounting, auditing, and financial reporting. The minimum professional standards for public members shall include at least ten years of experience as a certified public accountant or as a certified internal auditor, or ten years of other professional accounting, financial, or legal experience in audit management.
 - 4.2.3 The candidates shall be recommended by a majority vote of a screening committee composed of a member of the Board selected by the Chair of the Board, the chief financial officer or finance director of a SANDAG member agency, and at least one outside financial expert appointed by the other two members of the screening committee and confirmed by the Board. Persons serving on the screening committee shall sign a declaration establishing that they do not have a conflict of interest.
 - 4.2.4 The screening committee may interview one or more of the candidates. The screening committee shall submit its recommended nominee(s) for the position(s). The screening committee also may nominate alternates from among the applicants.
 - 4.2.5 In the event that the screening committee is unable to recommend any of the applicants for any or all positions, or an insufficient number of applications have been received, the screening committee may recommend a supplemental process, subject

to Board approval. The constraints set forth in the normal nomination process shall not be mandated to apply to the supplemental process.

- 4.2.6 The public members nominated by the screening committee shall be subject to approval by a majority vote of the Board.
- 4.2.7 Audit Committee members shall serve until their successors are appointed. If and when vacancies in the voting membership of the Audit Committee occur, the same selection process as outlined above shall be followed to select a replacement to fill the remainder of the term.
- 4.2.8 Public members appointed to the Audit Committee shall serve a term of two years. At the completion of a term, eligible incumbent members will need to apply for reappointment for another term. In no case shall any member serve more than five years on the Audit Committee.

5. Selection of Independent Performance Auditor

- 5.1 The independent performance auditor shall serve a two-year term and shall be selected on the basis of qualifications and experience, which include, but are not limited to:
 - 5.1.1 At least ten years of experience performing audits under Government Audit Standards;
 - 5.1.2 At least five years of management experience;
 - 5.1.3 A Bachelors or higher degree in business, public administration, finance, accounting or a related field; and
 - 5.1.4 Possession of a Certified Public Accountant or Certified Internal Auditor license or certificate.

6. Scope of Authority and Responsibilities of Independent Performance Auditor

- 6.1 The independent performance auditor shall annually prepare an audit plan and conduct audits in accordance therewith and perform those other duties as may be required by the Board or as provided by the California Constitution and general laws of the state. The independent performance auditor shall follow Government Auditing Standards.
- 6.2 All officers and employees of SANDAG shall furnish to the independent performance auditor unrestricted access to employees, information, and records, including electronic data, within their custody regarding powers, duties, activities, organization, property, financial transactions, contracts, and methods of business required to conduct an audit or otherwise perform audit duties. It is also the duty of any consolidated agency officer, employee, or agent to fully cooperate with the auditor, and to make full disclosure of all pertinent information, with the exception of information that is protected by law from disclosure.
- 6.3 The independent performance auditor shall prepare a proposed budget and submit it to the Audit Committee for a recommendation to the Board of Directors for its approval 180

days prior to the beginning of each fiscal year or as otherwise requested by the Director of Finance.

- 6.4 The independent performance auditor shall have the power to appoint, employ, and remove assistants, employees, and personnel as deemed necessary for the efficient and effective administration of the affairs of the independent performance auditor. The independent performance auditor may prescribe the duties, scope of authority, and qualifications of employees and consultants overseen by the independent performance auditor. The independent performance auditor's authority shall be subject to the annual audit plan and the budget approved by the Board, SANDAG rules and policies related to the management and hiring of SANDAG employees and consultants, and the scope of the independent performance auditor's purview as determined by the Board.
- 6.5 The independent performance auditor may investigate any material claim of financial fraud, waste, or impropriety within SANDAG and for that purpose may summon any officer, agent, or employee of the consolidated agency, any claimant, or other person, and examine him or her upon oath or affirmation relative thereto. The independent performance auditor will conduct investigations generally following the procedures recommended by the Association of Certified Fraud Examiners' Fraud Examiners Manual for any allegations of financial fraud, waste or impropriety. Prior to questioning any person under oath, the independent performance auditor shall advise the members of the Audit Committee of that intention, seek legal counsel from the Office of General Counsel or outside counsel under contract to SANDAG regarding the relevant legal issues, and document the reasons why the questioning must be done under oath instead of by some other form of affirmation.
- 6.6 The independent performance auditor shall coordinate audit functions such that there is no duplication of effort between the audits undertaken by the independent performance auditor and audits undertaken by the Independent Taxpayer Oversight Committee.
- 6.7 All SANDAG contracts with consultants, vendors, or agencies will be prepared with an adequate audit provision to allow the independent performance auditor access to the entity's records needed to verify compliance with the terms specified in the contract.
- 6.8 Results of all audits and reports shall be made available to the public in accordance with the requirements of the California Public Records Act (Chapter 3.5 (commencing with Section 6250) of Division 7 of the Title 1 of the Government Code). Final versions of formal reports also shall be posted on the SANDAG website.
- 6.9 All materials or services needed by the independent performance auditor shall be procured using an open and competitive basis with solicitation of proposals from the widest possible number of qualified firms as prescribed by SANDAG's procedures for procurement. The scope of work of all such consultant work shall be subject to approval by the independent performance auditor prior to any such solicitation.

Adopted December 2017

ALGA Member Agency List

1. City of San Diego Office of the City Auditor
2. City of San Jose
3. Inland Empire Utilities Agency
4. LACMTA-OIG
5. City of Palo Alto
6. Orange County Office of the Performance Audit Dir.
7. San Diego Unified Port District
8. City of Sacramento
9. County of San Diego
10. Orange County Transportation Authority
11. Los Angeles Fire and Police Pensions
12. Santa Clara Valley Transportation Authority*
13. Southern California Association of Governments

*Audit Staff Contracted Out



BOARD OF DIRECTORS

MARCH 23, 2018

ACTION REQUESTED: APPROVE

**SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN
PERFORMANCE MEASURES**

File Number 3102000

Introduction

San Diego Forward: The Regional Plan (Regional Plan) is a federally- and state-mandated document that presents the overall vision for how the San Diego region will grow through 2050, including all of the transportation-related investments that will be needed to support that vision. The Regional Plan is updated every four years and must be fiscally constrained, meaning the cost of projects and programs included must be supported by current revenue sources as well as reasonably expected new sources.

Recommendation

The Transportation and Regional Planning Committees recommend that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan.

In order for the Board of Directors to determine the final combination of projects to fulfill the vision of the Regional Plan, several scenarios are developed for evaluation and consideration. Once the scenarios are developed, performance measures are used to evaluate the various combinations. The performance measures help answer key questions to provide a "scorecard" that compares and contrasts how the different combinations of transportation projects help support innovative mobility and planning, a vibrant economy, and a healthy environment and communities in the San Diego region.

The Regional Planning and Transportation Committees recommended that the Board of Directors approve the proposed performance measures for use in the development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan) at their respective March 2, 2018, and March 16, 2018, meetings.

Discussion

Background

Performance measures are used to answer key questions that help to evaluate multimodal transportation network scenarios against one another. Based on this comparison, the Board of Directors will be asked to select a Preferred Transportation Scenario, which is the final mix of projects and programs that will be used as the basis of the 2019 Regional Plan. Throughout this process, staff also evaluates whether the various scenarios meet the regional per capita greenhouse gas emissions reduction targets for cars and light trucks established by the California Air Resources Board per Senate Bill 375 (Steinberg, 2008). A Title VI analysis, which measures the comparative distributions of

benefits and burdens of the transportation network scenarios to ensure there is no disproportionate impact on Social Equity Focused (SEF) populations, also will be performed.

Performance Measures

The performance measures from the 2015 Regional Plan were used as a starting point for the development of the proposed performance measures for the 2019 Regional Plan. The 2015 Regional Plan performance measures included ten key questions which were answered with data from 22 performance measures. Initial updates were made to the performance measures to align federal performance measurement efforts and with feedback from stakeholders from throughout the region, the public, SANDAG Policy Advisory Committees, and the Board of Directors.

Staff sought input on the proposed performance measures from stakeholders at meetings of standing SANDAG working groups and the *TransNet* Independent Taxpayer Oversight Committee. Staff also solicited feedback on the draft performance measures at a December 2017 workshop and via an online survey. A peer review panel comprised of professionals with expertise in performance measurement and modeling also was convened to provide feedback on opportunities to further strengthen and streamline the performance measures and key questions. A summary of the input received and peer panel recommendations is included in Attachment 1.

Based on the recommendations of the Peer Review Panel and input received from the SANDAG working groups, stakeholders, and public, initial draft performance measures were developed and shared with the Transportation and Regional Planning Committees at their February 2, 2018 meetings. These performance measures contained eight questions and 12 performance measures and include new regional and per capita vehicle miles traveled (VMT) measures. Measures related to travel times to neighboring counties, Mexico, tribal lands, and military installations, to transportation costs, and to physical activity were included as additional performance measures which could be modeled and also included in the 2019 Regional Plan to demonstrate how the plan helps to serve the transportation needs of the region.

Policy Advisory Committee Feedback

At their February 2, 2018, meetings, the Regional Planning and Transportation Committees provided feedback on the draft list of performance measures which would be used to compare and evaluate various multimodal transportation scenarios. The Policy Advisory Committees also commented on the set of additional metrics.

Both Policy Advisory Committees noted the importance of measuring how the transportation system helps people get to jobs, school, and access other services efficiently and safely. There also was interest in evaluating VMT by local jurisdiction. Committee members appreciated that feedback was sought on the draft performance measures from working groups, stakeholders, and the public, and felt the recommendations of the peer review were helpful in creating a shorter list of performance measures that could be used to help evaluate transportation scenarios.

Two performance measures were modified to address Policy Advisory Committee comments regarding access to regional job centers, and population and employment near to major transit stops. Three additional measures were proposed to be added to the Social Equity analysis to evaluate transportation system benefits for low-income persons, transit access, and physical activity for SEF communities.

Staff also examined potential methodologies for measuring VMT at the jurisdiction level. SANDAG has provided jurisdictional VMT data to many jurisdictions as part of their Climate Action Plan development and monitoring efforts, and will continue to support these efforts. However, it was determined that current staff resources do not allow for VMT data to be calculated with the same Climate Action Plan methodology for each of the 2019 Regional Plan network scenarios and phase years. That said, staff will be able to produce regional and per capita VMT data for each of the plan's network scenarios.

Both Policy Advisory Committees noted the challenge that many residents face in securing affordable housing, especially in areas that are near jobs and public transit. However, current modeling tools do not allow for the projection of specific housing unit costs or home ownership. Housing and transportation cost information will be compiled for the base year of the Regional Plan (2016) and can serve as information for the transportation network development process to highlight communities that currently are facing housing and transportation affordability challenges. Staff will be working to align this effort with the Regional Housing Needs Assessment process.

At its meeting on March 16, 2018, the Transportation Committee recommended the addition of an air quality performance measure, which now is included as performance measure 6b and will measure on-road smog-forming and particulate matter pollutants per capita. The Transportation Committee also requested that staff review information regarding future VMT projections for electric/clean fuel vehicles and consider highlighting VMT from electric/clean fuel vehicles in the data projected for performance measure 2b, which measures regionwide and per capita VMT. Also, it was clarified that for performance measure 2a, the percent of trips by mode (walk, bike, transit, and carpool) will be available separately.

Attachment 2 provides a list of 13 proposed performance measures which would be used to answer eight key questions in order to compare and evaluate the various multimodal transportation scenarios. Attachment 3 provides a set of additional metrics which could be modeled and included in the 2019 Regional Plan to demonstrate how the plan helps to serve the transportation needs of the region.

Next Steps

Pending approval by the Board of Directors, the performance measures will be applied to the transportation network scenarios developed in spring/summer 2018 and the results will be shared with the Policy Advisory Committees and Board.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. Summary of Input on the Draft 2019 Regional Plan Performance Measures
2. Key Questions and Draft Performance Measures
3. Additional Draft Performance Measures

Key Staff Contact: Rachel Kennedy, (619) 699-1929, rachel.kennedy@sandag.org

Summary of Input on the Draft 2019 Regional Plan Performance Measures

SANDAG Working Groups and TransNet Independent Taxpayer Oversight Committee

Staff sought input on the draft performance measures from stakeholders at meetings of the Active Transportation Working Group, Cities/County Transportation Advisory Committee, Interagency Technical Working Group on Tribal Transportation Issues, Freight Stakeholders Working Group, San Diego Regional Military Working Group, Regional Planning Technical Working Group, San Diego Regional Traffic Engineers Council, Social Services Transportation Advisory Council, and *TransNet* Independent Taxpayer Oversight Committee. Interest was expressed in performance measures that quantify network connectivity, goods movement mobility, air quality and climate change, and financial sustainability.

Community-Based Organizations

SANDAG has partnered with 13 community-based organizations (CBOs) to assist with outreach to traditionally underserved communities throughout the development process for the 2019 Regional Plan. Staff sought input from the CBOs at its November and December 2017 meetings. Meeting participants expressed interest in metrics that measured accessibility to jobs and other key destinations via transit, safety for transit users, and greenhouse gas (GHG) reductions.

Public Outreach: Public Workshop and Online Survey

On December 4, 2017, a public workshop was held at Caltrans to solicit public input on the draft performance measures with more than 100 participants. Attendees participated in facilitated discussions (in English and Spanish) and comments received included requests for measures of congestion, vehicle miles traveled, health outcome metrics, transit frequency, bicycle and pedestrian facility quality, and first mile/last mile concerns.

An online survey also was launched on December 4, 2017, to gather additional input. More than 300 individuals participated in the survey, which was available in English and Spanish. Comments received included requests for measures of congestion relief, vehicle miles traveled, air quality and climate change, transit accessibility and use, and active transportation.

Peer Review Panel

A peer review panel also was convened to provide feedback on opportunities to further strengthen the performance measures and key questions. The panelists were provided with the 2015 Regional Plan performance measures; draft 2019 Regional Plan performance measures; and comments from the SANDAG working groups, CBOs, public workshop, and online survey in advance of the meeting. The panelists, which included professionals from academia, the U.S. Federal Highway Administration Resource Center, metropolitan planning organizations, and the private sector, met at SANDAG on January 17, 2018. After a day-long meeting, the panel provided recommendations for revision and enhancement to the draft performance measures.

The recommendations of the panel focused on three overarching themes: (1) Include fewer metrics which measure what is most important and are supported by quality data; (2) Focus on creating distinct transportation network scenarios that include different combinations of projects,

technologies, or funding strategies; and (3) Provide simple graphics and text to convey the results of the measures and why they matter.

The panel recommended that SANDAG create a two-tiered system of performance measures with a limited number of primary key questions and performance measures, which would be used to compare the performance of the transportation scenarios in the areas of mode share, delay, safety, social equity, GHG reductions, and public health. The additional metrics could be modeled and included in the 2019 Regional Plan for informational purposes.

A summary of the input received through the draft performance measure development outreach process and peer review panel is available on sdfoward.com.

Key Questions and Draft Performance Measures

2019 Regional Plan Goals	Key Question	Draft 2019 Regional Plan Transportation Network Performance Measures	Proposed for Inclusion in Social Equity Analysis
Innovative Mobility and Planning	1. Is delay reduced?	1a. Daily vehicle delay per capita (minutes)	
	2. Are more people walking, biking, using transit, and sharing rides?	2a. Percent of trips by walk, bike, transit, and carpool (work trips and all trips) regionwide and within Urban Area Transit Strategy (UATS) districts.	
		2b. VMT (per capita and regionwide)	
	3. Is the transportation system safer?	3a. Vehicular fatalities and serious injuries per capita	
		3b. Non-motorized fatalities and non-motorized serious injuries per capita	
Vibrant Economy	4. Do the transportation investments help to improve the regional economy?	4a. Benefit/Cost Ratio of transportation investments	X
Healthy Environment and Communities	5. Does the transportation network support smart growth?	5a. Percentage of population/employment within 0.5-mile of high-frequency (≤ 15 min peak) transit stops	X
		5b. Percentage of population/employment within 0.25-mile of a bike facility (Class I and II, cycletrack, and bike boulevard)	
	6. How does the transportation network support public health?	6a. Time engaged in transportation-related physical activity per capita (minutes)	X
		6b. On-road smog-forming and particulate matter pollutants per capita	
	7. Is access to jobs and key destinations improving for all communities?	7a. Percent of population within 30 minutes jobs and higher education (via driving, transit) (total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities)	X
		7b. Percent of population within 15 minutes of goods and services (retail, medical, parks, and beaches) (via driving, transit) (total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities)	X
	8. Are greenhouse gas emissions reduced?	8a. On-road CO2 emissions (pounds/day) (per capita and regionwide)	

The Social Equity analysis metrics include the total population, disadvantaged communities (seniors, low-income, and minority), and non-disadvantaged communities.

Additional Draft Performance Measures

2019 Regional Plan Goals	Draft 2019 Regional Plan Additional Performance Measures	Proposed for Inclusion in Social Equity Analysis
Innovative Mobility and Planning	A. Average peak-period travel time to work (drive alone, carpool, transit, bike, and walk) (minutes)	X
	B. Average travel times to/from tribal lands (minutes)	
	C. Average travel times to/from Mexico (minutes)	
	D. Average travel times to/from neighboring counties (Imperial, Orange, Riverside) (minutes)	
	E. Average travel times to/from military bases/installations (minutes)	
Vibrant Economy	F. Change in percent of income consumed by transportation costs	X
Healthy Environment and Communities	G. Percentage of population/employment within 0.5-mile of a major transit stop per California Code section 21064.3.	X
	H. Percent of population engaging in more than 20 minutes of daily transportation related physical activity	X



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

**PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT:
STATE ROUTE 11 AND OTAY MESA EAST
PORT OF ENTRY PROJECT**

File Number 1201101

Introduction

The State Route 11 and Otay Mesa East (SR 11 OME) Port of Entry (POE) project proposes to construct a four-lane tolled road connecting directly to a new POE, state-of-the-art U.S. Customs and Border Protection compound, and California Highway Patrol commercial vehicle enforcement facility.

Discussion

To facilitate construction and leverage funding opportunities, the SR 11 OME project was split into multiple segments. Segment 2 extends SR 11 from its current terminus to the future POE as depicted in Attachment 1.

At its January 31, 2018, meeting, the California Transportation Commission (CTC) approved splitting Segment 2 into Segments 2A and 2B. Segment 2A is the freeway extension from Enrico Fermi Drive to the future POE, and Segment 2B is the Siempre Viva interchange and commercial vehicle enforcement facility.

Funding Awards

At its January meeting, the CTC approved programming approximately \$53.5 million of new funds on the project. A significant portion of this funding is the result of a \$49.278 million federal FASTLANE grant that was awarded to SANDAG and Caltrans under the highly competitive FASTLANE grant program. The remaining funds reflect savings from other SR 11 corridor projects and include \$1.744 million of Coordinated Border Infrastructure funds and \$2.53 million of new Trade Corridor Improvement funds.

Recommendation

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding \$49.278 million in federal FASTLANE grant funds, \$1.744 million in federal Coordinated Border Infrastructure funds, and \$2.53 million in state Trade Corridor Improvement funds to the State Route 11 and Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101) for construction capital and support, in substantially the same form as Attachment 2.

Proposed FY 2018 Program Budget Amendment

The funds proposed to be added would fully fund the construction of Segment 2A of the SR 11 OME project, as shown in Attachment 2.

Next Steps

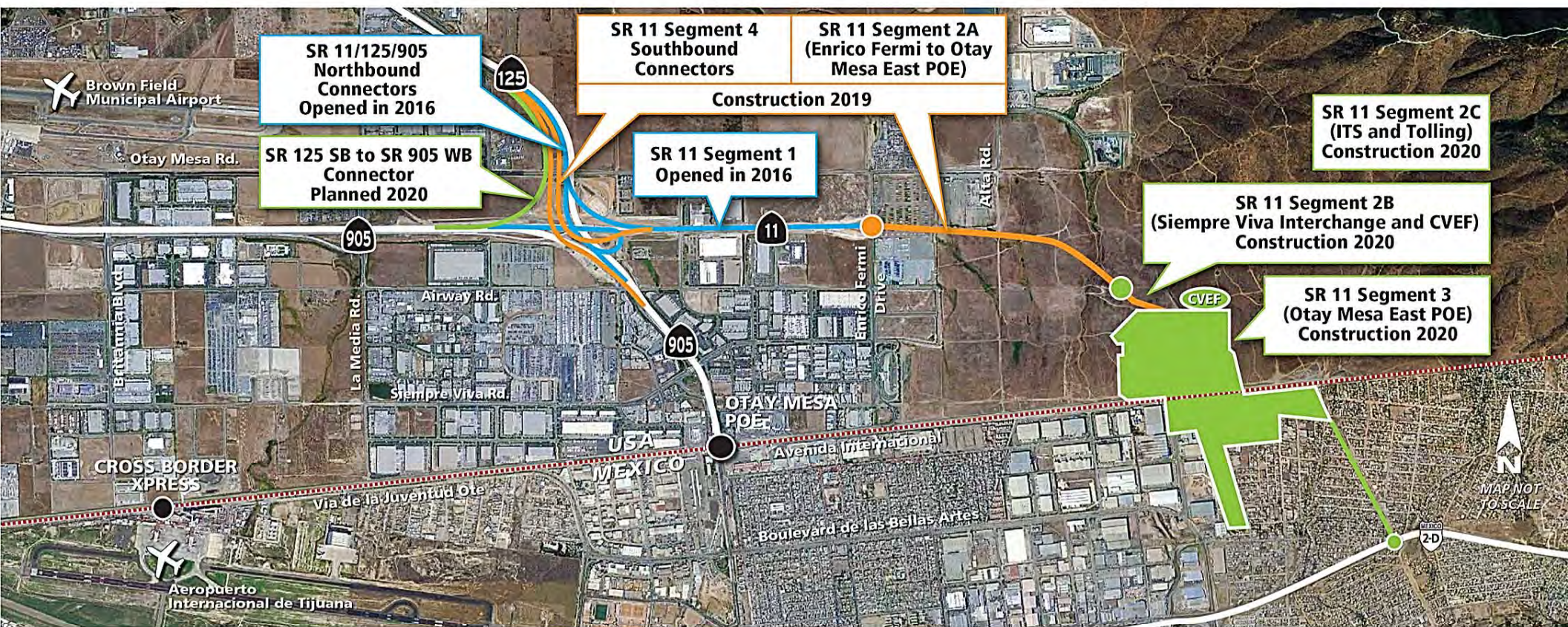
The Transportation Committee recommended this action at its March 16, 2018, meeting. Pending approval by the Board of Directors, the Regional Transportation Improvement Program would be updated to reflect this new funding. With the allocated funds, construction of the remaining SR 11 lanes is expected to begin in spring 2019.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. SR 11 OME POE Overview Map
2. Proposed Budget Amendment for Capital Improvement Program Project No. 1201101, SR 11 OME POE

Key Staff Contacts: Jim Linthicum, (619) 699-1970, jim.linthicum,@sandag.org
Mario Orso, Caltrans, (619) 688-2561, mario.orso@dot.ca.gov

SR 11 OTAY MESA EAST PORT OF ENTRY OVERVIEW



Completed

Upcoming Construction

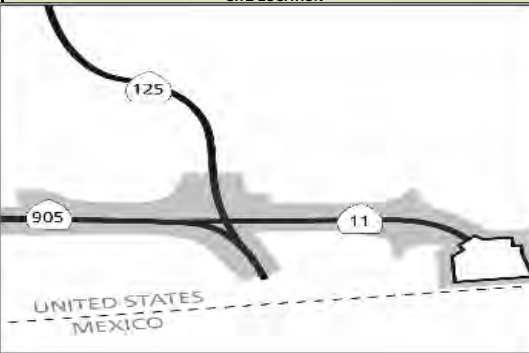
Planned

4300 3/2/2018

FY 18 CAPITAL BUDGET AMENDMENT IN '000'S

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

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

PROJECT SCOPE	SITE LOCATION	PROGRESS TO DATE																					
~~Scope:~~ ~~Construct four-lane toll highway from SR 125 to Enrico Fermi Drive, and design a commercial vehicle enforcement facility, port of entry, and four-lane toll highway between Enrico Fermi Drive and the U.S.-Mexico border.~~ Construct four-lane toll highway from SR 125 to Enrico Fermi Drive and from Enrico Fermi Drive to the U.S.-Mexico border; design a commercial vehicle enforcement facility and port of entry.		~~Progress to Date:~~ ~~Continued work on innovation studies, Traffic and Revenue Study update for the Port of Entry. The toll highway between Enrico Fermi Drive and the port of entry has reached 60 percent complete and the design of the commercial vehicle enforcement facility is 30 percent complete.~~ Work continues on innovation studies and Traffic and Revenue Study update for the port of entry. Design of the toll highway between Enrico Fermi Drive and the port of entry has reached 95 percent complete and the design of the commercial vehicle enforcement facility is 30 percent complete.																					
PROJECT LIMITS		MAJOR MILESTONES																					
Project Limits: On new alignment from SR 125 to the U.S.-Mexico Border		<table border="1"> <thead> <tr> <th></th><th>Approved</th><th>Proposed</th></tr> </thead> <tbody> <tr> <td>Draft Environmental Document</td><td>Apr-11</td><td>Apr-11</td></tr> <tr> <td>Final Environmental Document</td><td>Mar-12</td><td>Mar-12</td></tr> <tr> <td>Ready to Advertise</td><td>Jul-13</td><td>Jul-13</td></tr> <tr> <td>Begin Construction</td><td>Nov-13</td><td>Nov-13</td></tr> <tr> <td>Open to Public</td><td>Mar-16</td><td>Mar-16</td></tr> <tr> <td>Close-Out</td><td>TBD</td><td>TBD</td></tr> </tbody> </table>		Approved	Proposed	Draft Environmental Document	Apr-11	Apr-11	Final Environmental Document	Mar-12	Mar-12	Ready to Advertise	Jul-13	Jul-13	Begin Construction	Nov-13	Nov-13	Open to Public	Mar-16	Mar-16	Close-Out	TBD	TBD
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Close-Out	TBD	TBD																					

SANDAG EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS		FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL	
Administration	~~\$1,092~~	\$1,092	~~\$523~~	\$523	~~\$322~~	\$522	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$1,937~~	\$2,137
Environmental Document	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Design	~~505~~	503	~~1,391~~	1,392	~~1,971~~	1,350	~~0~~	622	~~0~~	0	~~0~~	0	~~\$3,867~~	3,867
Right-of-Way Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Right-of-Way Capital	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Construction Support	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Construction Capital	~~0~~	2	~~0~~	(2)	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Vehicles	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Legal Services	~~47~~	47	~~187~~	187	~~434~~	234	~~0~~	0	~~0~~	0	~~0~~	0	~~\$668~~	468
Communications	~~134~~	134	~~57~~	58	~~159~~	158	~~0~~	0	~~0~~	0	~~0~~	0	~~\$350~~	350
Project Contingency	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~0~~	0	~~\$0~~	0
Total SANDAG	~~\$1,778~~	\$1,778	~~\$2,158~~	\$2,158	~~\$2,886~~	\$2,264	~~\$0~~	\$622	~~\$0~~	\$0	~~\$0~~	\$0	~~\$6,822~~	\$6,822

CALTRANS EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS		FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL	
Environmental Document	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0
Design	~~13,763~~	13,763	~~2,677~~	2,677	~~6,890~~	5,388	~~0~~	1,500	~~0~~	0	~~0~~	0	~~\$23,330~~	23,328
Right-of-Way Support	~~2,392~~	2,392	~~611~~	611	~~1,824~~	1,704	~~0~~	120	~~0~~	0	~~0~~	0	~~\$4,827~~	4,827
Right-of-Way Capital	~~20,521~~	20,521	~~347~~	348	~~76,027~~	68,384	~~0~~	6,038	~~0~~	0	~~0~~	0	~~\$96,895~~	95,291
Construction Support	~~11,479~~	11,479	~~253~~	253	~~893~~	427	~~0~~	2,795	~~0~~	5,595	~~0~~	0	~~\$12,625~~	23,334
Construction Capital	~~52,898~~	52,898	~~65~~	66	~~6,037~~	1,207	~~0~~	12,320	~~0~~	24,639	~~0~~	0	~~\$59,000~~	103,449
Total Caltrans	~~\$101,053~~	\$101,053	~~\$3,953~~	\$3,955	~~\$91,671~~	\$77,110	~~\$0~~	\$22,773	~~\$0~~	\$30,234	~~\$0~~	\$15,104	~~\$196,677~~	\$250,229
Total SANDAG & Caltrans	~~\$102,831~~	\$102,831	~~\$6,111~~	\$6,113	~~\$94,557~~	\$79,374	~~\$0~~	\$23,395	~~\$0~~	\$30,234	~~\$0~~	\$15,104	~~\$203,499~~	\$257,051
TransNet Pass-Through	~~\$0~~	\$0	~~\$0~~	\$0	~~\$6,027~~	\$0	~~\$0~~	\$6,027	~~\$0~~	\$0	~~\$0~~	\$0	~~\$6,027~~	\$6,027
Caltrans Pass-Through	~~\$1,580~~	\$1,580	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$0~~	\$0	~~\$1,580~~	\$1,580

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS		FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL	
FEDERAL:														
74030001 ITS	~~\$132~~	\$132	~~\$132~~	\$132	~~\$175~~	\$50	~~\$0~~	\$125	~~\$0~~	\$0	~~\$0~~	\$0	~~\$439~~	\$439
74040001 CBI	~~1,470~~	1,470	~~\$0~~	\$0	~~0~~	0	~~\$0~~	\$0	~~0~~	\$0	~~0~~	\$0	~~\$1,470~~	\$1,470
CBI	~~36,676~~	36,676	~~\$3,636~~	\$3,636	~~78,714~~	75,476	~~\$0~~	\$2,471	~~0~~	1,675	~~\$0~~	\$835	~~\$119,025~~	\$120,769
FASTLANE Grant	~~0~~	0	~~\$0~~	\$0	~~0~~	0	~~\$0~~	\$12,320	~~0~~	24,639	~~\$0~~	\$12,319	~~\$0~~	\$49,278
STATE:														
83010001 STIP	~~109~~	109	~~\$0~~	\$0	~~0~~	0	~~\$0~~	\$0	~~0~~	0	~~\$0~~	\$0	~~\$109~~	\$109
TCIF	~~64,377~~	64,377	~~\$318~~	\$319	~~6,990~~	1,634	~~\$0~~	\$1,955	~~0~~	3,920	~~\$0~~	\$1,950	~~\$71,625~~	\$74,155
LOCAL:														
91000100 TransNet-Border	~~0~~	0	~~\$2,026~~	\$353	~~4,462~~	108	~~\$0~~	\$6,027	~~0~~	0	~~\$0~~	\$0	~~\$6,488~~	\$6,488
91000100 TransNet-MC	~~68~~	68	~~\$0~~	\$1,673	~~4,275~~	2,105	~~\$0~~	\$497	~~0~~	0	~~\$0~~	\$0	~~\$4,343~~	\$4,343
TOTAL:	~~\$102,831~~	\$102,831	~~\$6,111~~	\$6,113	~~\$94,557~~	\$79,374	~~\$0~~	\$23,395	~~\$0~~	\$30,234	~~\$0~~	\$15,104	~~\$203,499~~	\$257,051



**BOARD OF DIRECTORS
MARCH 23, 2018**

ACTION REQUESTED: APPROVE

**PROPOSED FY 2018 PROGRAM BUDGET AMENDMENT:
ELVIRA TO MORENA DOUBLE TRACK PROJECT**

File Number 1239811

Introduction

The Elvira to Morena Double Track (EMDT) project constructs approximately 2.6 miles of second main track along the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor from just south of Balboa Avenue to a point north of State Route 52, as shown in Attachment 1. The EMDT project also includes relocation and improvements to water and sewer lines under and adjacent to the rail corridor on behalf of the City of San Diego.

Recommendation

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2018 Program Budget, adding \$3.404 million in funds from the City of San Diego to the Elvira to Morena Double Track project (Capital Improvement Program Project No. 1239811), to fully fund two wet utility agreements, in substantially the same form as shown in Attachment 4.

Discussion

There are numerous City of San Diego (City) sewer and water lines that cross the railroad rights-of-way within the EMDT and Mid-Coast Corridor Transit project footprint. Due to the difficulty in maintaining these facilities, the City has elected to construct additional systems outside the railroad right-of-way. The City is fully funding these improvements through two wet utility agreements with SANDAG through Contract No. 5008004 for \$3.958 million and Contract No. 5004566 for \$9.13 million, totaling approximately \$13.089 million. These contracts originally were developed with the City based on a preliminary cost estimate. The final negotiated price for these improvements was determined to be higher, and the City agreed to fund the additional costs through Council action on September 12, 2017 (Attachments 2 and 3).

Proposed FY 2018 Program Budget Amendment

The current approved FY 2018 EMDT budget is \$188.221 million. The Transportation Committee recommends accepting an additional \$3.404 million of City funds for the City of San Diego Wet Utility Construction Contract, including \$2.174 million for City of San Diego Wet Utility Construction Contract No. 5004566 Amendment No. 1 and \$1.23 million for City of San Diego Wet Utility Construction Contract No. 5008004 Amendment No. 1, and incorporating the funding into the EMDT project budget (Attachment 4) for a revised total budget of \$191.625 million.

KIM KAWADA
Chief Deputy Executive Director

Attachments: 1. Location Exhibit for Elvira to Morena Double Track Project
2. City of San Diego Wet Utility Construction Contract No. 5004566 Amendment No. 1
3. City of San Diego Wet Utility Construction Contract No. 5008004 Amendment No. 1
4. Proposed Budget Amendment for CIP No. 1239811, Elvira to Morena Double Track

Key Staff Contact: Peter d'Ablaing, (619) 699-1906, peter.dablaing@sandag.org

Location Exhibit for Elvira to Morena Double Track Project

Attachment 1



**AMENDMENT 1 TO SANDAG CONTRACT NUMBER 5004566
WET UTILITY REIMBURSEMENT AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND
CITY OF SAN DIEGO
REGARDING THE ELVIRA TO MORENA DOUBLE TRACK PROJECT**

This Amendment No. 1 to SANDAG Contract No. 5004566 concerns a Wet Utility Reimbursement Agreement by and between the San Diego Association of Governments (hereinafter referred to as "SANDAG"), 401 B Street, Suite 800, San Diego, California, and the City of San Diego, hereinafter called "CITY":

- A. Under the original Wet Utility Reimbursement Agreement dated 09/22/2015, SANDAG shall relocate CITY's water and sewer facilities as shown on SANDAG's contract plans for the improvements related to the Elvira to Morena Double Track Project, which constructs an adjacent second mainline track and proposes to construct a universal crossover and new signal at CP Rose, hereinafter called "PROJECT".
- B. This Amendment No. 1 is to modify the scope of work for the water line designated as W48.2 to extend the line, include a bypass of the pressure reducing station adjacent to Balboa Avenue, revise facilities W37.6, W48.2, W55.2, and W58.1 from DIP to PVC, and revise the construction costs for all facilities based on the actual proposal from the contractor. Nothing in this Amendment 1 is intended to relieve the parties of their obligations to perform as required by the said agreement unless expressly stated herein.
- C. This Amendment No.1 increases the Agreement value by \$2,174,369 thus bringing the new Agreement value to \$11,304,697.

NOW, THEREFORE, it is agreed as follows:

- 1. Section I of the Wet Utility Reimbursement Agreement under the heading "WORK TO BE DONE" shall be amended to instead read as follows:
 - SANDAG shall relocate CITY's water and sewer facilities as shown in Exhibit A-1 ("RELOCATION") and in accordance with SANDAG's plans for such relocation, which by this reference are made a part hereof.
- 2. Section V of the Wet Utility Reimbursement Agreement under the heading "PAYMENT OF WORK" shall be amended to instead read as follows:

CITY shall be responsible for the cost of the relocation of sewer facilities as shown in Exhibit A-1 in the amount not to exceed \$646,786, which consists of the sum of the CONSTRUCTION COST and SUPPLEMENTAL COST as set forth in Exhibit B-1, which is attached hereto and incorporated herein by reference, as well as the ROW and Street Fees. CONSTRUCTION COST is the actual reasonable third party construction cost incurred by SANDAG for the RELOCATION work, betterment cost pursuant to Article IV, if any, and any approved CHANGE ORDERS. SUPPLEMENTAL COST consists of project management, design, plan review, construction management, and related costs incurred by SANDAG and shall be equal to twenty-seven percent (27%) of the CONSTRUCTION COST. ROW and Street Fees shall be eligible for direct cost reimbursement.

CITY shall be responsible for the cost of the relocation of water facilities as shown in Exhibit A-1 in the amount not to exceed \$10,657,911, which consists of the sum of the CONSTRUCTION COST and SUPPLEMENTAL COST as set forth in Exhibit B-1, which is attached hereto and incorporated herein by

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SAN DIEGO, CALIFORNIA

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reference, as well as the ROW and Street Fees. CONSTRUCTION COST is the actual reasonable third party construction cost incurred by SANDAG for the RELOCATION work, betterment cost pursuant to Article IV, if any, and any approved CHANGE ORDERS. SUPPLEMENTAL COST consists of project management, design, plan review, construction management, and related costs incurred by SANDAG and shall be equal to twenty-seven percent (27%) of the CONSTRUCTION COST. ROW and Street Fees shall be eligible for direct cost reimbursement.

3. DELETE Exhibit A in its entirety and REPLACE with Exhibit A-1.
4. DELETE Exhibit B (CONSTRUCTION COST and SUPPLEMENTAL COST) in its entirety and REPLACE with Exhibit B-1 (CONSTRUCTION COST and SUPPLEMENTAL COST).
5. All other provisions of said Wet Utility Reimbursement Agreement not amended herein, shall remain in full force and effect. Any modification to this agreement shall be made by written amendment and agreed upon by both parties.
6. This Amendment No. 1 may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Amendment No. 1 may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Amendment.

IN WITNESS WHEREOF, these parties have executed this Amendment 1 effective on the date of the last Party to sign.

SAN DIEGO ASSOCIATION
OF GOVERNMENTS

GARY L. GALLEGOS
Executive Director

DATE: _____

APPROVED AS TO SUFFICIENCY
OF FORM AND LEGALITY:

Office of the General Counsel

DATE: _____

CITY OF SAN DIEGO

Cindy Crocker

Principal Contracts Specialist
Public Works Contracts

DATE: 12/19/17

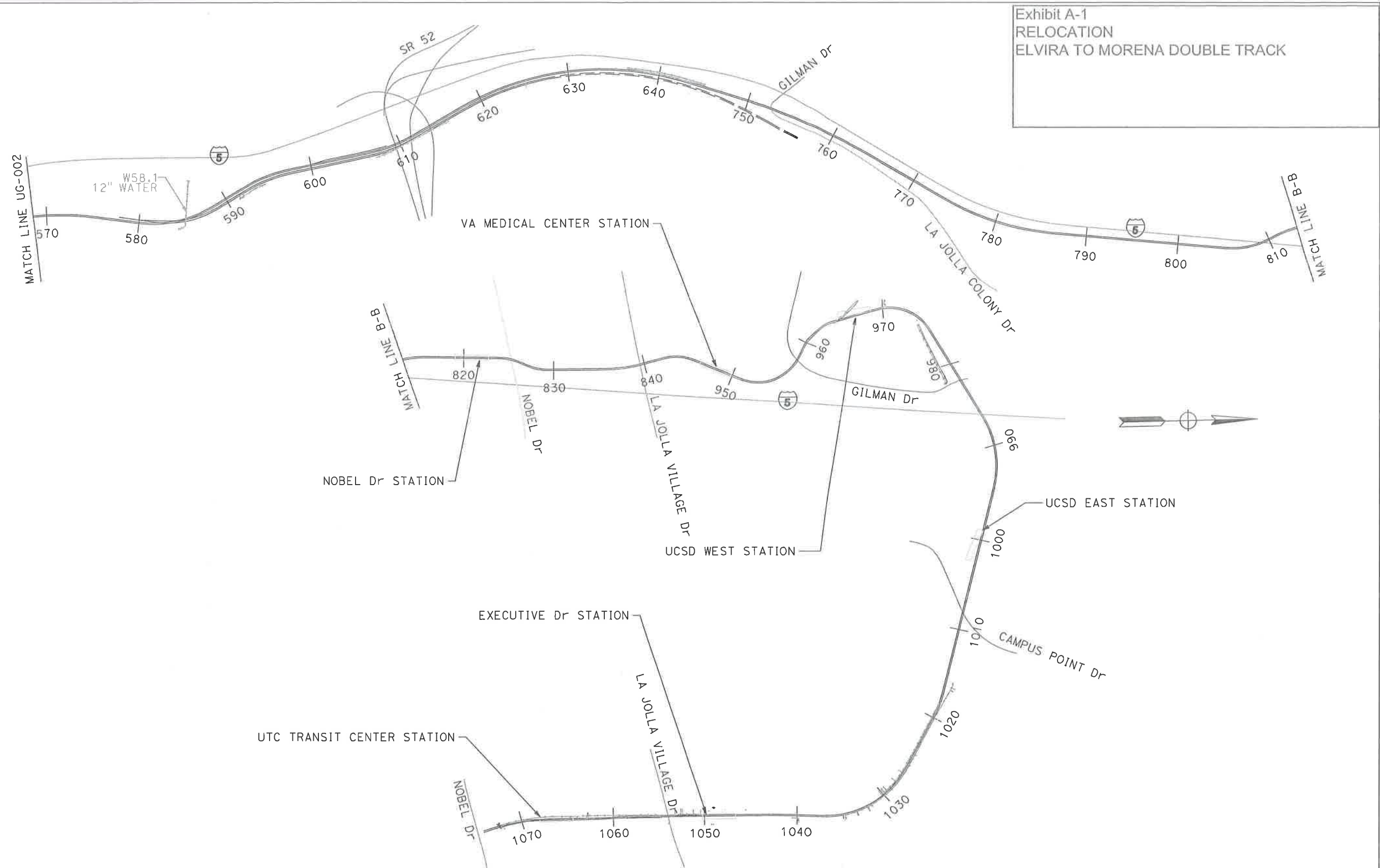
APPROVED AS TO SUFFICIENCY OF FORM:

Deputy City Attorney
Christine Leone

DATE: 12/20/17

FILED
OFFICE OF THE CITY CLERK
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TIME
DATE
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REQUEST



						PARSONS BRINCKERHOFF 401 B STREET, SUITE 1650 SAN DIEGO, CA 92101 TEL (619) 338-9376 FAX (619) 338-8123	REGISTERED PROFESSIONAL ENGINEER No. _____ Exp. _____ CIVIL STATE OF CALIFORNIA	DESIGNED BY	DATE	SANDAG 401 B STREET, SUITE 800 SAN DIEGO, CA 92101-4231 (619) 699-1900  MID-COAST CORRIDOR TRANSIT PROJECT	ELVIRA TO MORENA DOUBLE TRACK EXHIBIT B		SCALE NO SCALE		
									CHECKED BY				SANDAG CONTRACT NO. 5001904		DRAWING NO.
No.	DATE	REVISION		BY	CHK	APRV	RELATIVE BORDER SCALE IS IN INCHES	0 1 2		SANDAG		UTILITY RELOCATIONS KEY MAP 2 OF 2			

Exhibit A-1

RELOCATION

ELVIRA TO MORENA DOUBLE TRACK

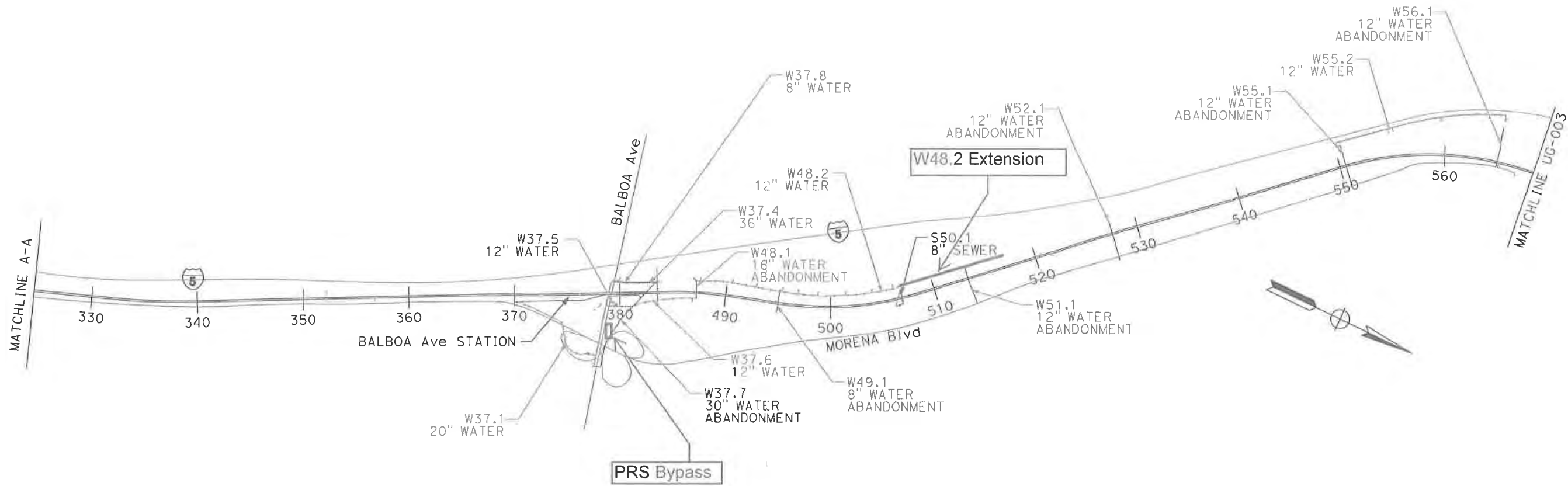
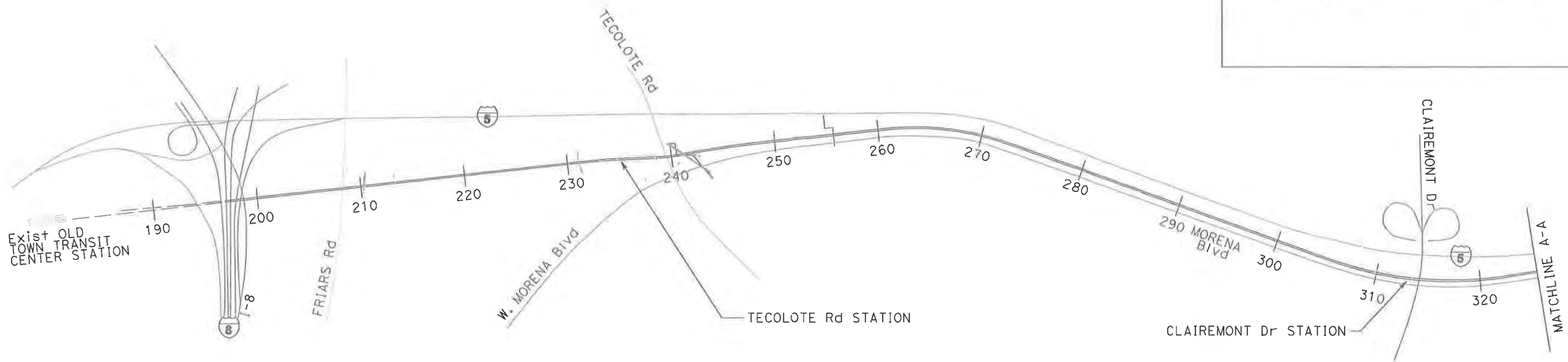
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\$IP-SHORT-PEN-TABLE

\$REQUEST



No.	DATE	REVISION	BY	CHK	APRV

PARSONS

BRINCKERHOFF

401 B STREET, SUITE 1650 SAN DIEGO, CA 92101

TEL (619) 338-9376 FAX (619) 338-8123

RELATIVE BORDER SCALE

IS IN INCHES

0 1 2



DESIGNED BY	DATE
DRAWN BY	
CHECKED BY	
SANDAG	

SANDAG

401 B STREET, SUITE 800

SAN DIEGO, CA 92101-4231

(619) 699-1900

MID-COAST CORRIDOR

TRANSIT PROJECT

ELVIRA TO MORENA DOUBLE TRACK	SCALE NO SCALE
EXHIBIT B	SANDAG CONTRACT NO. 5001904
UTILITY RELOCATIONS	DRAWING NO. SHEET NO.
KEY MAP 1 OF 2	

Exhibit B-1 - CONSTRUCTION COST AND SUPPLEMENTAL COST (Elvira to Morena Double Track Project)

Category	System	System Description	Basis of Estimate	Construction Cost		Reduction from Conv. From DIP to PVC	Updated Construction Cost	Construction Contingency (10%)	27% of Construction Cost for SANDAG Project Management, Design, Plan Review, Construction Management (Excludes Contingency)	ROW Fees	Street Fees	Total Cost
Sewer	S50.1	8" PVC in 30" WSP Casing	GMP from Contractor	\$391,878			\$391,878	\$39,188	\$105,807	\$98,686		\$635,559
									Sewer Street Fees		\$11,227	\$11,227
									Total Sewer			\$646,786

Category	System	System Description	Basis of Estimate	Construction Cost	Add Interior Weld	Reduction from Conv. From DIP to PVC	Updated Construction Cost	Construction Contingency (10%)	27% of Construction Cost for SANDAG Project Management, Design, Plan Review, Construction Management (Excludes Contingency)		ROW or Street Fees	Total Cost
Water	W37.1	20" PVC	Guaranteed Maximum Price (GMP) from Contractor	\$1,014,498			\$1,014,498	\$101,450	\$273,915			\$1,389,863
Water	W37.4	30" & 36" CMP	GMP from Contractor	\$2,531,458	\$106,865		\$2,638,323	\$263,832	\$712,347			\$3,614,502
Water	W37.5	12" DIP	GMP from Contractor	\$374,365			\$374,365	\$37,437	\$101,079			\$512,881
Water	W37.6	12" PVC	GMP from Contractor	\$481,657		-\$25,117	\$456,540	\$45,654	\$123,266			\$625,460
Water	W37.7	30" CMP&CS	GMP from Contractor	\$40,476			\$40,476	\$4,048	\$10,929			\$55,453
Water	W37.8	Abandonment	GMP from Contractor	\$281,929			\$281,929	\$28,193	\$76,121			\$386,243
Water	W48.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W48.2	12" PVC	GMP from Contractor	\$999,752		-\$57,876	\$941,876	\$94,188	\$254,306			\$1,290,370
Water	W49.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W51.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W52.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W55.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W55.2	12" PVC	GMP from Contractor	\$1,001,535		-\$50,613	\$950,923	\$95,092	\$256,749			\$1,302,764
Water	W56.1	Abandonment	GMP from Contractor	\$22,703			\$22,703	\$2,270	\$6,130			\$31,103
Water	W58.1	12" PVC	GMP from Contractor	\$566,317		-\$16,394	\$549,922	\$54,992	\$148,479	\$43,600		\$796,994
Water	Extension of W48.2	12" PVC	GMP from Contractor	\$90,000			\$90,000	\$9,000	\$24,300			\$123,300
Water	Balboa Bypass	Bypass of PRS at Balboa	Draft OPCC	\$140,000			\$140,000	\$14,000	\$37,800			\$191,800
Water	PRS near Costco	PRS	Funded by MCTC				\$0	\$0	\$0			\$0
									Water Street Fees		\$181,667	\$181,667
									Total Water			\$10,657,911

Total Sewer and Water	\$11,304,697

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**AMENDMENT 1 TO SANDAG CONTRACT NUMBER 5008004
WET UTILITY REIMBURSEMENT AGREEMENT BETWEEN
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS
AND
CITY OF SAN DIEGO
REGARDING THE MID-COAST CORRIDOR TRANSIT PROJECT**

This Amendment No. 1 to SANDAG Contract No. 5008004 concerns a Wet Utility Reimbursement Agreement by and between the San Diego Association of Governments (hereinafter referred to as "SANDAG"), 401 B Street, Suite 800, San Diego, California, and the City of San Diego, hereinafter called "CITY".

- A. Under the original Wet Utility Reimbursement Agreement dated 09/22/2015, SANDAG shall relocate CITY's water and sewer facilities as shown on SANDAG's contract plans for the improvements related to the Mid-Coast Corridor Transit Project, which extends the Trolley Blue Line from the Santa Fe Depot in Downtown San Diego to the University Towne Centre (UTC) Transit Center in University City, hereinafter called "PROJECT".
- B. This Amendment No. 1 is to modify the scope of work for the False Bay Trunk sewer from one to two facilities (Knoxville and Littlefield) and the construction costs for all facilities based on the actual proposal from the contractor. Nothing in this Amendment 1 is intended to relieve the parties of their obligations to perform as required by the said agreement unless expressly stated herein.
- C. This Amendment No.1 increases the Agreement value by \$1,230,129.12 thus bringing the new Agreement value to \$5,189,037.

NOW, THEREFORE, it is agreed as follows:

- 1. Section I of the Wet Utility Reimbursement Agreement under the heading "WORK TO BE DONE" shall be amended to instead read as follows:

SANDAG shall relocate CITY's water and sewer facilities as shown in Exhibit A ("RELOCATION") and SANDAG's plans for such relocation, which by this reference are made a part hereof. In addition, SANDAG shall construct the CITY's W21.1 (Anna Ave), False Bay Trunk Sewer (Knoxville) and False Bay Trunk Sewer (Littlefield) as shown on the CITY's plans and as indicated in Exhibit A-1 ("RELOCATION"), which by this reference are made a part hereof.

CITY hereby acknowledges review of SANDAG's plans for the RELOCATION and agrees to the construction in the manner proposed. SANDAG hereby acknowledges receipt of CITY's plans for the construction of W21.1 (Anna Ave), False Bay Trunk Sewer (Knoxville) and False Bay Trunk Sewer (Littlefield) and agrees to construction in the manner proposed.

- 2. Section V of the Wet Utility Reimbursement Agreement under the heading "PAYMENT OF WORK" shall be amended to instead read as follows:

CITY shall be responsible for the cost of the relocation of water facilities as shown in Exhibit A in the amount not to exceed \$757,741, which consists of the sum of the CONSTRUCTION COST and SUPPLEMENTAL COST as set forth in Exhibit B-1, which is attached hereto and incorporated herein by reference, and ROW and Street fees. CONSTRUCTION COST is the actual reasonable third party construction cost incurred by SANDAG for the RELOCATION work, betterment cost pursuant to Article IV, if any, and any approved CHANGE ORDERS. SUPPLEMENTAL COST consists of project management,

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design, plan review, construction management, and related costs incurred by SANDAG and shall be equal to twenty-seven percent (27%) of the CONSTRUCTION COST. ROW and Street Fees shall be eligible for reimbursement at cost.

CITY shall be responsible for the cost of the relocation of sewer facilities as shown in Exhibit A in the amount not to exceed \$1,377,593, which consists of the sum of the CONSTRUCTION COST and SUPPLEMENTAL COST as set forth in Exhibit B-1, which is attached hereto and incorporated herein by reference, and ROW and Street fees. CONSTRUCTION COST is the actual reasonable third party construction cost incurred by SANDAG for the RELOCATION work, betterment cost pursuant to Article IV, if any, and any approved CHANGE ORDERS. SUPPLEMENTAL COST consists of project management, design, plan review, construction management, and related costs incurred by SANDAG and shall be equal to twenty-seven percent (27%) of the CONSTRUCTION COST. ROW and Street Fees shall be eligible for reimbursement at cost.

CITY shall be responsible for the cost of the construction of the FALSE BAY TRUNK SEWER facilities as shown in Exhibit A-1 in the amount not to exceed \$3,053,703, which consists of the sum of the CONSTRUCTION COST and SUPPLEMENTAL COST as set forth in Exhibit B-1, which is attached hereto and incorporated herein by reference, and ROW and Street fees. CONSTRUCTION COST is the actual reasonable third party construction cost incurred by SANDAG for the RELOCATION work, betterment cost pursuant to Article IV, if any, and any approved CHANGE ORDERS. SUPPLEMENTAL COST consists of project management, construction management, and related costs incurred by SANDAG and shall be equal to seventeen percent (17%) of the CONSTRUCTION COST. ROW and Street Fees shall be eligible for reimbursement at cost.

3. Exhibit A-1 (RELOCATION) is now ADDED to Exhibit A (RELOCATION).
4. DELETE Exhibit B (CONSTRUCTION COST and SUPPLEMENTAL COST) in its entirety and REPLACE with Exhibit B-1 (CONSTRUCTION COST and SUPPLEMENTAL COST).
5. SANDAG agrees to accept the City's plans and specifications for W21.1 (Anna Ave) and FALSE BAY TRUNK SEWER as is. The City agrees they are responsible for the sufficiency of the design provided by their consultants.
6. The City agrees to make their consultants available for Design Support During Construction (DSDC).
7. The City agrees to indemnify SANDAG as to the safety and sufficiency of the designed W21.1 (Anna Ave) and False Bay Trunk Sewer (Knoxville) and False Bay Trunk Sewer (Littlefield).
8. All other provisions of said Wet Utility Reimbursement Agreement not amended herein, shall remain in full force and effect. Any modification to this agreement shall be made by written amendment and agreed upon by both parties.
9. This Amendment No. 1 may be executed and delivered by facsimile signature and a facsimile signature shall be treated as an original. This Amendment No. 1 may be executed in counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same Amendment.

IN WITNESS WHEREOF, these parties have executed this Amendment 1 effective on the date of the last Party to sign.

San Diego, California
Office of the City Clerk
RECEIVED
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AMENDMENT NO. 311306

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SAN DIEGO ASSOCIATION
OF GOVERNMENTS

GARY L. GALLEGOS
Executive Director

DATE: _____

APPROVED AS TO SUFFICIENCY
OF FORM AND LEGALITY:

Office of the General Counsel

DATE: _____

CITY OF SAN DIEGO



Cindy Crocker

Principal Contracts Specialist
Public Works Contracts

DATE: 12/19/17

APPROVED AS TO SUFFICIENCY
OF FORM:



Deputy City Attorney
Christine Leone

DATE: 12/20/17



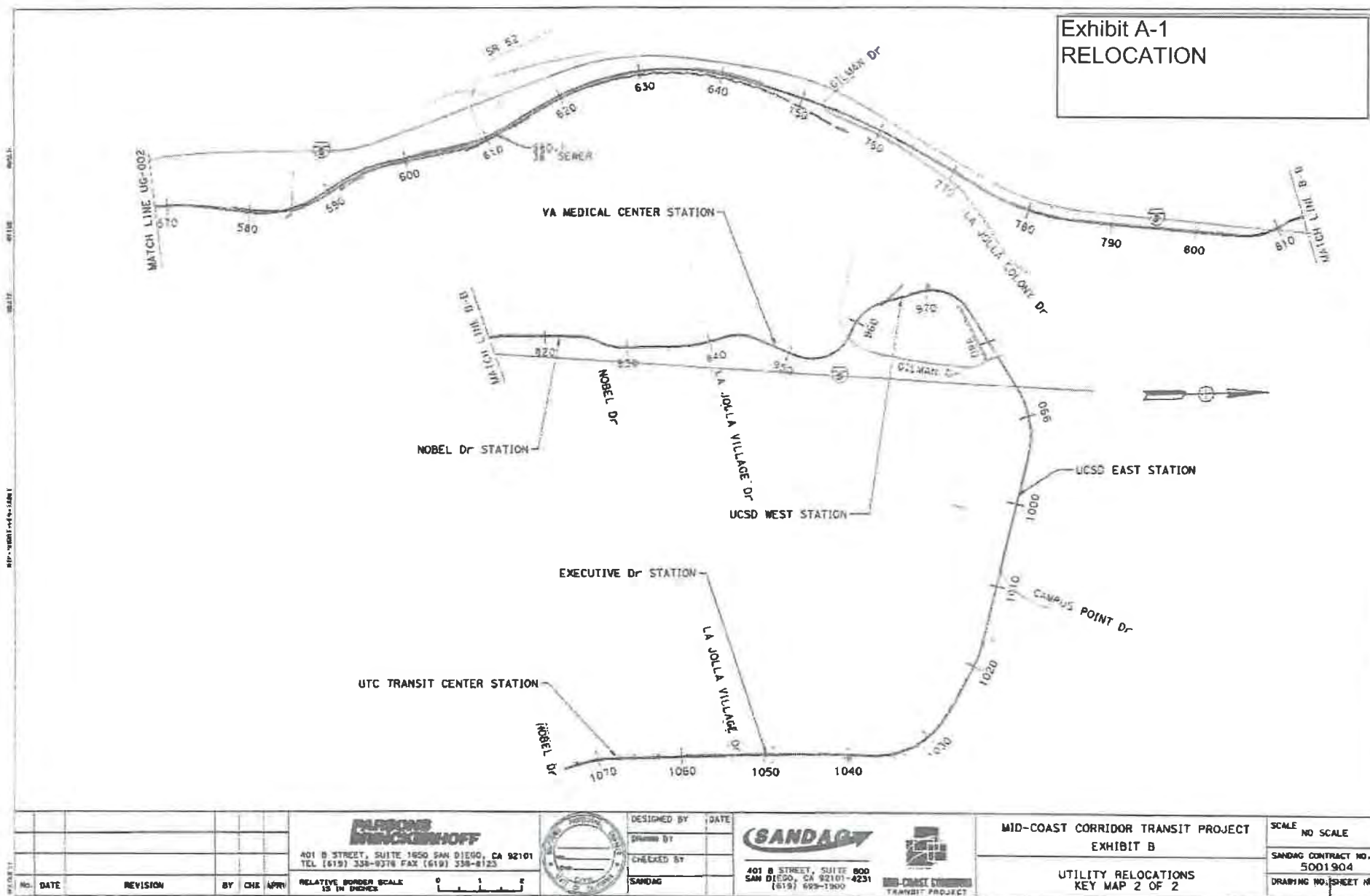


Exhibit B-1 - CONSTRUCTION COST AND SUPPLEMENTAL COST (Mid-Coast Wet Utility Relocation Reimbursement Agreement)

Category	System	System Description	Basis of Estimate	Construction Cost	Construction Contingency (10%)	27% of Construction Cost for SANDAG Project Management, Design, Plan Review, and Construction Management (Excludes Contingency)	ROW COSTS	STREET FEE COSTS	Total Cost
Sewer	S21.1	15" Sewer, Extend Cap Encasement over Exist Cradle (2EA)	Guaranteed Maximum Price (GMP) from Contractor	\$81,718	\$8,172	\$22,064	\$5,800		\$117,753
Sewer	S23.1	Extend 24" Steel Casing	GMP from Contractor	\$115,711	\$11,571	\$31,242			\$158,524
Sewer	S35.1	Abandon 8" Sewer	GMP from Contractor	\$39,541	\$3,954	\$10,676			\$54,171
Sewer	S60.1	Replace 36" Sewer In-place with 18" Sewer	GMP from Contractor	\$681,973	\$68,197	\$184,133			\$934,302
Sewer	S62.1	Abandon 21" Sewer	GMP from Contractor	\$80,513	\$8,051	\$21,739			\$110,303
						Total Street Fees		\$2,539	\$2,539
						Total General Sewer			\$1,377,593

Category	System	System Description	Basis of Estimate	Construction Cost	Construction Contingency (10%)	17% of Construction Cost for SANDAG Project Management, Design, Plan Review, and Construction Management (Excludes Contingency)	ROW COSTS	STREET FEE COSTS	Total Cost
Sewer	False Bay Trunk Sewer (Knoxville)	18" Sewer	GMP from Contractor	\$1,179,342	\$117,934	\$200,488			\$1,497,764
Sewer	False Bay Trunk Sewer (Littlefield)	48" Steel Casing for Sewer	GMP from Contractor	\$1,220,717	\$122,072	\$207,522			\$1,550,310
						Total Street Fees		\$5,629	\$5,629
						Total False Bay Sewer			\$3,053,703

Category	System	System Description	Basis of Estimate	Construction Cost	Construction Contingency (10%)	27% of Construction Cost for SANDAG Project Management, Design, Plan Review, and Construction Management (Excludes Contingency)	ROW COSTS	STREET FEE COSTS	Total Cost
Water	W21.1 (ANNA AVE)	12" Water System	GMP from Contractor	\$310,726	\$31,073	\$83,896			\$425,695
Water	W23.1	10" Water System	GMP from Contractor	\$115,684	\$11,568	\$31,235			\$158,487
Water	W35.1	8" Water System	GMP from Contractor	\$70,766	\$7,077	\$19,107			\$96,950
Water	W37.2	Abandon 20" Water	GMP from Contractor	\$32,334	\$3,233	\$8,730			\$44,298
Water	W37.3	Abandon 12" Water	GMP from Contractor	\$22,565	\$2,256	\$6,092			\$30,914
						Total Street Fees		\$1,397	\$1,397
						Total General Water			\$757,741

Total Sewer and Water									\$5,189,037

FY 18 CAPITAL BUDGET AMENDMENT IN '000'S			
Project Number: 1239811 RTIP Number: SAN132 Project Name: Elvira to Morena Double Track		Corridor Director: Bruce Smith Project Manager: ~~Sharon Humphreys~~ Pete d'Ablaing PM Phone Number: ~~(619) 695-5350~~ (619) 699-1906	
PROJECT SCOPE		SITE LOCATION	
Scope: Convert 2.6 miles of single-track to double-track and install new signals. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, and 258.6. Construct new water/sewer facilities for City of San Diego between Friars Road and SR 52.			
PROJECT LIMITS		PROGRESS TO DATE	
Project Limits: On coastal rail corridor from Control Point (CP) Rose north of SR 52 to CP Friar near Friars Road.		Progress to Date: Construction is 30 percent complete.	
		MAJOR MILESTONES	
			Approved
			Proposed
		Draft Environmental Document	Oct-14
		Final Environmental Document	Mar-15
		Ready to Advertise	Apr-15
		Begin Construction	Mar-17
		Open to Public	Jul-20
		Close-Out	Jul-21

SANDAG EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Administration	\$2,753	\$2,753	\$623	\$523	\$430	\$430	\$225	\$225	\$115	\$60	\$50	\$4,146
Environmental Document	4,489	4,489	94	94	100	100	100	100	0	0	0	\$4,783
Design	13,486	13,486	765	765	813	813	0	0	0	0	0	\$16,064
Right-of-Way Support	406	408	292	292	0	0	0	0	0	0	0	\$700
Right-of-Way Capital	399	399	635	635	0	0	0	0	0	0	0	\$1,034
Construction Support	4,032	4,037	6,200	6,200	6,200	6,200	5,050	900	900	20	20	\$22,487
Construction Capital	20,156	20,156	42,840	42,840	42,840	44,703	19,600	21,301	5,400	260	250	\$131,346
Vehicles	0	0	0	0	0	0	0	0	0	0	0	\$0
Legal Services	9	9	30	30	50	50	50	50	7	0	0	\$146
Communications	1	1	40	40	80	80	84	84	0	0	0	\$205
Project Contingency	0	0	0	0	0	0	0	8,310	0	0	0	\$8,310
Total SANDAG	\$45,738	\$45,738	\$61,419	\$51,419	\$60,673	\$52,376	\$26,109	\$26,810	\$14,732	\$380	\$380	\$198,221

CALTRANS EXPENDITURE PLAN (\$000)

TASK	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	\$0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	\$0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	\$0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	\$0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	\$0
Total Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total SANDAG & Caltrans	\$45,738	\$45,738	\$61,419	\$51,419	\$60,673	\$52,376	\$26,109	\$26,810	\$14,732	\$380	\$380	\$198,221
TransNet Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

FUNDING PLAN (\$000)

FUNDING SOURCE	PRIOR YEARS	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	TOTAL
FEDERAL:												
72340001 FTA 5307 CA-95-X129	\$27,068	\$27,068	\$2,498	\$2,498	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,566
72310001 Future Federal RSTP Transfer	0	0	0	0	25,000	25,000	0	0	0	0	0	\$25,000
72380001 FTA 5307 CA-90-Z091	0	0	0	0	0	0	0	0	0	0	0	\$0
75470001 FRA-PRIIA	9,920	9,920	0	0	0	0	0	0	0	0	0	\$9,920
STATE:												
85090001 TCRP	0	0	4,052	4,052	0	0	0	0	0	0	0	\$4,052
85170001 TIRCP	0	0	0	0	10,167	10,167	51,816	51,816	0	0	0	\$61,983
LOCAL:												
91000100 TransNet-MC	5,718	5,718	324	324	0	23,288	23,287	14,732	14,732	380	380	\$44,611
91000100 TransNet-MC AC	0	0	27,939	27,939	12,055	(49,995)	(49,994)	0	0	0	0	\$0
91030001 City of San Diego	3,032	3,032	6,606	6,606	3,461	5,154	1,701	0	0	0	0	\$13,089
91060001 NCTD	0	0	0	0	0	0	0	0	0	0	0	\$0
TOTAL:	\$45,738	\$45,738	\$61,419	\$51,419	\$60,673	\$52,376	\$26,109	\$26,810	\$14,732	\$380	\$380	\$198,221