

# **SANDAG**

## ***Board of Directors Agenda***

**Friday, February 26, 2021**

**9 a.m.**

**\*\*Teleconference Meeting\*\***

### MEETING ANNOUNCEMENT AMIDST COVID-19 PANDEMIC:

The Board of Directors meeting scheduled for Friday, February 26, 2021, will be conducted virtually in accordance with Governor Newsom's State of Emergency declaration regarding the COVID-19 outbreak, Executive Order N-29-20, and the Guidance for Gatherings issued by the California Department of Public Health. Board Members will primarily participate in the meeting virtually, while practicing social distancing, from individual remote locations.

- To participate via Zoom webinar, click the link to join the meeting: <https://zoom.us/j/99473096989>
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**Public Comments:** Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at [clerk@sandag.org](mailto:clerk@sandag.org) (please reference "February 26 Board Meeting" in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. on Thursday, February 25 will be provided to members prior to the meeting. If you desire to provide a live verbal comment during the meeting, please join the Zoom meeting either by computer or phone.

At the time for public comments, members of the public will be advised to "Raise Hand" if they wish to provide comments. The "Raise Hand" feature can be found on the Zoom toolbar for those who are joining via computer or by entering \*9 for those who joining via telephone only. The Clerk will call on members of the public by name for those joining via a computer and by the last three digits of your telephone number for those joining via telephone. All comments received prior to the close of the meeting will be made part of the meeting record.

# SANDAG

Welcome to SANDAG. Members of the public may speak to the Board of Directors on any item at the time the Board is considering the item. Public speakers are limited to three minutes or less per person. The Board may only take action on any item appearing on the agenda.

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## Message from the Clerk

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

## Mission Statement

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

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# Board of Directors

Friday, February 26, 2021

Item No.		Action
1.	<b>Public Comments/Communications/Member Comments</b>  Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.	
2.	<b>Executive Director's Report</b> <i>Hasan Ikhata, SANDAG</i>  An update on key programs, projects, and agency initiatives will be presented.	Discussion
<b>Consent</b>		
+3.	<b>Approval of Meeting Minutes</b> <i>Francesca Webb, SANDAG</i>  The Board of Directors is asked to approve the minutes from its February 12, 2021, meeting.	Approve
+4.	<b>Policy Advisory Committee Actions</b> <i>Francesca Webb, SANDAG</i>  The Board of Directors is asked to ratify the delegated actions taken by the Policy Advisory Committees.	Approve
+5.	<b>TransNet Regional Transportation Congestion Improvement Program Fee Adjustment*</b> <i>Julie Barajas and Stephanie Guichard, SANDAG</i>  The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,583.82 to \$2,635.50, beginning July 1, 2021.	Approve
+6.	<b>Regional Early Action Planning Funds: Regional Housing Incentive Program</b> <i>Seth Litchney, SANDAG</i>  The Board of Directors is asked to adopt Resolution No. 2021-10, authorizing staff to complete its application submittal processes request to the Department of Housing and Community Development for \$5.1 million as the remainder of the funding allocation under the Regional Early Action Planning program.	Adopt

- |      |  |             |
|------|--|-------------|
| +7.  | <b>Final 2021 Regional Transportation Improvement Program*</b><br><i>Sue Alpert, SANDAG</i><br><br>The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-05, adopting the final 2021 Regional Transportation Improvement Program, including its air quality conformity analysis and draft air quality conformity redetermination of the revenue constrained San Diego Forward: The 2019 Federal Regional Transportation Plan. | Adopt       |
| +8.  | <b>Proposed 2021 Legislative Program</b><br><i>Robyn Wapner, SANDAG</i><br><br>The Executive Committee recommends that the Board of Directors approve the proposed 2021 Legislative Program.   | Approve     |
| +9.  | <b>Quarterly Finance Report and Update on Financial Markets – Through December 31, 2020*</b><br><i>Andre Douzajian and Ray Major, SANDAG</i><br><br>This report provides an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the <i>TransNet</i> Program.  | Information |
| +10. | <b>Progress Report on Major Transportation Projects – Through December 2020</b><br><i>Michelle Smith, SANDAG</i><br><br>This progress report provides an update on the status of major SANDAG and Caltrans projects and programs in the San Diego region.  | Information |
| +11. | <b>Executive Director Delegated Actions*</b><br><i>Kimberly Monasi, SANDAG</i><br><br>In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Executive Director since the last Board meeting.   | Information |
| +12. | <b>Meetings and Events Attended on Behalf of SANDAG</b><br><i>Francesca Webb, SANDAG</i><br><br>Board members will provide brief reports on external meetings and events attended on behalf of SANDAG.   | Information |

## Reports

- |             |   |             |
|-------------|---|-------------|
| <b>+13.</b> | <b>SANDAG Disadvantaged Business Enterprise and Workforce Utilization Program Update</b><br><i>Elaine Richardson, SANDAG</i><br><br>An update on the SANDAG Disadvantaged Business Enterprise and Small Business programs, including progress toward meeting the Triennial Disadvantaged Business Enterprise Goal, will be presented.   | Information |
| <b>+14.</b> | <b>Equal Employment Opportunity Program</b><br><i>Rachel Nycholat, SANDAG</i><br><br>In accordance with SANDAG Board Policy No. 007, this report summarizes employment results for FY 2020 and reviews Equal Employment Opportunity Program goals for the upcoming year.  | Information |
| <b>15.</b>  | <b>Regional Economic Update*</b><br><i>Ray Major, SANDAG</i><br><br>An update on the regional economy, including revenue forecasts and estimates, will be presented.  | Information |
| <b>+16.</b> | <b>FY 2021 Revision and FY 2022 to FY 2026 <i>TransNet</i> Program and Transit-Related Revenues*</b><br><i>Ariana zur Nieden and Stephanie Guichard, SANDAG</i><br><br>The Board of Directors is asked to approve the FY 2021 apportionment revision and FY 2022 to FY 2026 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and <i>TransNet</i> funds.   | Approve     |
| <b>+17.</b> | <b>Quarterly FY 2021 Program Budget Update: Proposed Budget Amendment*</b><br><i>Andre Douzdjian, SANDAG</i><br><br>The Board of Directors is asked to approve: <ol style="list-style-type: none"> <li>1. an amendment to the FY 2021 Program Budget for a 2% compensation adjustment pool funded by increased Transportation Development Act and <i>TransNet</i> sales tax revenue; and</li> <li>2. the use of up to \$280,000 from the Contingency Reserve Fund for remote work expenses, equipment expenses, and health/safety office supplies due to COVID-19.</li> </ol> | Approve     |
| <b>18.</b>  | <b>Upcoming Meeting</b><br><br>The next Board meeting is scheduled for Friday, March 12, 2021, at 9 a.m.  | Information |
| <b>19.</b>  | <b>Adjournment</b>  |             |

+ 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

## February 12, 2021, Board of Directors Meeting Minutes

Chair Catherine Blakespear (Encinitas) called the meeting of the Board of Directors to order at 9:08 a.m.

Action: **Approve**

The Board of Directors is asked to approve the minutes from its February 12, 2021, meeting.

### 1. Public Comments/Communications/Member Comments

Miguel Aguirre, member of the public, spoke regarding transit concerns in San Ysidro.

Mayor Mary Salas, City of Chula Vista, noted the completion of the 3rd Avenue Streetscape project and thanked SANDAG staff for their contributions to the project and ribbon cutting.

The Board of Directors adjourned to Closed Session at 9:16 a.m.

### 15. Closed Session: Conference with Legal Counsel – Potential Initiation of Litigation Pursuant to Government Code Sections 54956.9(d)(4) (One Potential Case)\*

\*This item was taken out of order.

The Board of Directors met in Closed Session on Item 15 and was briefed on the potential initiation of litigation. There was no reportable action.

### 16. Closed Session: Conference with Legal Counsel – Existing Litigation (San Diego Association of Governments v. 8650 Via La Jolla Inc. et al., San Diego Superior Court Case No. 37-2017-00039831-CU-EI-CTL) and Conference with Real Property Negotiators (Assessor Parcel Numbers 344-280-08, 344-280-19, and 344-280-20, Property Located at 8650 Villa La Jolla Drive, San Diego, California) Pursuant to Government Code Sections 54956(D)(1) and 54956.8\*

\*This item was taken out of order.

The Board of Directors met in Closed Session on Item 16 and were briefed on price and terms of a proposed settlement of litigation with Ulta Salon, Cosmetics, and Fragrance, LLC. to acquire real property for the Mid-Coast Corridor Transit Project.

Action: Upon a motion by Vice Chair Gloria, and a second by Chair Blakespear, the Board voted to authorize a total settlement of \$705,000 to resolve the referenced litigation.

Yes: Chair Blakespear, Vice Chair Todd Gloria (City of San Diego), Mayor Matt Hall (City of Carlsbad), Mayor Salas, Mayor Richard Bailey (City of Coronado), Supervisor Terra Lawson-Remer (County of San Diego), Mayor Terry Gaasterland (City of Del Mar), Mayor Bill Wells (City of El Cajon), Mayor Paul McNamara (City of Escondido), Councilmember Jack Shu (City of La Mesa), Mayor Vasquez, Mayor Sotelo-Solis, Councilmember Christopher Rodriguez (City of Oceanside), Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Mayor Lesa Heebner (City of Solana Beach), and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: City of Imperial Beach.

**17. Closed Session: Conference with Legal Counsel – Existing Litigation Pursuant to Government Code Section 54956.9(D)(1) – Cities of Coronado, Imperial Beach, Lemon Grove, and Solana Beach v. SANDAG (San Diego Superior Court Case No. 37-2020-00033974-CU-MC-CTL)\***

\*This item was taken out of order.

No Closed Session briefing or discussion occurred on Item No. 17.

Chair Blakespear reconvened the Open Session at 9:51 a.m. General Counsel John Kirk reported out the actions taken in closed session.

**2. Policy Advisory Committee Chair's Report**

None.

**3. Executive Director's Report**

Executive Director Hasan Ikhrata presented an update on key programs, projects, and agency initiatives, including the unveiling of NCTD's new locomotives, Border Master Plan updates, a presentation given to the National Association of Regional Councils, the Affordable Housing and Sustainable Communities Grant Program, and the Mid-Coast Trolley extension.

**Consent**

**4. Approval of Meeting Minutes (Approve)**

The Board of Directors was asked to approve the minutes from its January 22, 2021, meeting.

**5. Policy Advisory Committee Actions (Approve)**

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

**7. Appointment of Policy Advisory Committee Members and Designation of Transit Representatives to the Board of Directors Program (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 transit representatives for the purpose of meeting federal requirements.

**8. Executive Director Delegated Actions (Information)**

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

Action: Upon a motion by Mayor Racquel Vasquez (Lemon Grove), and a second by Mayor Alejandra Sotelo-Solis (City of National City), the Board of Directors voted to approve Consent Item Nos. 4, 5, 7, and 8.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Mayor Hall, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor Wells, Mayor McNamara, Councilmember Shu, Mayor Vasquez, Mayor Sotelo-Solis, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Imperial Beach.

## **6. Proposed FY 2021 Program Budget Amendment: Otay Mesa East Port of Entry (Approve)\***

\*This item was pulled from consent and presented out of order.

Mario Orso, Caltrans, presented the item.

Action: Upon a motion by Mayor Sotelo-Solis, and a second by Mayor Salas, the Board of Directors voted on the Transportation Committee recommendation to approve an amendment to the FY 2021 Program Budget, accepting \$42.52 million of state Trade Corridor Enhancement Program funds and transferring \$2.6 million from the existing State Route 11 (SR 11) and Otay Mesa Port of Entry: Segment 2A and SR 905/125/11 Connectors and SR 125/905 Southbound to Westbound Connector projects (Capital Improvement Program Nos. 1201103 and 1390506) to the SR 11 and Otay Mesa East Port of Entry project (Capital Improvement Program No. 1201101).

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Mayor Hall, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor Wells, Mayor McNamara, Councilmember Shu, Mayor Vasquez, Mayor Sotelo-Solis, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Imperial Beach

## **Chair's Reports**

### **9. Review of Proposed Amendments to Bylaws and Board Policies: Second Vice Chair and Leadership Election Schedule (Adopt)**

Deputy General Counsel Amberlynn Deaton presented the item.

Gretchen Newsom, member of the public, expressed her support for the Bylaw amendments and reinstatement of the second Vice Chair position.

Action: Upon a motion by Vice Chair Gloria, and a second by Mayor Salas, the Board of Directors voted to adopt the proposed amendments to the Bylaws and Board Policies related to reinstating the Second Vice Chair position and the Board leadership election schedule.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Mayor Hall, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Ed Spriggs (City of Imperial Beach), Councilmember Shu, Mayor Vasquez, Mayor Sotelo-Solis, and Mayor Heebner.

No: Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: None.

### **10. Election of 2021–2022 SANDAG Board Second Vice Chair (Approve)**

Chair Blakespear introduced the item.

Former San Diego City Council President Georgette Gomez expressed her support for Mayor Sotelo-Solis for the Second Vice Chair position.

Gretchen Newsom, member of the public, expressed her support for Mayor Sotelo-Solis for the Second Vice Chair Position.

Chair Blakespear opened the floor for nominations. Mayor Salas nominated Mayor Sotelo-Solis for the Second Vice Chair position.



Councilmember Rodriguez nominated Mayor Jones for the Second Vice Chair position.

Action: Councilmember Rodriguez made a motion, seconded by Mayor Hall, to elect Mayor Jones as the SANDAG Board Second Vice Chair for the 2021–2022 term.

Upon a substitute motion by Councilmember Shu, and a second by Mayor Heebner, the Board voted to elect Mayor Sotelo-Solis as the SANDAG Board Second Vice Chair for the 2021–2022 term.

The substitute motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Mayor Salas, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Spriggs, Councilmember Shu, Mayor Vasquez, Mayor Sotelo-Solis, and Mayor Heebner.

No: Mayor Hall, Mayor Bailey, Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: None.

#### **11. SANDAG Audit Policy Advisory Committee: Appointment of Board Members (Approve)**

Chair Blakespear introduced the item.

Stewart Halpern, Audit Committee public member, spoke regarding Audit Committee service requirements and thanked Mayor Wells for his efforts on the Committee.

Action: Upon a motion by Vice Chair Gloria and a second by Second Vice Chair Sotelo-Solis, the Board of Directors voted to approve the Board members of the SANDAG Audit Policy Advisory Committee as recommended by the SANDAG Chair, and to waive the three-year service requirement as it pertains to Councilmember Musgrove's appointment.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Vice Chair Sotelo-Solis, Mayor Hall, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Spriggs, Councilmember Shu, Mayor Vasquez, and Mayor Heebner.

No: Mayor Wells, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, and Mayor Ritter.

Abstain: None.

Absent: None.

### **Reports**

#### **12. *TransNet* Program: Financial Strategies (Adopt)**

##### **12A. *TransNet* Proposed 2021 Bond Issuance: Refunding and New Debt**

##### **+12B. *TransNet* Proposed 2021 Short-Term Notes Refunding**

André Douzjian, Peter Shellenberger, Victor Hsu, Devin Brennan, and Russ Trice presented the item.

Action: Upon a motion by Mayor Vaus and a second by Second Vice Chair Sotelo-Solis, the Board voted to approve the Transportation Committee's recommendation that the Board of Directors, acting as the Regional Transportation Commission (RTC), adopt RTC Resolution No. RTC-2021-03, authorizing up to \$175 million of refunding certain outstanding bonds and the issuance of up to \$100 million of fixed-rate bonds, and the execution and distribution of the documents.

The Board also voted to approve the Transportation Committee's recommendation that the Board of Directors, acting as the RTC, adopt RTC Resolution No. RTC-2021-04, authorizing up to \$537.5 million of refunding notes, and the execution and distribution of the documents.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Vice Chair Sotelo-Solis, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Spriggs, Councilmember Shu, Mayor Vasquez, Councilmember Rodriguez, Mayor Vaus, Mayor Jones, Mayor Minto, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of El Cajon.

### **13. SANDAG Commitment to Equity Statement (Approve)**

Mayor Vasquez introduced the item.

Craig Jones, Social Equity Working Group member, thanked staff and the Commitment to Equity Statement Subcommittee for their efforts, and expressed support for the framework to come.

Action: Upon a motion by Mayor Vasquez, and a second by Councilmember Rodriguez, the Board voted to approve the Commitment to Equity Statement Ad Hoc Subcommittee recommendation that the Board of Directors approve the SANDAG Commitment to Equity Statement.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Vice Chair Sotelo-Solis, Mayor Hall, Mayor Salas, Supervisor Lawson-Remer, Mayor Gaasterland, Mayor McNamara, Councilmember Spriggs, Councilmember Shu, Mayor Vasquez, Councilmember Rodriguez, Mayor Jones, Mayor Heebner, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Coronado, City of El Cajon, and City of Poway.

### **14. 2021 Regional Plan: Moving from the Vision to the Plan (Discussion)**

Director of Regional Planning Coleen Clementson and Chief Data and Analytics Officer and Chief Economist Ray Major presented an overview of the development process for the 2021 Regional Plan, initial performance results, key planning assumptions, and milestones for this year.

David Grubb, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Bee Mittermiller, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Noah Harris, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Nicole Burgess, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Gretchen Newsom, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Karl Aldinger, Quality of Life Coalition, spoke regarding desired outcomes for the 2021 Regional Plan.

Miguel Aguirre, member of the public, thanked staff and expressed support for the plan and equity efforts.

Flavio Oliverre, member of the public, spoke regarding economic equity in regional and border transportation planning.

### **18. Continued Public Comments**

None.

#### **19. Upcoming Meetings**

The next Board of Directors meeting is scheduled for February 26, 2021, at 9 a.m.

#### **20. Adjournment**

Chair Blakespear adjourned the meeting at 12:22 p.m.

## Confirmed Attendance at Board of Directors Meeting

Board of Directors	Title	Name	Attend Virtually
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Chair	Catherine Blakespear (Primary)	Yes
City of Escondido	Mayor	Paul McNamara (Primary)	Yes
City of Imperial Beach	Mayor	Ed Spriggs (1st Alt)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Mayor	Racquel Vasquez (Primary)	Yes
City of National City	Mayor	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Mayor	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Jennifer Campbell (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Mayor	Lesa Heebner (Primary)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	No
North County Transit District	NCTD Chair	Tony Kranz (Primary)	Yes
Imperial County	Supervisor	Sup. Jesus Escobar (Primary)	No
U.S. Department of Defense		Joe Stuyvesant (Primary)	Yes
Port of San Diego	Commissioner	Garry Bonelli (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	Yes
San Diego County Regional Airport Authority		Johanna Schiavoni (Primary)	Yes
Mexico	Consul General	Natalia Figueroa (Alternate)	Yes
SCTCA	Chairman	Cody Martinez	Yes

## Policy Advisory Committee Actions

### Overview

[SANDAG Board Policy No. 001: Allocation of Responsibilities](#) delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to Board ratification. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

### Action: **Approve**

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

### Executive Committee: February 12, 2021

Approved the draft agendas for the February 26, 2021, and March 12, 2021, Board of Directors meetings.

### *Hasan Ikhata, Executive Director*

Key Staff Contact: Francesca Webb, (619) 699-1985, francesca.webb@sandag.org

## **TransNet Regional Transportation Congestion Improvement Program Fee Adjustment**

### **Overview**

The [TransNet Extension Ordinance](#) requires the 18 cities in the San Diego region and the County of San Diego to collect a Regional Transportation Congestion Improvement Program (RTCIP) fee from the private sector for each new housing unit constructed in its jurisdiction, with certain exceptions, including low income residential units and accessory dwelling units.

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

### **Key Considerations**

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

Based on an analysis of construction cost trends and relevant indices, staff recommends a 2% fee adjustment to the RTCIP, raising the minimum RTCIP fee from \$2,583.82 to \$2,635.50 beginning July 1, 2021 (Attachment 1).

### **Next Steps**

In accordance with *TransNet* Extension Ordinance provisions,<sup>1</sup> each jurisdiction's RTCIP funding program must be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year to remain eligible for *TransNet* local street and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 14, 2021, ITOC meeting.

### **Hasan Ikhata, Executive Director**

Key Staff Contacts: Ariana zur Nieden, (619) 699-6961, [ariana.zurnieden@sandag.org](mailto:ariana.zurnieden@sandag.org)  
Stephanie Guichard, (619) 699-6977, [stephanie.guichard@sandag.org](mailto:stephanie.guichard@sandag.org)

Attachment: 1. Discussion Memo

### **Action: Approve**

The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from \$2,583.82 to \$2,635.50, beginning July 1, 2021.

### **Fiscal Impact:**

The Regional Transportation Congestion Improvement Program fee would increase from \$2,583.82 to \$2,635.50 beginning July 1, 2021.

### **Schedule/Scope Impact:**

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

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

# Discussion Memo

## Background

The *TransNet* Extension Ordinance requires the 18 cities and the County of San Diego to collect a fee from the private sector for each new housing unit<sup>1</sup> constructed in that jurisdiction for contribution to the Regional Transportation Congestion Improvement Program (RTCIP). RTCIP revenue is required to be used to construct improvements on the Regional Arterial System, such as new or widened arterials, traffic signal coordination and other traffic improvements, freeway interchange and related freeway improvements, railroad grade separations, and improvements required for express bus and rail transit.

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

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

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

## Analysis of Construction Cost Indices

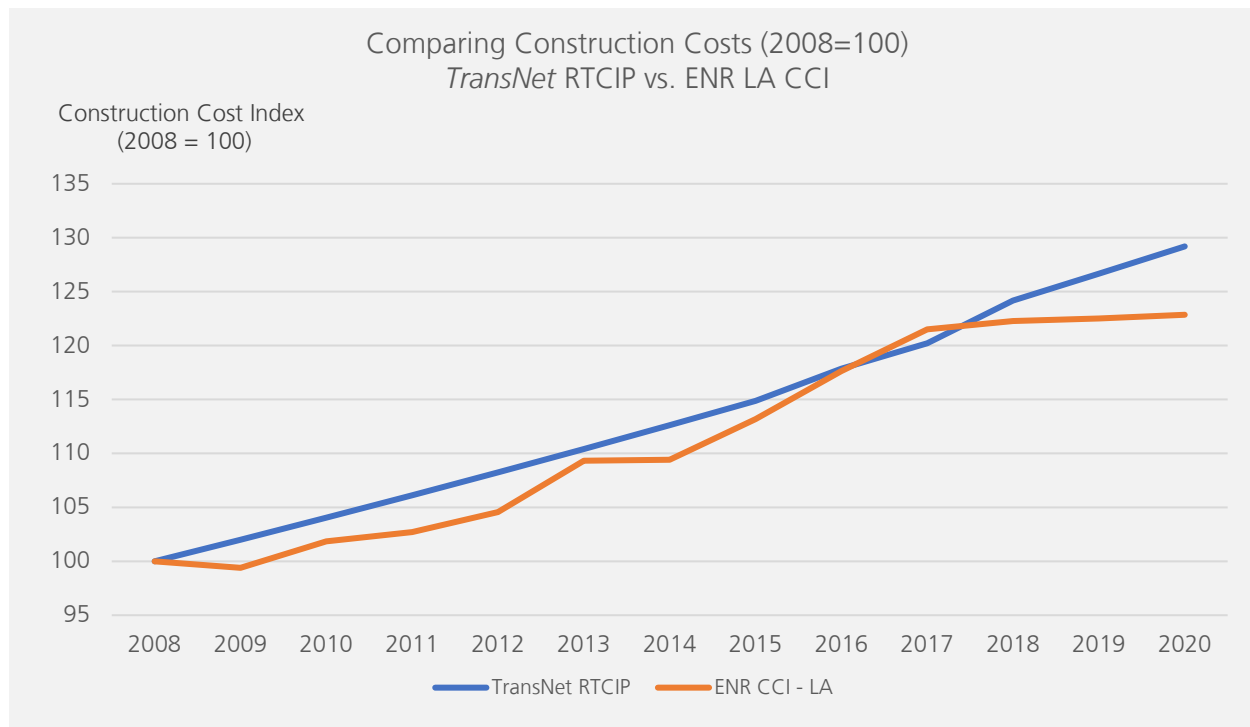
SANDAG staff evaluated changes recorded in the ENR Los Angeles CCI, which is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. Los Angeles reflects construction cost trends similar to those in San Diego. During the period that covers December 2019 to December 2020 (latest available data), the ENR Los Angeles CCI increased by only 0.3%, the slowest in the 20 cities covered by the ENR. The ENR National CCI grew by 2.1% over the same period.

As costs indices show some volatility, it is important to focus on the longer-term picture from 2008, when the RTCIP was first instituted, when considering the required annual adjustment.

The cumulative growth of the RTCIP has been 29.2%, with the ENR Los Angeles CCI seeing a 22.9% growth over the same period. The chart below shows how the RTCIP and the ENR Los Angeles CCI have evolved over time. It shows that by maintaining the annual adjustment at the minimum 2% increase required, the RTCIP has kept pace with inflation and retained its purchasing power.

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



Construction was negatively affected by the COVID-19 related recession. Costs are expected to increase as the recovery strengthens in the second half of 2021.

The Ordinance requires SANDAG to adjust the RTCIP fee amount each year and states that in no event shall the adjustment be less than 2% per year or more than the percentage increase set forth in the Engineering Construction Cost Index (CCI) published by the Engineering News Record (ENR), or a similar CCI. In the current situation when the most recent available data shows LA CCI increased well below 2% and the national average close to 2%, staff recommends the RTCIP be adjusted only by the required minimum of 2% in 2021. Even if CCI inflation was to accelerate from its current low pace, this 2% increase is anticipated to be enough to ensure that the RTCIP fee maintains its purchasing power to complete necessary transportation improvements.

Staff will also continue monitoring the performance of the economy, and the construction cost indices. If global economic growth strengthens more than expected in 2021, putting pressure on commodity prices, and labor costs, it could result in high CCI increases, potentially leading to an increase larger than the minimum 2% RTCIP increase for 2022.



## Regional Early Action Planning Funds: Regional Housing Incentive Program

### Overview

In July 2019, the state Legislature passed Assembly Bill 101, establishing the Local Government Planning Support Grant Program to provide regional governments with one-time state funding for planning activities to enable jurisdictions to meet the sixth cycle of the Regional Housing Needs Assessment (RHNA). Grant funding is allocated using a population-based formula. SANDAG is eligible to receive \$6.8 million through the program and the California Department of Housing and Community Development (HCD) is responsible for administering the program.

In October 2019, HCD released an application allowing regions to request up to 25% of their funding. The advance funds are intended to help regions develop a program and accelerate preparation of the application requirements to request the remaining 75% of the grant funds.

### Key Considerations

After receiving approval from the Board of Directors in January 2020, SANDAG applied for and received 25% of its funds (\$1.7 million) from HCD. In the application, SANDAG committed to doing the following:

- Perform outreach and develop a needs assessment identifying challenges facing local governments in achieving housing productions goals, including funding, data collection, and reporting
- Develop a Regional Housing Incentive Program to fund local governments planning actions to streamline housing development
- Develop a housing grant clearinghouse to increase the amount of state and federal grants acquired in the region
- Develop a housing policy outlining SANDAG's role in increasing housing development in the region and meeting the goals of RHNA

SANDAG will take several factors into consideration to ensure the program meets the goals of the Regional Plan. The program should address climate change and resilience, consistency with the transportation improvements included in the Regional Plan, and alignment with other SANDAG grant programs like the Smart Growth Incentive Grant Program and Active Transportation Grant Program. Additionally, SANDAG staff will coordinate with Social Equity Working Group and other interested stakeholders to ensure the housing program promotes equity and addresses issues like gentrification and displacement in historically underserved and disadvantaged communities.

### Action: **Adopt**

The Board of Directors is asked to adopt Resolution No. 2021-10, authorizing staff to complete its application submittal processes request to the Department of Housing and Community Development for \$5.1 million as the remainder of the funding allocation under the Regional Early Action Planning program.

### Fiscal Impact:

The \$5.1 million of state funds will be included in the FY 2022 Proposed Draft Program Budget to be presented to the Board of Directors at the March 26, 2021, meeting.

### Schedule/Scope Impact:

This resolution would allow SANDAG to apply for and accept state funds to develop a housing incentive program. SANDAG is required to spend all of its funds by December 2023.

SANDAG staff has begun its outreach efforts by conducting interviews with local government planning staff and has begun the procurement of a consultant to assist with each task. Once the consultant is engaged, SANDAG staff will complete the outreach process, prepare a needs assessment, and begin developing the Regional Housing Incentive Program. The Regional Planning Technical Working Group (consisting of the planning directors from each jurisdiction), the Social Equity Working Group, and the Regional Planning Committee will be asked to provide additional input throughout the process. Additional information regarding the program will be brought to the Board as it undergoes development.

### **Next Steps**

Upon adoption of Resolution No. 2021-10, SANDAG will complete its application submittal process to HCD requesting \$5.1 million to continue developing a regional housing incentive program. HCD has 30 days to review the application and award the funds to SANDAG. These funds will be included in the FY 2022 Proposed Draft Program Budget that will be presented to the Board on March 26, 2021.

### ***Coleen Clementson, Director of Regional Planning***

Key Staff Contact: Seth Litchney, (619) 699-1943, [seth.litchney@sandag.org](mailto:seth.litchney@sandag.org)

Attachment: 1. Resolution No. 2021-10: A Resolution Authorizing a Request for, and Acceptance of, a Local Government Planning Support Grant from the Department of Housing and Community Development



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## **Resolution No. 2021-10**

# **A Resolution Authorizing a Request for, and Acceptance of, a Local Government Planning Support Grant from the Department of Housing and Community Development**

WHEREAS, the State of California (the "State"), Department of Housing and Community Development ("Department") is authorized to provide up to \$125,000,000 under the Regional Early Action Planning grant program (REAP), the regional component of the Local Government Planning Support Grants Program (LGPSGP), to councils of governments and other regional entities (as described in Health and Safety Code section 50515.02); and

WHEREAS, the Department issued a Notice and Opportunity for Funding Allocation Application (NOFA) on February 18, 2020 for distribution of funding under REAP; and

WHEREAS, maximum award amounts for REAP are based on population estimates and SANDAG, as the council of government for the San Diego region, is eligible to receive a maximum award amount of \$6,851,680; and

WHEREAS, councils of governments were eligible to apply for up to 25 percent of the maximum award amount in advance of submitting a full application in response to the NOFA; and

WHEREAS, SANDAG submitted an advance application on January 13, 2020, and received \$1,707,945.75 to provide local jurisdictions with technical assistance and support planning to accelerate housing production; and

WHEREAS, SANDAG is eligible to apply for an allocation of the remaining funding in the amount of \$5,143,734.25 pursuant to Health and Safety Code section 50515.02(a) to develop and accelerate the implementation of the requirements contained in SANDAG's application pursuant to Health and Safety Code section 50515.02(d)(1) including the development of an education and outreach strategy related to the sixth cycle regional housing need allocation; and

WHEREAS, the Department shall approve the allocation request, subject to the terms and conditions of eligibility, the NOFA which includes the guidelines and LGPSGP requirements, and the Standard Agreement by and between the Department and SANDAG; NOW THEREFORE

### **BE IT RESOLVED THAT:**

1. The SANDAG Board of Directors hereby authorizes and directs the SANDAG Executive Director pursuant to Health and Safety Code section 50515.02(a) to request an allocation pursuant to the Department's calculation in accordance with the population estimates consistent with the methodology described in subdivision (a) of Section 50515.03. Each council of governments or other regional entity may, in consultation with the Department and consistent with program requirements, determine the appropriate use of funds or suballocations within its boundaries to appropriately address its unique housing and planning priorities.

2. The Executive Director is authorized to execute the Allocation Application, on behalf of SANDAG, as required by the Department for receipt of LGPSGP funds by submitting the following information:
  - (a) An allocation budget for the funds provided pursuant to this section.
  - (b) The amounts retained by SANDAG, and any suballocations to jurisdictions.
  - (c) An explanation of how proposed uses will increase housing planning and facilitate local housing production.
  - (d) Identification of current best practices at the regional and statewide level that promote sufficient supply of housing affordable to all income levels, and a strategy for increasing adoption of these practices at the regional level, where viable.
  - (e) An education and outreach strategy to inform local agencies of the need and benefits of taking early action related to the sixth cycle regional housing need allocation.
3. When SANDAG receives its allocation of LGPSGP funds in the authorized maximum amount of \$5,143,734.25 from the Department pursuant to the above referenced Allocation Application, it represents and certifies that it will use all such funds only for eligible activities as set forth in Health and Safety Code section 50515.02(e), as approved by the Department and in accordance with all LGPSGP requirements, NOFA guidelines, all applicable state and federal statutes, rules, regulations, and the Standard Agreement executed by and between SANDAG and the Department.
4. The Executive Director is authorized to enter into, execute and deliver a State of California Standard Agreement for the maximum amount of \$5,143,734.25, and any and all other documents required or deemed necessary or appropriate to evidence and secure the LGPSGP allocation, SANDAG's obligations related thereto and all amendments the Department deems necessary and in accordance with LGPSGP.

PASSED AND ADOPTED this 26th of February 2021.

Attest:

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Chair

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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, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

## Final 2021 Regional Transportation Improvement Program

### Overview

SANDAG, serving as the region's Metropolitan Planning Organization, is required by state and federal law to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the *TransNet* Program of Projects.

SANDAG updates the RTIP every two years. The current 2018 RTIP, adopted by the Board of Directors on September 28, 2018, covers the five-year period FY 2019 through FY 2023.

This 2021 RTIP, covering the period FY 2021 through FY 2025, is a \$17 billion program which implements projects included in San Diego Forward: The 2019 Federal Regional Plan (2019 Federal RTP) and the 2015 Sustainable Communities Strategy, and includes funds programmed on projects in prior years. Total funds programmed during the five-year period of FY 2021 through FY 2025 is \$5.8 billion.

### Key Considerations

Federal and state regulations identify the process and required content of the RTIP. Attachment 2 details the federal requirements and how the proposed final 2021 RTIP meets those requirements. In general, the RTIP must include all major projects receiving certain categories of federal or state transportation funding, projects needing federal project approval, and/or projects identified as being regionally significant.

The RTIP is a comprehensive listing of federal, state, and *TransNet* funded or regionally significant projects expected to be implemented between FY 2021 through FY 2025. The tables illustrate the source and amount of each fund type as well as the year and project phase for which the funding is planned. The tables with detailed funding for all projects included in the 2021 RTIP can be found at [sandag.org/transportation/Board/February 26, 2021](https://sandag.org/transportation/Board/February%2026,%202021), while the proposed final RTIP document is included in its entirety on the SANDAG website at [sandag.org/2021RTIP](https://sandag.org/2021RTIP).

Attachment 3 provides a summary of the projects included in the 2021 RTIP by categories to help understand how the region is investing available funds for the next five years. This table has been organized by corridor to align with our regional vision and investments are shown by source of funds – federal, state, *TransNet*, and local. As these include the funds programmed in this five-year RTIP and in prior years, we have added a column to indicate how much is included in FY 2021 through FY 2025. In addition, Attachment 4 provides two charts that illustrates how funds are being invested per transportation mode including highway, multi-modal, transit, bike/pedestrian, and maintenance.

### Action: **Adopt**

The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Regional Transportation Commission (RTC) Resolution No. RTC-2021-05, adopting the final 2021 Regional Transportation Improvement Program, including its air quality conformity analysis and draft air quality conformity redetermination of the revenue constrained San Diego Forward: The 2019 Federal Regional Transportation Plan.

### Fiscal Impact:

The 2021 Regional Transportation Improvement Program is a \$17 billion program that implements the projects in San Diego Forward: The 2019 Federal Regional Transportation Plan. Total programming for the five-year period of FY 2021 through FY 2025 is \$5.8 billion.

### Schedule/Scope Impact:

Federal approval of the 2021 RTIP is expected on April 16, 2021.

The draft 2021 RTIP was released for a 30-day public comment period by the Board on December 18, 2020, ending on January 18, 2021, and a public hearing was held at the February 5, 2021, Transportation Committee meeting. Public comments and the responses provided are included in the 2021 RTIP in Appendix J and in this report as Attachment 5. Changes made to the RTIP and projects as a result of public comments or at the request of member agencies are detailed in Attachment 6.

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in the project scope for existing programmed projects<sup>1</sup>.

The quantitative emissions analyses for the 2021 RTIP and for the conformity redetermination for the Regional Plan have been completed, and the results indicate that they meet the air quality conformity requirements (Attachment 7). The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity assessment at its November 4, 2020, meeting and their comments were incorporated into the document. The CWG will continue to provide comments throughout the RTIP process.

The Independent Taxpayer Oversight Committee reviewed the draft 2021 RTIP at its meeting on December 9, 2020, and the proposed final 2021 RTIP on February 10, 2021, focusing its review on the *TransNet* Program of Projects, including compliance with the Ordinance and requirements of [SANDAG Board Policy No. 031](#) and had no comments.

## **Next Steps**

Pending adoption by the Board of Directors, *TransNet* funds in the final 2021 RTIP will be available for local agencies. The 2021 RTIP will be submitted to the state for incorporation in the 2021 Federal Statewide Transportation Improvement Program for statewide public review. Federal approval is expected on April 16, 2021, making federal funds available for obligation.

## ***Hasan Ikhata, Executive Director***

Key Staff Contact: Sue Alpert, (619) 595-5318, [sue.alpert@sandag.org](mailto:sue.alpert@sandag.org)

Attachments:

1. Resolution No. RTC-2021-05: Adopting the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination
2. 2021 RTIP Federal Requirements Analysis
3. 2021 RTIP Program Summary Report
4. 2021 RTIP Projects by Mode
5. Public Comments and Responses on Draft 2021 RTIP
6. Changes between Draft and Final 2021 RTIP
7. Chapter 5 – Air Quality Conformity Analysis

*The full report in electronic format can be downloaded at  
[sandag.org/2021RTIP](https://sandag.org/2021RTIP)*

*Hard copies of the report are available by contacting the Public Information  
Office at (619) 699-1950 or [pio@sandag.org](mailto:pio@sandag.org)*

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<sup>1</sup> Project PORT03, the Tenth Avenue Marine Terminal (TAMT) Beyond Compliance Environmental Enhancement Project, and project SDAA01, The Airport Development Plan, are included in the draft 2021 RTIP for programming purposes only and are not included in the air quality conformity determination for SANDAG since SANDAG is solely responsible for Transportation Conformity (on road motor vehicles). The emissions are accounted for in the State Implementation Plan.



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**Regional Transportation Commission**  
**Resolution No. 2021-05**

## **Adopting the 2021 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination**

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO and the RTPA for the San Diego region; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2021 RTIP, including an updated *TransNet* Program of Projects (POP) for the San Diego region; and

WHEREAS, the 2021 RTIP has been found to be in conformance with the San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP), the 2016 Regional Air Quality Strategy (RAQS), all applicable State Implementation Plans (SIPs), the California Transportation Commission adopted 2020 State Transportation Improvement Program, Fixing America's Surface Transportation Act and the *TransNet* Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2021 RTIP projects have been developed from the Revenue Constrained 2019 Federal RTP and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for requisite performance measures; and

WHEREAS, the 2021 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2021 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from both the 2008 Eight-Hour Ozone Attainment Plan for San Diego County which were found adequate for transportation conformity purposes by U.S. EPA December 2017 and the 2015 Ozone National Ambient Air Quality Standard; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2021 RTIP and its air quality conformity determination and the redetermination of the Revenue Constrained 2019 Federal RTP and agencies with funding allocations in the 2021 RTIP have been directed to hold public meetings on their respective projects; and

WHEREAS the public was given a 30 day comment period on the 2021 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community Based Outreach network, which represents a wide variety of minority, low income, disabled, elderly, and limited English proficiency populations; and a public hearing was held at a SANDAG Transportation Committee meeting on February 5, 2021, to present the 2021 RTIP and its air quality conformity determination and the redetermination of conformity of the Revenue Constrained 2019 Federal RTP; and to solicit additional testimony from the public; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, ALSO ACTING AS THE SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION, DOES HEREBY RESOLVE AS FOLLOWS:

That the 2021 RTIP and the Revenue Constrained 2019 Federal RTP, is in conformance with the applicable SIPs for the San Diego region; and

That the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2021 RTIP and its air quality conformity determination; and

That the 2021 RTIP, and the FY 2021 to 2025 *TransNet* POP, have been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and *TransNet* sales tax receipts; and

That the SANDAG Board of Directors, also acting as the RTC, does hereby adopt the 2021 RTIP and its air quality conformity determination, and the redetermination of conformity of the Revenue Constrained 2019 Federal RTP; and

That all regionally significant, capacity increasing projects included in the 2021 RTIP are also included in the Revenue Constrained 2019 Federal RTP; and

That the adoption of the 2021 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2021 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

That the inclusion of any federally funded projects in the 2021 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG; and



That the approval of the 2021 RTIP also constitutes the federal transit “designated recipient” approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 26th of February 2021.

**Ayes**

**Noes**

**Absent**

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**Chair of the Board of Directors  
of the San Diego County Regional  
Transportation Commission**

[Seal]

Attest

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**Secretary of the Board of Directors of the  
San Diego County Regional Transportation  
Commission**

# Federal Requirements Analysis for the Final 2021 RTIP

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## Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations<sup>1</sup> and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations<sup>2</sup> establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and 6) include inter-agency consultation and public involvement.

The Final 2021 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG Board of Directors is asked to make these findings for the Final 2021 RTIP under the required federal tests on February 26, 2021. On April 16, 2021, Federal Highways and the Federal Transit Administration is expected to find that the 2021 RTIP conforms with the provisions of 40 CFR Parts 51 and 93.

### Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the Final 2021 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the Final 2021 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the Final 2021 RTIP are reasonable when considering available funding sources as demonstrated in tables 4-1a through 4-1c.

### Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2021 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2021 RTIP provides information on the projects which support the required federal performance management requirements.

*Finding:* The projects contained within the 2021 RTIP make progress toward achieving the performance targets for safety (PM1) established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features within larger transportation projects.

*Finding:* The projects contained within the 2021 RTIP make progress toward achieving the 2020 and 2022 performance targets for pavement and bridge condition (PM2) through investment in projects with the primary purpose of improving pavement conditions on the National Highway System.

*Finding:* The projects contained within the 2021 RTIP make progress toward achieving the approved performance targets for the system performance, freight, and CMAQ performance measures (PM3) through investment in projects that provide travel choices, promote non-single occupant vehicle travel, reduce excessive delay and pollutant emissions.

*Finding:* The projects contained within the 2021 RTIP make progress toward achieving the 2020 regional performance targets for transit asset management. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

## **Consistency with San Diego Forward: The 2019 Federal Regional Transportation Plan**

*Finding:* The 2021 RTIP is consistent with San Diego Forward: The 2019 Federal Regional Transportation Plan (2019 Federal RTP) adopted on October 25, 2019 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2019 Federal RTP.

## **Regional Emissions Tests**

These findings are based on the regional emissions analysis shown in Table B.9 in Appendix B of the 2019 Federal Regional Transportation Plan which demonstrate conformity for the 2019 Federal RTP and 2021 RTIP for the 2008 and 2015 eight-hour ozone standards.

*Finding:* The regional emissions analyses for the 2021 RTIP are consistent with the emissions analyses for the 2019 Federal RTP.

*Finding:* The 2021 RTIP is in conformance with the applicable State Implementation Plan<sup>3</sup> (SIP).

## **Timely Implementation of Transportation Control Measures Test**

*Finding:* The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and the 2021 RTIP continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

## **Inter-Agency Consultation and Public Involvement Test**

*Finding:* The 2021 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. The 2021 RTIP was posted for a 30-day public comment period from December 18, 2020, through January 18, 2021 and a public hearing was held at the February 5, 2021 Transportation Committee meeting.

*Finding:* The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2021 RTIP. All exempt projects in the Final 2021 RTIP were submitted to the CWG on August 5 and 7, 2020 for its review. Additional projects were submitted on November 4, 2020, and members concurred with the exempt categorizations.

<sup>1</sup> 23 Code of Federal Regulation (CFR) Part 450, subpart C

<sup>2</sup> 40 CFR part 93, subpart A

<sup>3</sup> 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)

**2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**PROGRAM SUMMARY (IN \$000s)**

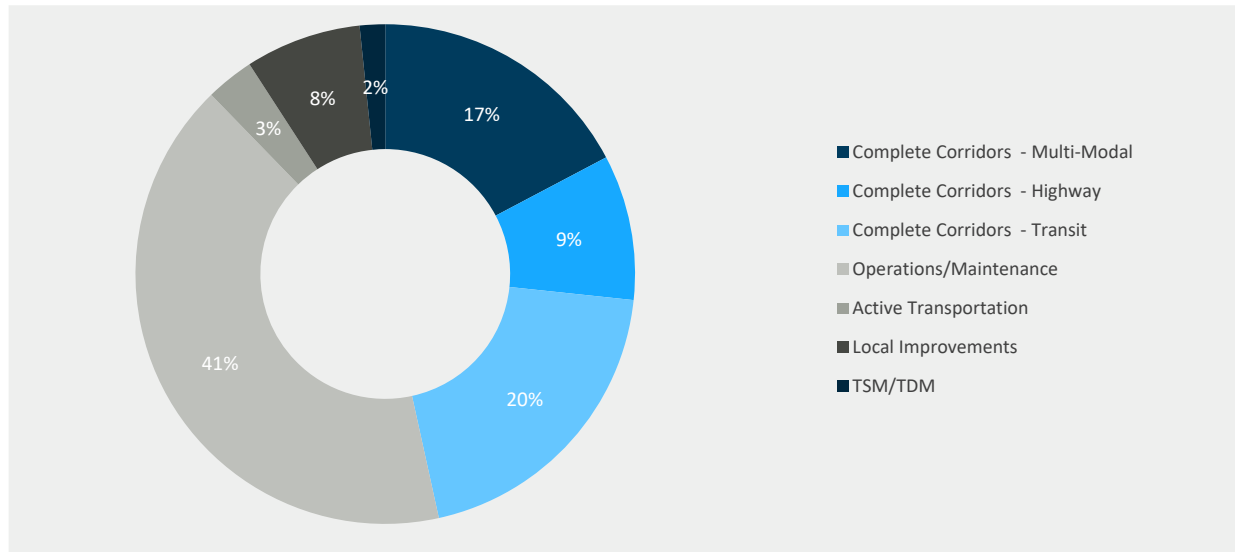
DESCRIPTION	FEDERAL	STATE	TRANSNET	LOCAL/ PRIVATE	TOTAL RTIP (All years incl. Prior)	CURRENT RTIP YEARS (2021-2025)
<b>Corridors</b> Highways, HOV and managed lanes, transit projects						
South Bay to Sorrento *	\$83,692	\$11,376	\$162,451	\$34,259	\$291,778	\$74,624
Coast, Canyons and Trails *	\$1,508	\$3,000	\$5,146	\$6,000	\$15,654	\$13,330
San Vicente *	\$21,900	\$0	\$220	\$0	\$22,120	\$16,120
North County *	\$34,095	\$23,900	\$28,945	\$0	\$86,940	\$74,646
<b>Central Mobility Hub and Connections *</b>	\$70,575	\$0	\$79,032	\$0	\$149,606	\$52,743
<b>I-5 NCC</b>	\$429,567	\$600,320	\$359,655	\$33,527	\$1,423,070	\$257,478
<b>SR 125/Border Access</b>	\$215,649	\$229,268	\$13,318	\$400,356	\$858,591	\$444,181
SR 56	\$16,122	\$0	\$5,826	\$909	\$22,857	\$4,673
I-15	\$3,000	\$6,000	\$6,000	\$0	\$15,000	\$15,000
SR 94	\$29,800	\$35,526	\$21,094	\$2,937	\$89,357	\$44,863
I-8	\$3,000	\$0	\$0	\$0	\$3,000	\$3,000
Airport to Airport	\$3,000	\$0	\$0	\$0	\$3,000	\$3,000
<i>Subtotal Corridors</i>	<i>\$911,907</i>	<i>\$909,390</i>	<i>\$681,687</i>	<i>\$477,988</i>	<i>\$2,980,973</i>	<i>\$1,003,657</i>
<b>Other Corridors and Substantially Completed Projects</b>						
<b>MidCoast Projects</b> <sup>1</sup>	\$1,190,698	\$82,413	\$1,220,961	\$28,193	\$2,522,265	\$528,218
Substantially Completed Projects <sup>2</sup>	\$620,673	\$977,606	\$557,992	\$42,312	\$2,198,583	\$27,567
Airport Development Plan	\$0	\$0	\$0	\$481,662	\$481,662	\$481,662
<i>Subtotal Other Corridors and Substantially Completed Projects</i>	<i>\$1,811,370</i>	<i>\$1,060,019</i>	<i>\$1,778,954</i>	<i>\$552,167</i>	<i>\$5,202,510</i>	<i>\$1,037,447</i>
<b>Operations/Maintenance</b>						
Highway	\$416,396	\$892,495	\$12,918	\$55,854	\$1,377,663	\$1,106,925
Transit (incl. operations/planning/infrastructure/capital)	\$1,750,443	\$572,727	\$946,778	\$1,197,835	\$4,467,783	\$1,331,475
Local Street and Road	\$7,477	\$0	\$327,173	\$85,917	\$420,567	\$174,989
Local EMP Program	\$0	\$0	\$535,164	\$796	\$535,960	\$160,358
<i>Subtotal Operations/Maintenance</i>	<i>\$2,174,315</i>	<i>\$1,465,222</i>	<i>\$1,822,035</i>	<i>\$1,340,401</i>	<i>\$6,801,973</i>	<i>\$2,773,746</i>
<b>Active Transportation</b>						
Bicycle/Pedestrian	\$43,924	\$118,373	\$239,346	\$54,778	\$456,421	\$232,950
Smart Growth	\$0	\$0	\$36,931	\$22,275	\$59,205	\$29,465
<i>Subtotal Active Transportation</i>	<i>\$43,924</i>	<i>\$118,373</i>	<i>\$276,277</i>	<i>\$77,053</i>	<i>\$515,626</i>	<i>\$262,416</i>
<b>Local Improvements</b>						
Street and Road	\$34,377	\$7,336	\$601,504	\$178,079	\$821,296	\$350,483
Regional Arterial System	\$17,232	\$12,500	\$154,475	\$232,940	\$417,146	\$235,041
<i>Subtotal Local Improvements</i>	<i>\$51,609</i>	<i>\$19,836</i>	<i>\$755,979</i>	<i>\$411,019</i>	<i>\$1,238,442</i>	<i>\$585,524</i>
<b>Transportation Systems/Demand Management</b>						
ITS/Traffic Signals	\$9,538	\$38,948	\$115,132	\$31,180	\$194,798	\$73,390
TDM	\$77,696	\$0	\$0	\$0	\$77,696	\$35,000
<i>Subtotal Transportation Systems/Demand Management</i>	<i>\$87,233</i>	<i>\$38,948</i>	<i>\$115,132</i>	<i>\$31,180</i>	<i>\$272,493</i>	<i>\$108,390</i>
<b>GRAND TOTAL</b>	<b>\$5,080,359</b>	<b>\$3,611,789</b>	<b>\$5,430,063</b>	<b>\$2,889,807</b>	<b>\$17,012,017</b>	<b>\$5,771,180</b>

SANDAG FY21 Priority projects are in categories that are shown in **bold** - Del Mar Bluffs, Mid-Coast, Central Mobility Hub, and Otay Mesa East Port of Entry  
Corridors with an asterik are Phase 1 CMCPs

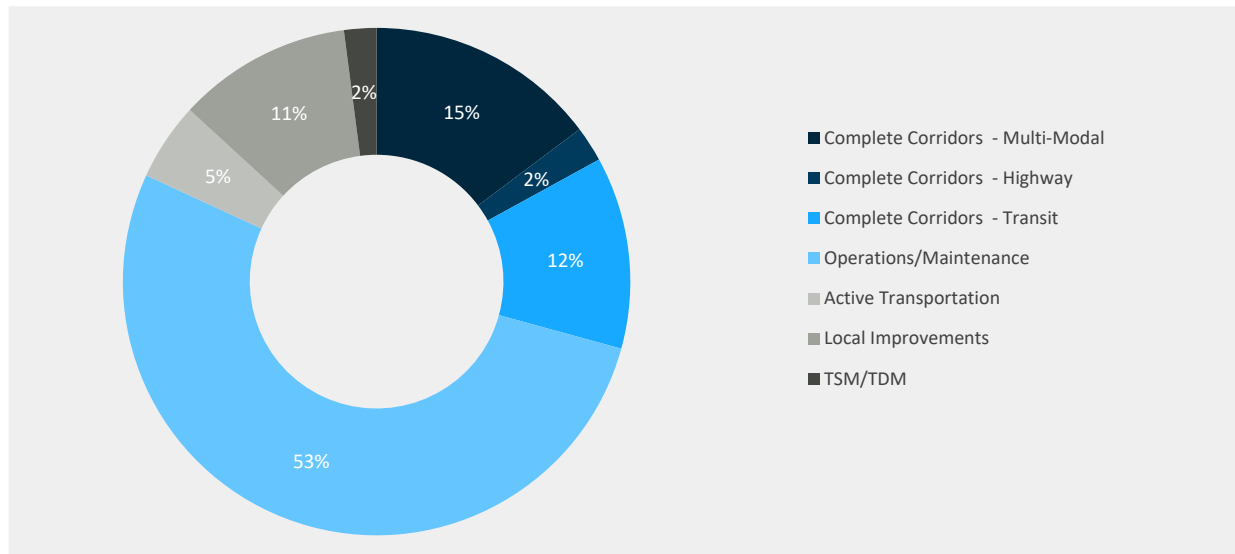
<sup>1</sup> MidCoast Projects include the primary MidCoast project and associated projects - Elvira to Morena, San Diego River Bridge, Gilman, Voigt, & Rose Canyon Bridges

<sup>2</sup> Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment -  
includes SR 52, SR 905, SR 76, I-15 ML, I-805 HOV, Southline Rail Freight, I-5 Genesee, and I-15 BRT

2021 RTIP Program by Mode – All Years Including Prior



2021 RTIP Program by Mode – Current RTIP Years (2021–2025)



## 2021 Regional Transportation Improvement Program (RTIP) Public Comments and Responses on Draft RTIP

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	Caltrans Federal Programming Group	Bagde	Abhijit	Page 2-11 Administrative Modifications: Please update this section to include language "SANDAG received the delegation from Caltrans to approve the administrative modifications for the FSTIP on July 30, 2019".	Text has been updated as requested	1/11/2021	Email
2	Caltrans Federal Programming Group	Bagde	Abhijit	Appendix C, Page C-1: Please update year for the reference document to reflect 2021 RTIP and 2021 FSTIP.	Text has been corrected to reflect 2021 RTIP and 2021 FSTIP	1/11/2021	Email
3	Caltrans Federal Programming Group	Bagde	Abhijit	Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.	The following sentence was added to the Public Participation Section on page 1-9: These efforts also serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.	1/11/2021	Email
4	Caltrans Federal Programming Group	Bagde	Abhijit	Financial Summary: Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.	December 2020 HSIP Listing programmed in final and reflected in Financial Summary.	1/11/2021	Email
5	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: CAL09A: Clarify the intent of programming \$8,000 in FY 2020/21.	This project is in closeout and the funds are reflected in the budget for any closeout expense that may occur. SANDAG policy requires that all TransNet funds in the budget be programmed.	1/11/2021	Email
6	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: CAL09D: 2020 STIP does not program Construction phase with STIP funding in FY 2023/24 as shown below. Please clarify why it is programmed in the FTIP.	This will be corrected	1/11/2021	Email
7	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: CAL105: Highway Safety Improvement Program: Update the programming per information transmitted on December 15, 2020.	December 2020 HSIP Listing programmed in final.	1/11/2021	Email

8	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: SAN80, V20: Clarify if toll credits are being used for FFYs 2023/24 and 2024/25.	Federal funds are removed from SAN80 - no toll credits necessary. Toll Credits are used on all projects in V20 Grouped Project Listing.	1/11/2021	Email
9	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: SAN258: When uploading the project in CTIPS, "CMAQ-Conversion" and "RSTP Conversion" fund type shall be mapped to "CMAQ" and "RSTP" fund types respectively in CTIPS.	CMAQ-Conversion is mapped to CMAQ and RSTP Conversion is mapped to RSTP fund types and are reflected in the financial summary.	1/11/2021	Email
10	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: When uploading projects in CTIPS please map all SB1 sub program fund types to the fund type below	The following SB1 fund types are reported under Road Repair and Accountability Act (SB1): SB1- LPP Comp; SB1 - LPP Formula; SB1 - SGR; SB1 - SRA Commuter; SB1 - TCEP; SB1 - TIRCP	1/11/2021	Email
11	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: SAN262: Clarify if toll credits are used.	The local match for SAN262 is being programmed by MTS on MTS28 as indicated in the footnote.	1/11/2021	Email
12	Caltrans Federal Programming Group	Bagde	Abhijit	Project Listings: SAN07A: Verify planning activities (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP.	The PPM Funds used on SAN07A are used for planning activities only. Regional Federal funds for planning projects are programmed on SAN40 and include a Clean Transportation Study included in OWP 3504000 and a Project Initiation Study for Mobility Hub Implementation included in OWP 3310700.	1/11/2021	Email
13	Circulate San Diego	Calinog	Angeli	Support for inclusion of multi-use paths in the State Route 67 Improvements Project	The letter was forwarded to the project team at Caltrans and the Active Transportation Team at SANDAG.	1/15/2021	Email/Letter
14	City of Poway	De Vries	David	We are in receipt of the attached alternatives provided to us by Caltrans representatives for the State Route 67 Improvements Project (attached). Please note that the City of Poway's General Plan Transportation Element includes a multi-use path on the west side of SR-67 (reference p. 3 <a href="http://docs.poway.org/weblink/0/doc/50446/Electronic.aspx">http://docs.poway.org/weblink/0/doc/50446/Electronic.aspx</a> ). This multi-use path would include a separated two-way bike path and a fenced DG equestrian trail. The multi-use path provides a critical and safe pathway for hikers, bikers, runners, walkers, children, and equestrians. A multi-use path also creates a necessary loop between the City's Iron Mountain trailhead and other destinations (e.g., Mt. Woodson, Lake Poway) which is also a goal within the Transportation Element.	The comment has been provided to the project team and included in the RTIP and PAC and Board reports	1/15/2021	Email

15	City of Poway	De Vries David	State Route 67 is also designated as a scenic roadway by the Poway General Plan. As a part of the General Plan requirements, a 50-foot wide landscape open space easement is required from adjacent property owners from the ultimate right-of-way line along State Route 67 when development is proposed. This easement shall be landscaped and modified as needed to enhance the scenic quality of the area as discussed in the General Plan Transportation Element Policy B – Scenic Roadways. To contribute to the General Plan goals, we would suggest that the right-of-way incorporate design elements consistent with a scenic roadway (e.g., naturalized decorative solid walls, native landscaped medians and shoulders, additional landscape areas and trees where feasible, earthen berms).	The comment has been provided to the project team and included in the RTIP and PAC and Board reports	1/15/2021	Email
16	San Diego Association of Govenrnments	Sanford Sam	Update Appendix H - Performance Management with Transit Safety Target information	Updates Accepted	1/18/2021	SharePoint
17	Various Local Agencies		Updates to projects as requested and detailed in Board Report	Updates Accepted	1/18/2021	ProjectTrak
18	BikeSD	Burgess Nicole	To City of San Diego: There is a line item for Rehabilitation of Bridges, and the last time I looked at the list, the Garnet Avenue Bridge was in the list. And my comment is that with our new vision which I totally appreciate, and the Central Mobility Hub, and our Active Transportation Mobility work. And really, the benefits of active transportation is extremely valuable in our city for health and resiliency. So, when we consider those connections from Old Town to Downtown, visualizing perhaps, a linear park, really re-allocating that space. And so, I am asking the City of San Diego, please don't invest in more money into that bridge until you have the vision for how we move through there. It is extremely, probably one of the most dangerous areas in San Diego for a bike rider. And I want to make sure that we are not just putting up a bridge that is not beneficial for everybody.	Garnet Avenue bridge is not listed in the bridge listing or as a separate project in the 2021 RTIP. The comment has been forwarded to the City of San Diego and the team for the Central Mobility Hub Connections CMCP.	2/5/2021	Public Hearing



## Alpert, Sue

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**From:** David De Vries <DDeVries@poway.org>  
**Sent:** Friday, January 15, 2021 5:03 PM  
**To:** Alpert, Sue  
**Cc:** Bob Manis; Melody Rocco; Scott Post; Marvin Canton; Pereira, Melina T@DOT; Cather, Ross T@DOT; Radcliffe, Richard; Lubin, Michael D@DOT; SDFORWARD; Litchney, Seth; Clementson, Coleen  
**Subject:** RTIP Comments from City of Poway regarding Conceptual Alternatives for the State Route 67 Improvements Project; Comments due 1/18/21  
**Attachments:** Potential Critical Connections - Recommended New Connection 10-7-19.pdf; 2019 Federal RTP; SR-67 starts on slide 19 of 33.pdf; EA 28700 Conceptual Alternatives\_15122020\_1-7.pdf

Thank you Ms. Alpert for allowing us to submit comments on the draft 2021 RTIP in association with the 2050 RTP. Please include our previous attached comments for the draft 2021 RTIP and include the attached map for the recommended connection along Scripps Poway Parkway.

Also, related to the Conceptual Alternatives for the State Route 67 Improvements Project, please include the following comments on the draft 2021 RTIP.

We are in receipt of the attached alternatives provided to us by Caltrans representatives for the State Route 67 Improvements Project (attached). Please note that the City of Poway's General Plan Transportation Element includes a multi-use path on the west side of SR-67 (reference p. 3 <http://docs.poway.org/weblink/0/doc/50446/Electronic.aspx>). This multi-use path would include a separated two-way bike path and a fenced DG equestrian trail. The multi-use path provides a critical and safe pathway for hikers, bikers, runners, walkers, children, and equestrians. A multi-use path also creates a necessary loop between the City's Iron Mountain trailhead and other destinations (e.g., Mt. Woodson, Lake Poway) which is also a goal within the Transportation Element.

State Route 67 is also designated as a scenic roadway by the Poway General Plan. As a part of the General Plan requirements, a 50-foot wide landscape open space easement is required from adjacent property owners from the ultimate right-of-way line along State Route 67 when development is proposed. This easement shall be landscaped and modified as needed to enhance the scenic quality of the area as discussed in the General Plan Transportation Element Policy B – Scenic Roadways. To contribute to the General Plan goals, we would suggest that the right-of-way incorporate design elements consistent with a scenic roadway (e.g., naturalized decorative solid walls, native landscaped medians and shoulders, additional landscape areas and trees where feasible, earthen berms).

As a part of the San Diego Forward Plan and the 5 Big Moves Plan, SANDAG established the SR-67 corridor as a Comprehensive Multimodal Corridor Plan (CMCP) calling for a multimodal road along the SR-67 ([https://www.sdforward.com/docs/default-source/default-document-library/agenda-june-5-2020.pdf?sfvrsn=891afe65\\_4](https://www.sdforward.com/docs/default-source/default-document-library/agenda-june-5-2020.pdf?sfvrsn=891afe65_4)). As stated on p. 6-2 of the 2050 RTP, "Our region has consistently supported a multimodal approach to transportation that looks at the overall system and improvements that benefit all modes, rather than prioritizing one over the other. This approach gives all of the transportation system users choices traveling within and through the region." Further, "A well designed and thoughtfully integrated multimodal transportation system will give people choices, allowing them to select the transportation mode that is best suited for a particular trip. In an area as large and diverse as the San Diego region, this approach is necessary to make the best use of our limited transportation resources." As discussed, a multi-modal transportation system provides users transportation options and choices and thereby reduces traffic congestion and ghg emissions.

Regional multi-use paths have been a great asset to communities across the country. Here in San Diego, the SR-56 Bike Path is separated from the highway and is often used by runners, walkers, and equestrians. In contrast, it is uncommon to see bikers, walkers, and equestrians in a bike route adjacent to a highway (for instance, SR-76). A multi-use path is also kid friendly because of the separation from the highway and kids are often seen on the SR-56 Bike Path and not commonly seen within bike routes adjacent to a Highway. The multi-use path accommodates a more rural aesthetic and is safer for users.

Multi-use paths have become a critical component to the transportation system and are treasured by the communities they are a part of. The addition of the multi-use path is more consistent with the goals and policies of the 2050 RTP and is more desirable to communities than Alternatives 1 and 2 attached. Providing scenic roadway elements to the design will also help the corridor be more compatible with surrounding open space. Thank you for considering our comments. Please feel free to reach out to me with any questions.

Thank you,

**David De Vries, AICP**

City Planner

Development Services

City of Poway | 13325 Civic Center Drive | Poway, CA 92064

Phone (858) 668-4604 | Fax (858) 668-1211

[ddevries@poway.org](mailto:ddevries@poway.org)

## Alpert, Sue

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**From:** David De Vries <DDeVries@poway.org>  
**Sent:** Tuesday, October 8, 2019 3:11 PM  
**To:** SDFORWARD  
**Cc:** Oda Audish; Bob Manis  
**Subject:** 2019 Federal RTP  
**Attachments:** Potential Critical Connections - Recommended New Connection 10-7-19.pdf

Thank you for allowing us to submit comments on the draft 2019 Federal Regional Transportation Plan (RTP). The City of Poway would like to see vehicle, bike, pedestrian and transit infrastructure improvements and connections to be added to the draft 2050 maps from Santee north onto Highway 67 then west through Scripps Poway Parkway to the I-15 Freeway. I have spoken to several property and business owners within the South Poway Business Park (SPBP) including Geico and parking is a constant issue. There is currently no public transit route into the SPBP. Having public transit, bike, pedestrian and highway/road improvements/connections providing better more efficient access to the SPBP is essential for future employment growth in the area. Many workers in the Poway area live in East County and this is a vital connection for the City and the Region. SANDAG has also identified Scripps Poway as a Tier 3 employment center in their draft Employment Center analysis. Construction is also underway to add thousands of more employees in the SPBP. See attached recommended critical connection.

Also, please ensure there are the same connection improvements from El Cajon to Santee. That seems to be an obvious critical connection.

Thanks for your consideration.

Thank you,

### David De Vries, AICP

City Planner  
Development Services  
City of Poway | 13325 Civic Center Drive | Poway, CA 92064  
Phone (858) 668-4604 | Fax (858) 668-1211  
[ddevries@poway.org](mailto:ddevries@poway.org)

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**From:** Oda Audish <OAudish@poway.org>  
**Sent:** Tuesday, October 8, 2019 2:45 PM  
**To:** David De Vries <DDeVries@poway.org>  
**Subject:** FW: Comment period open for Draft 2019 Federal RTP

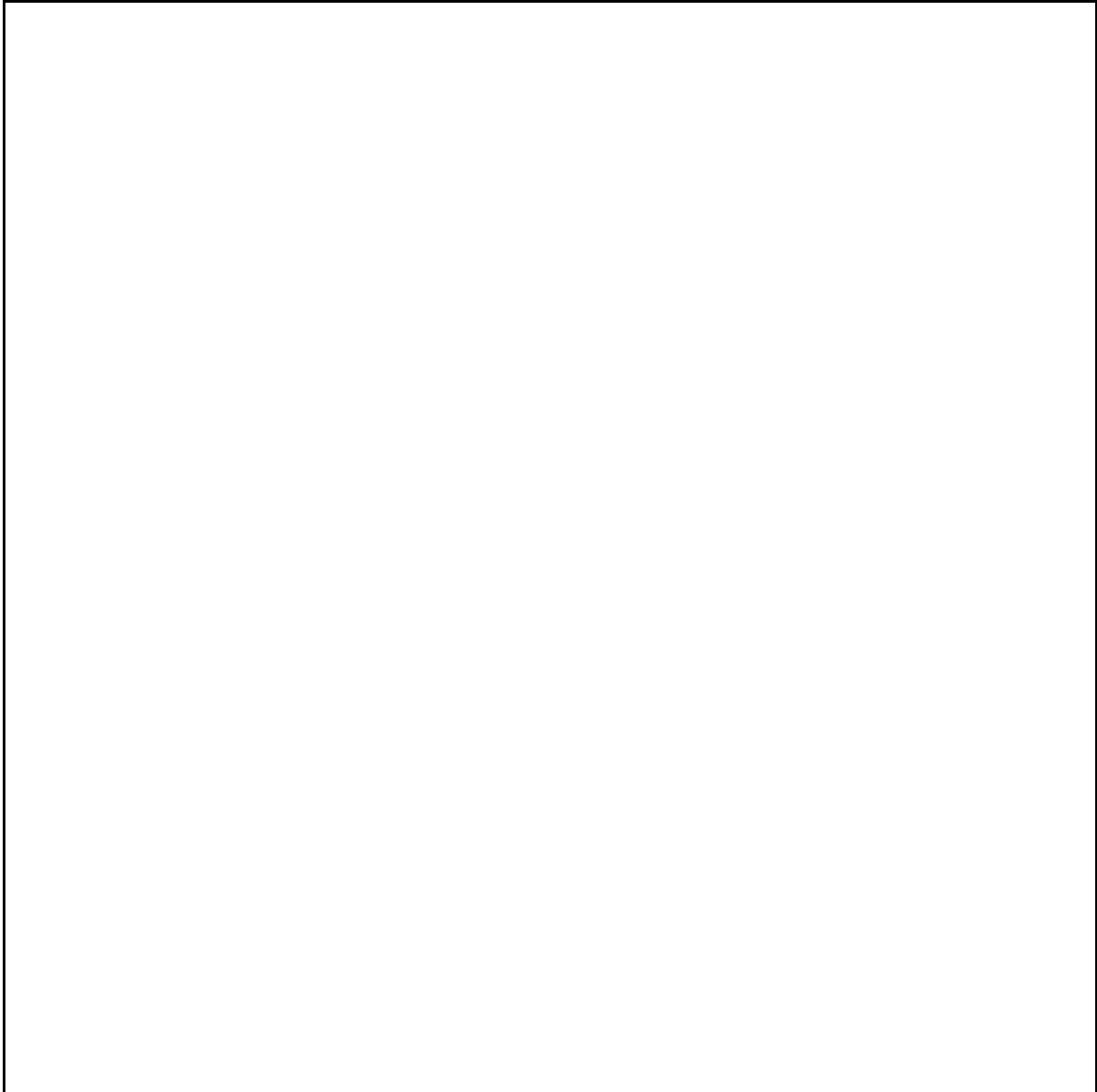
David,  
Not sure if you were aware of this draft plan.  
- Oda

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**From:** Smith, Kim <[Kim.Smith@sandag.org](mailto:Kim.Smith@sandag.org)>  
**Sent:** Tuesday, October 8, 2019 12:06 PM  
**To:** Smith, Kim <[Kim.Smith@sandag.org](mailto:Kim.Smith@sandag.org)>  
**Subject:** Comment period open for Draft 2019 Federal RTP

EMP Working Group Members and Interested Parties:

Puede solicitar la traducción de este mensaje al español reenviando este correo a [PIO@sandag.org](mailto:PIO@sandag.org).



## Submit comments through October 22

The draft 2019 Federal Regional Transportation Plan is now available for review and comment through October 22, 2019. You may view the [draft plan](#) and submit comments through our [online comment form](#), by email to [SDForward@sandag.org](mailto:SDForward@sandag.org), or in person at upcoming events:

- **Open House on October 15, 2019**

An [open house](#) will be held on Tuesday, October 15 from 3:30-6:30 p.m. in the

SANDAG Vision Lab, located at 401 B Street, Suite 2060, Downtown San Diego, 92101. Spanish speaking staff will be available. All ages are welcome and light refreshments will be provided.

- **Public Hearing on October 18, 2019**

A public hearing will be held on Friday, October 18 at the SANDAG [Transportation Committee](#) meeting, which begins at 9 a.m. A presentation about the draft 2019 Federal RTP will be made and members of the public can attend and provide comments.

View [more information](#) about submitting comments via phone, mail, or in person.

Transit access to SANDAG offices is available via the Blue and Orange Line Trolley and MTS Bus Routes 3, 30, 50, 120, 150, 215, 225, 235, 280, and 290. Parking validation is available underground at the Wells Fargo Plaza building.

*Si desea obtener información en español, por favor comuníquese al (619) 699-1950 o [pio@sandag.org](mailto:pio@sandag.org).  
In compliance with the Americans with Disabilities Act (ADA), this document is available in alternate formats by contacting the SANDAG ADA Coordinator, the Director of Administration, at (619) 699-1900 or (619) 699-1904 (TTY).*

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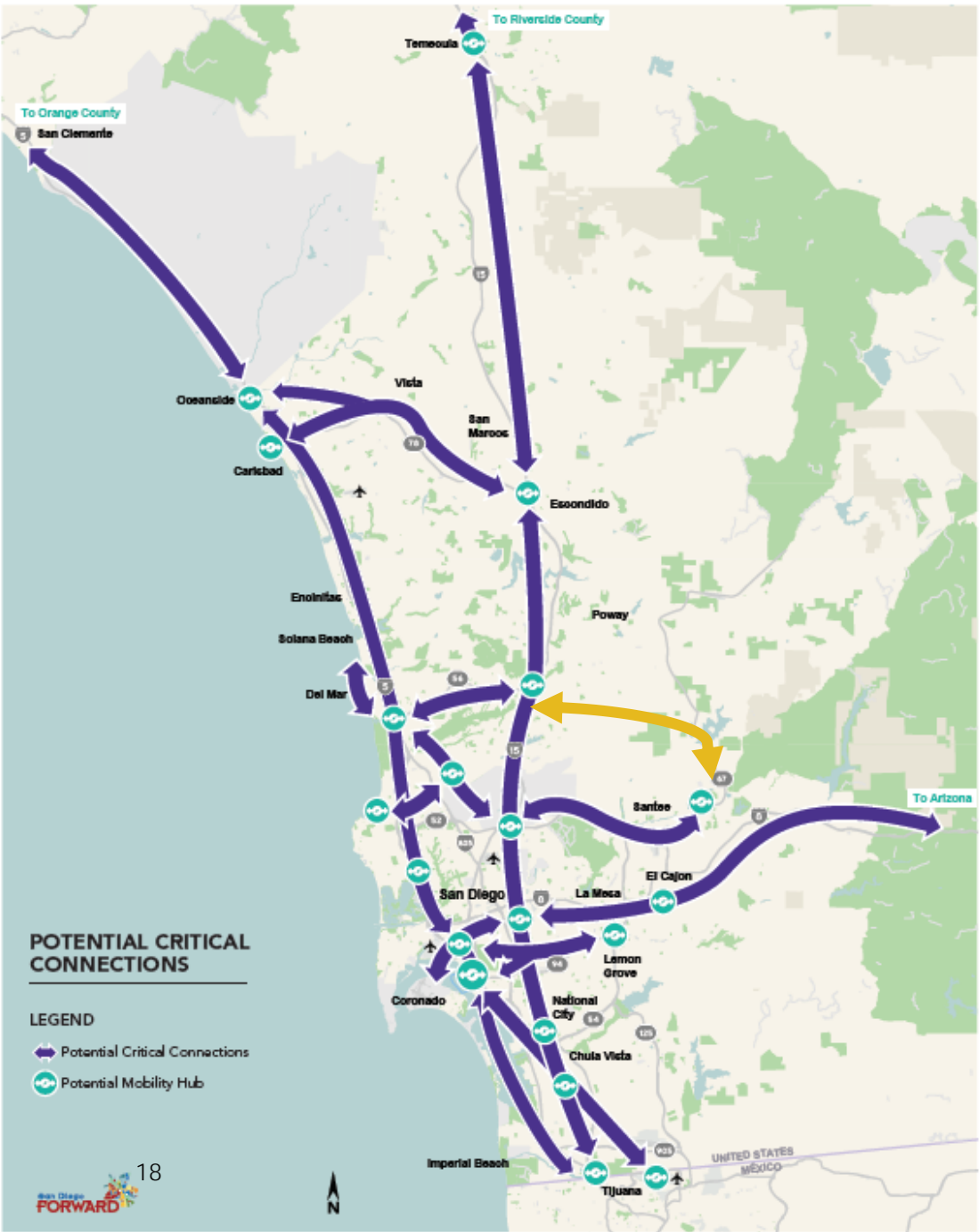
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SANDAGregion

# Potential Critical Connections

Recommended New Connection -  
Santee north onto  
Highway 67 west through  
Scripps Poway Parkway to  
I-15 Freeway

In 2018, thousands of San Diego County residents provided input on the development of the Regional Plan. This input, supported by data on where people live and work, helped to identify some initial key areas for transportation improvements. The 5 Big Moves will help make these critical connections throughout our region.





## **Circulate San Diego**

233 A Street, Suite 206

San Diego, CA 92101

Tel: 619-544-9255

Fax: 619-531-9255

[www.circulatesd.org](http://www.circulatesd.org)

January 15, 2021

Sue Alpert, Senior Financial Programming Analyst  
San Diego Association of Governments (SANDAG)  
401 Street, Suite 800  
San Diego, CA 92101

### **RE: Support for multi-use paths in the State Route 67 Improvements Project**

Dear Ms. Alpert,

On behalf of Circulate San Diego, whose mission is to create excellent mobility choices and vibrant, healthy neighborhoods, I am writing to express support for the inclusion of multi-use paths in the State Route 67 (SR-67) Improvements Project (Project).

The SR-67 Project presents an opportunity to provide enhanced infrastructure conditions, alternative transportation options, and traveler safety along the boundaries of the Cities of Poway, Santee, and unincorporated communities of Lakeside and Ramona. In addition, the SR-67 Project can improve access to employment job centers throughout the San Diego region, thereby promoting connectivity and economic growth in the region.

Public transit, bike, and pedestrian improvements and connections are crucial to providing more efficient access along the SR-67 corridor and for future employment growth in the area. Multi-use paths are an important component to improving a region's transportation system by encouraging usage of alternative modes of transportation such as biking and walking.

For these reasons, Circulate supports incorporating multi-use paths, specifically along the west side of SR-67 connecting Poway Road and Scripps Poway Parkway, the SR-67 Project. Thank you for your consideration.

Sincerely,

Angeli Calinog  
Policy Manager

CC: David De Vries, City Planner – City of Poway

## Alpert, Sue

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**From:** Alpert, Sue  
**Sent:** Friday, January 15, 2021 2:09 PM  
**To:** Bagde, Abhijit J@DOT; Radcliffe, Richard  
**Cc:** Luna, Alma@DOT; Vettese, Dawn  
**Subject:** RE: Review Comments On SANDG's Draft 2021 FTIP

Abhijit,

Again, thank you for taking the time to do such a thorough review of our RTIP. It always helps to have an extra pair of eyes on it. I have provided responses to your comments below in **red**. Those responses will also be detailed in Appendix J of the final 2021 RTIP document.

If you have any further comments or questions regarding my responses, please let me know.

Have a wonderful holiday weekend!

Sue Alpert  
Senior Financial Programming Analyst

(619) 595-5318  
401 B Street, Suite 800, San Diego, CA 92101



**SANDAG** hours: Tuesday-Friday and [every other Monday](#) from 8 a.m.-5 p.m.  
*Employees are teleworking while our offices are closed during the COVID-19 pandemic.*

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**From:** Bagde, Abhijit J@DOT <abhijit.bagde@dot.ca.gov>  
**Sent:** Monday, January 11, 2021 10:51 AM  
**To:** Alpert, Sue <Sue.Alpert@sandag.org>; Radcliffe, Richard <Richard.Radcliffe@sandag.org>  
**Cc:** Luna, Alma@DOT <alma.luna@dot.ca.gov>  
**Subject:** Review Comments On SANDG's Draft 2021 FTIP

**CAUTION: This email originated from outside of SANDAG. Do not click links or open attachments unless you are expecting the content.**

Hello Sue and Richard,

A Very Happy New Year to you.

Thank you very much for providing us an opportunity to review SANDAG's Draft 2021 FTIP. My compliments to you and the SANDAG staff for preparing an excellent document.



Please include response to the comments below when submitting final 2021 FTIP to Caltrans.

Let me know of any questions.

**General Comments:**

1. Page 2-11 Administrative Modifications: Please update this section to include language "SANDAG received the delegation from Caltrans to approve the administrative modifications for the FSTIP on July 30, 2019". **Update has been made, thank you!**
2. Appendix C, Page C-1: Please update year for the reference document to reflect 2021 RTIP and 2021 FSTIP. **Update has been made, thank you!**
3. Clarify if public involvement activities and time established for public review and comment for the FTIP satisfy the Program of Projects (POP) requirements of the FTA 5307 Program.

The following sentence was added to the Public Participation Section on page 1-9: These efforts also serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.

This sentence is also included in the posting of the public notice and the advertising:

Public Notices | Public Notices Archive

### Notice of Public Hearing - Draft 2021 Regional Transportation Improvement Program and Air Quality Conformity Analysis

SANDAG will hold a public hearing on February 5, 2021, to receive testimony on the draft 2021 Regional Transportation Improvement Program (RTIP), including its draft Air Quality Conformity Analysis and the 2019 Federal Regional Transportation Plan (2019 Federal RTP) conformity redetermination.

The **draft 2021 RTIP** is a multi-year program of proposed major highway, arterial, transit, and non-motorized transportation projects being developed in the San Diego region from FY 2020/21 to FY 2024/25.

This public hearing also will serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment.

A complete list of the Program of Projects is included in Chapter 3 of the **draft 2021 RTIP**.

The draft Conformity Analysis for the 2021 RTIP and draft conformity redetermination for the 2019 Federal RTP were released for a 30-day review and comment period on December 18, 2020. The deadline for comments is January 18, 2021. Written comments on the draft 2021 RTIP and draft conformity analyses will be accepted via letter, fax, or email. Please submit comments to SANDAG, attention: Sue Alpert, Senior Financial Programming Analyst, 401 B Street, Suite 800, San Diego, CA 92101; by fax at (619) 699-6905; or via email at [sue.alpert@sandag.org](mailto:sue.alpert@sandag.org).

The public hearing for the draft 2021 RTIP will be held at the virtual SANDAG Transportation Committee meeting beginning at 9 a.m. on Friday, February 5, 2021. To participate in the virtual meeting, please visit [sandag.org](http://sandag.org). Comments should be submitted via email to [clerk@sandag.org](mailto:clerk@sandag.org) or mailed to: SANDAG, 401 B Street, Suite 800, San Diego, CA 92101.

View the **draft 2021 RTIP** or obtain a copy by calling (619) 699-1900.

For more information visit [sandag.org/2021RTIP](http://sandag.org/2021RTIP).

NOTICE OF PUBLIC HEARING
<p align="center"><b>Notice of PUBLIC HEARING</b>  <b>DRAFT 2021 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP) AND AIR QUALITY CONFORMITY ANALYSIS</b></p> <p>The San Diego Association of Governments (SANDAG) will hold a public hearing on February 5, 2021 to receive testimony on the draft 2021 Regional Transportation Improvement Program (RTIP), including its draft Air Quality Conformity Analysis and the 2019 Federal Regional Transportation Plan (2019 Federal RTP) conformity redetermination.</p> <p>The <u>draft 2021 RTIP</u> is a multi-year program of proposed major highway, arterial, transit, and non-motorized transportation projects being developed in the San Diego region from FY 2020/21 to FY 2024/25.</p> <p>This public hearing also will serve to satisfy the public participation process pertaining to the development of the Program of Projects for the Federal Transit Administration Section 5307 Urbanized Area Formula Program and FTA Section 5339 Bus and Bus Facilities Formula Program, including the provision for public notice and the time established for public review and comment. A complete list of the Program of Projects is included in Chapter 3 of the draft 2021 RTIP.</p> <p>The draft Conformity Analysis for the 2021 RTIP and draft conformity redetermination for the 2019 Federal RTP were released for a 30-day review and comment period on December 18, 2020. The deadline for comments is January 18, 2021.</p> <p>The public hearing for the <u>draft 2021 RTIP</u> will be held at the virtual SANDAG Transportation Committee meeting beginning at 9 a.m. on Friday, February 5, 2021. To participate in the virtual meeting, please visit <a href="https://sandag.org">sandag.org</a>. Comments should be submitted via email to <a href="mailto:clerk@sandag.org">clerk@sandag.org</a> or mailed to: SANDAG, 401 B Street, Suite 800, San Diego, CA 92101.</p> <p>View the <u>draft 2021 RTIP</u> or obtain a copy by calling (619) 699-1900. For more information visit <a href="https://sandag.org/2021RTIP">sandag.org/2021RTIP</a>.</p>

#### Financial Summary:

1. Highway Safety Improvement Program: Update the revenue and programming per information transmitted on December 15, 2020.

This list is being programmed and will be included in the final RTIP.

#### Project Listings:

1. CAL09A: Clarify the intent of programming \$8,000 in FY 2020/21. This project is complete and is in closeout. These TransNet funds are in the budget and SANDAG policy requires that all TransNet funds be programmed. The project will remain in the RTIP until it is removed from the budget in case funds are needed for closeout items. FYI – it looks like it is not moving forward to the 2022 budget so will fall out of the RTIP when the budget is programmed in an amendment we intend to submit in July.
2. CAL09D: 2020 STIP does not program Construction phase with STIP funding in FY 2023/24 as shown below. Please clarify why it is programmed in the FTIP. We have reviewed this and agree with your assessment. Caltrans will make the correction. Thanks for calling it to our attention.

ctips-prod.dot.ca.gov/ctips/ProjectDefinitionForm.do

District 11 CT Project ID EA PPNO 1410 MPO ID CAL09D CTIPS ID 11000000861 Doc Y 20

Find or Add New Project Definition **Funding** Legislative Timely Use of Funds

Fund Source List: Add Fund Delete Fund

	Program Category	Program Code		Fund Type
Select	RIP	20.XX.075.600-Regional Improvement Program	Huh?	ST-CASH
Select	Local Funds	20.10.400.100-Locally Generated Funds	Huh?	LTF
Select	Future Need	FUTURE-Unfunded Need	Huh?	NO-FUND

Component		2020 STIP Period FY Programmed Dollars x \$1000						
		2018/19	2019/20	2020/21	2021/22	2022/23	2023/24	2024/25
Suppt	Env & Pmt							
	PS & E						14,500	
	RW Sup						1,400	
	CON Sup							
Right of Way							2,100	
Construction								
Fund Sub - Total							18,000	
Project Total							20,150	

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- CAL105: Highway Safety Improvement Program: Update the programming per information transmitted on December 15, 2020. **In progress.**
- CALSAN80, V20: Clarify if toll credits are being used for FFYs 2023/24 and 2024/25. **For SAN80 the federal funds are being removed and replaced with TransNet for the final so no toll credits will be necessary.**

V20 is interesting. Our system does not show the toll credits in the tables – it only adds a statement to the project description. Since V20 is a grouped project listing, that description did not carry over. I will update that manually as all of the projects in the grouped listing are using toll credits.

5. SAN258: When uploading the project in CTIPS, "CMAQ-Conversion" and "RSTP Conversion" fund type shall be mapped to "CMAQ" and "RSTP" fund types respectively in CTIPS. Yes they are: Below are screenshots of the drill down on the financial summary report.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) (IN \$0s)					
PROGRAM DESCRIPTION	PRIOR	REVENUE 2021	PROG 2021	REVENUE 2022	PRO 2022
* Loc Funds - CMAQ - AC Conversion	\$0	\$0	\$0	\$0	
CMAQ - Congestion Mitigation	\$386,611,344	\$29,884,374	\$28,003,088	\$25,124,377	\$7,000,000
Loc Funds - CMAQ - Conversion	\$328,486	\$0	\$1,500,000	\$0	\$16,510,000
GRAND TOTAL	\$386,939,830	\$29,884,374	\$29,503,088	\$25,124,377	\$23,510,000
CONTACT SANDAG			3.88s		

SURFACE TRANSPORTATION PROGRAM (REGIONAL) (IN \$0s)					
PROGRAM DESCRIPTION	PRIOR	REVENUE 2021	PROG 2021	REVENUE 2022	PRO 2022
* RSTP - STP Local	\$750,000	\$0		\$0	
Loc Funds - RSTP - AC Conversion		\$2,100,000	\$2,100,000		
Loc Funds - RSTP - Conversion	\$0	\$0	\$0	\$0	
RSTP - STP Local Regional	\$445,613,025	\$44,058,648	\$40,780,863	\$44,338,569	\$27,690,000
GRAND TOTAL	\$446,363,025	\$46,158,648	\$42,880,863	\$44,338,569	\$27,690,000
CONTACT SANDAG			3.85s		

6. When uploading projects in CTIPS please map all SB1 sub program fund types to the fund type below  
The fund types below are mapped to SB1:

ROAD REPAIR AND ACCOUNTABILITY ACT (SB1) (IN \$0s)					
PROGRAM DESCRIPTION	PRIOR	REVENUE 2021	PROG 2021	REVENUE 2022	PRO 2022
Othr. State - SB1 - ATP	\$0		\$0		
Othr. State - SB1 - CCP	\$195,000,000				
Othr. State - SB1 - LPP Comp	\$12,500,000				
Othr. State - SB1 - LPP Formula	\$22,880,000	\$39,400,000	\$39,400,000		
Othr. State - SB1 - SGR	\$4,951,469	\$1,604,219	\$1,604,219	\$1,604,219	\$1,600,000
Othr. State - SB1 - SRA Commuter	\$10,700,000	\$3,680,000	\$3,680,000	\$3,720,000	\$3,720,000
Othr. State - SB1 - SRA Intercity	\$0		\$0		
Othr. State - SB1 - TCEP	\$30,297,000	\$9,652,000	\$9,652,000	\$5,600,000	\$5,600,000
Othr. State - SB1 - TIRCP	\$17,450,000	\$3,821,125	\$3,821,125	\$3,821,125	\$3,820,000
GRAND TOTAL	\$293,778,469	\$58,157,344	\$58,157,344	\$14,745,344	\$14,740,000
CONTACT SANDAG			5.08s		

7. SAN262: Clarify if toll credits are used. The local match on SAN262 is programmed by MTS on MTS28 as indicated by the footnote on the project.

8. SAN07A: Verify planning activities (non-transportation capital) are included in the Overall Work Program. Planning studies do not need to be listed in the FTIP. The PPM Funds used on SAN07A are used for planning activities only. Regional Federal funds for planning projects are programmed on SAN40 and include a Clean Transportation Study included in OWP 3504000 and a Project Initiation Study for Mobility Hub Implementation included in OWP 3310700.

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**Abhijit J. Bagde, P.E.**  
**Senior Transportation Engineer**  
**Division of Financial Programming**  
**Office of Federal Programming and Data Management**  
**(916) 654-3638**

## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2021 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL09D	I-5 and I-805 - Convert HOV lanes to Express lanes	\$0	Revised funding between phases and fiscal years
Caltrans	CAL413 (Part of CAL105)	La Mesa - Signalized intersections on various corridors	(\$905)	Project is complete
Caltrans	CAL414 (Part of CAL105)	National City - Signalized intersections along various corridors within City limits	(\$475)	Project is complete
Caltrans	CAL416 (Part of CAL105)	National City - Various Intersections	(\$261)	Project is complete
Caltrans	CAL417 (Part of CAL105)	Oceanside - On Douglas Drive between approximately 300 feet south of Westport Drive and 250 feet north of Via Cibola.	(\$778)	Project is complete
Caltrans	CAL418 (Part of CAL105)	San Diego County - Wintergardens Blvd. from Woodside Ave to Lemoncrest Dr in the unincorporated community of Lakeside in San Diego County.	(\$866)	Project is complete
Caltrans	CAL419 (Part of CAL105)	Santee - Mission Gorge Road from SR 52 westbound on-ramp to Carlton Hills Boulevard	(\$397)	Project is complete
Caltrans	CAL420 (Part of CAL105)	Santee - Around Santana High School	(\$585)	Project is complete
Caltrans	CAL448 (Part of CAL105)	Encinitas - Intersections of Encinitas Blvd and Vulcan Avenue, Leucadia Boulevard and Quail Gardens Drive, Santa Fe Drive and Scripps Driveway, and Leucadia Boulevard and North Vulcan Avenue.	\$0	Revised funding between fiscal years
Caltrans	CAL449 (Part of CAL105)	Encinitas - North Coast Highway 101 from Jasper Street to Phoebe Street.	\$0	Revised funding between fiscal years
Caltrans	CAL450 (Part of CAL105)	Encinitas - Install LED luminaire safety lighting	\$0	Moved \$668k of HSIP from FY19 to FY23
Caltrans	CAL455 (Part of CAL105)	National City - Thirty-two (32) signalized intersections - Tidelands Ave/19th St, Palm Ave/16th St, and on the following corridors: 8th St, 18th St, 30th St/Sweetwater Rd, Bay Marina Dr/Mile of Cars Wy/24th St, etc.	(\$183)	Project is complete
Caltrans	CAL456 (Part of CAL105)	San Diego - University Avenue between Fairmount Avenue and Euclid Avenue.	(\$6,046)	Project is complete
Caltrans	CAL457 (Part of CAL105)	San Diego County - Jamacha Boulevard - construct raised median and install staffic signal	(\$931)	Project is complete

## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2021 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL458 (Part of CAL105)	San Diego County - Woodside Ave from Marilla Dr to Chestnut St in the unincorporated community of Lakeside.	\$0	Revised funding between fiscal years
Caltrans	CAL483	SHOPP Multiple Objective - Asset Management Program	\$0	Minor change to project description
Caltrans	CAL512 (Part of CAL105)	Barona Band of Mission Indians - Install high visibility crossings at the intersection of Ashwood Street/Wildcat Canyon Road and Willow Road.	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL513 (Part of CAL105)	Chula Vista - Pedestrian Interval Operations	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL514 (Part of CAL105)	El Cajon - Jamacha Road and 2nd Street, from Washington Ave to Broadway - install raised medians and pedestrian crossings	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL515 (Part of CAL105)	El Cajon - Madison Avenue - install class 2 bike lane, pedestrian crossing and street lighting	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL517 (Part of CAL105)	Encinitas - Install sidewalk/pathway and install pedestrian hybrid (HAWK) beacon	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL521 (Part of CAL105)	La Mesa - Various Locations citywide - install Rectangular Rapid Flashing Beacons	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL523 (Part of CAL105)	National City - Signalized intersections along various corridors	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL524 (Part of CAL105)	Oceanside - Signalized intersections along various corridors	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL527 (Part of CAL105)	San Diego - Various locations - extend existing guardrails	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL528 (Part of CAL105)	San Diego County - San Miguel Road at Sunnyside Elementary School	\$0	Revised Local Agency and HSIP funding between fiscal years
Caltrans	CAL529 (Part of CAL105)	San Diego County - Five guardrails in unincorporated San Diego County.	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL530 (Part of CAL105)	San Pasqual Band of Mission Indians - upgrade existing guardrails	\$0	Revised HSIP funding between fiscal years
Caltrans	CAL531 (Part of CAL105)	Santee - All sixty-one (61) traffic signals citywide.	(\$220)	Project is complete
Caltrans	CAL532 (Part of CAL105)	Viejas Tribal Government - Entire length of Brown Road - install new signs	\$0	Revised HSIP funding between fiscal years



## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2021 RTIP

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Carlsbad	CB32	El Camino Real Widening - Poinsettia to Camino Vida Roble	\$0	Moved \$950k of DEMO from ENV/ENGR to ROW
Encinitas	ENC17	Safe Routes to School Sidewalk Program	(\$782)	ATP funds decreased in FY21. Funds were accidentally programmed on two projects. Funds are programmed on ENC47 which is part of grouped listing V14
Metropolitan Transit System	MTS29	Bus and Fixed Guideways Station Stops and Terminals	\$50	Decrease STA in FY24; increase TDA in FY24
Metropolitan Transit System	MTS31	Rail Electrification and Power	\$425	Added TDA in FY21
Metropolitan Transit System	MTS32A	Preventative Maintenance	\$6	Added <i>TransNet</i> - TSI Carry Over in FY21
Metropolitan Transit System	MTS33A	Senior Disabled Program	\$3	Added <i>TransNet</i> - TSI Carry Over in FY21
Metropolitan Transit System	MTS34	Bus Signal and Communications Equipment	\$2,810	Added TDA in FY21
Metropolitan Transit System	MTS35	Fixed Guideway Transitways/Lines	\$13,240	Added TDA in FY21; TIRCP in FY21; STA in FY21; Reduced TDA in FY24
North County Transit District	NCTD34	Transit Service Operating Support	(\$5,993)	Removed <i>TransNet</i> Major Corridor Funds
North County Transit District	SAN260	COASTER Train Sets	\$0	Replace <i>TransNet</i> - BRT/Rail Ops Funds with Local Funds - TDA and replace STA funds with <i>TransNet</i> Major Corridors and revised <i>TransNet</i> - CP between years
San Diego Association of Governments	SAN29	Sorrento to Miramar Double Track/Realign	\$300	Increased FY22 <i>TransNet</i> MC
San Diego Association of Governments	SAN73	San Elijo Lagoon Double Track	(\$400)	Reduced FY21 <i>TransNet</i> -MC and increased in FY22
San Diego Association of Governments	SAN80	TransNet Major Transit Corridor Operations	\$0	Replace CMAQ funds with <i>TransNet</i> BRT/Rail Ops
San Diego Association of Governments	SAN129	Downtown Multiuse and Bus Stopover Facility	\$0	Swap <i>TransNet</i> - Major Corridors for RSTP with SAN258
San Diego Association of Governments	SAN149 Part of SAN114)	Coaster PE	\$242	Reconciled FY20 <i>TransNet</i> -BPNS to payments and added <i>TransNet</i> -BPNS in FY22
San Diego Association of Governments	SAN153	Inland Rail Trail	\$2,260	Added TDA Bicycles funds; added <i>TransNet</i> -BPNS funds

## CHANGES TO PROJECTS BETWEEN DRAFT AND FINAL 2021 RTIP

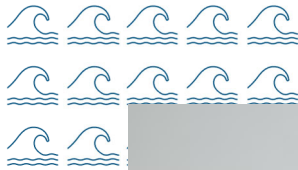
Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
San Diego Association of Governments	SAN195	Bayshore Bikeway: Barrio Logan (part of Lump Sum SAN147)	\$0	Convert <i>TransNet</i> BPNS for CON to AC and add RSTP and Toll Credits for future years conversion
San Diego Association of Governments	SAN204 (Part of V12)	Central Avenue Bikeway	(\$1,965)	Reconciled FY20 <i>TransNet</i> - BPNS to match payments, reduced <i>ransNet</i> -BPNS funding in FY21-FY23
San Diego Association of Governments	SAN206	Downtown to Imperial Avenue Bikeway (part of Lump Sum V12)	\$0	Convert <i>TransNet</i> BPNS for CON to AC and add RSTP and Toll Credits for future years conversion
San Diego Association of Governments	SAN258	Central Mobility Hub	\$0	Swap RSTP for <i>TransNet</i> - Major Corridors with SAN129
San Diego County	CNTY21	Bradley Avenue Widening and Overpass at SR 67	\$0	Replace Local funds with <i>TransNet</i> Commercial Paper following Board Approval of CP
San Diego, City of	SD129	University Avenue Mobility Project Phase 1	\$1,724	Added Local City Funds in FY21, added Local RTCIP Funds in FY19
San Diego, City of	SD164	Miramar Road/I-805 Easterly Ramps	(\$98)	Reduced Local RTIP Funds in FY19
San Diego, City of	SD16A	Traffic Signals - Citywide	\$691	Added \$691k of Local RTCIP Funds in FY20
San Diego, City of	SD190	Palm Avenue/Interstate 805 Interchange	\$0	Moved Local City Funds from FY20 to FY23, replaced Local City Funds with Local RTCIP
San Diego, City of	SD200	SR94/Euclid Avenue Interchange Improvements	\$262	Added Local RTCIP Funds in FY19
San Diego, City of	SD252	University Avenue Complete Street Phase 1	\$0	Revised Local City Funds from FY19 to FY21, added Local RTCIP Funds in FY19
San Diego, City of	SD70	West Mission Bay Drive Bridge	(\$340)	Revised <i>TransNet</i> -CP, HBP, HIP, Local RTCIP, and Local AC funding between fiscal years
Various Agencies	V11	State Route 11	\$12,310	Add newly awarded TCEP Funds for Design and ROW support; increased Local Funds and reconciled <i>TransNet</i> - Border in prior years and revised between fiscal years

# Chapter 5

## Air Quality Conformity Analysis

Conformity Analysis

*Air Quality*



## Chapter 5

### Air Quality Conformity Analysis

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On May 21, 2012, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone standard and classified it as a marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG redetermined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The United States Department of Transportation (U.S. DOT), in consultation with the U.S. EPA, made its conformity determination on June 28, 2013.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone National Ambient Air Quality Standard (NAAQS) by the applicable attainment date of December 31, 2015, and thus are reclassified by operation of law as “Moderate” for the 2008 ozone NAAQS. States containing any portion of these new Moderate areas were required to submit State Implementation Plan (SIP) revisions that met the statutory and regulatory requirements that apply to 2008 ozone nonattainment areas classified as Moderate, by January 1, 2017. Consequently, the San Diego County Air Pollution Control District submitted a SIP revision addressing Moderate area requirements to California Air Resources Board (CARB) on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS. On August 23, 2019, U.S. EPA published a final rule in the Federal Register reclassifying the San Diego air basin by operation of law from a Moderate nonattainment area for the 2008 ozone NAAQS to Serious effective September 23, 2019 (84 FR 44238). This rulemaking changes the 2008 ozone NAAQS attainment deadline to July 20, 2021, with an attainment year of 2020.

On October 26, 2015, the U.S. EPA published in the Federal Code of Regulation a new ozone NAAQS, referred to as the 2015 ozone standard. The new standard revised the allowable ozone level to 0.070 parts per million (ppm). The 2015 ozone standard became effective on December 28, 2015. On June 4, 2018, U.S. EPA published a final rule that designated the San Diego region as nonattainment, with a classification of moderate, for the 2015 ozone standard, with an attainment deadline of August 3, 2024, and an attainment year of 2023.

On May 24, 2019, the SANDAG Board of Directors adopted the 2015 Ozone National Ambient Air Quality Standard Conformity Demonstration for the 2018 Regional Transportation Improvement Program (2018 RTIP) and 2015 Regional Plan and found the 2015 Regional Plan and 2018 RTIP, as amended, in conformity with the requirements of the federal Clean Air Act (CAA) and applicable SIP. The U.S. DOT, in consultation with U.S. EPA made its conformity determination on June 21, 2019.

On October 25, 2019, the SANDAG Board of Directors adopted San Diego Forward: The 2019 Federal RTP (2019 Federal RTP) and 2018 RTIP Amendment No. 8 and found the 2019 Federal RTP and 2018 RTIP, as amended, in conformity with the requirements of the federal CAA and applicable SIP. The U.S. DOT, in consultation with U.S. EPA, made its conformity determination on November 15, 2019.

On February 26, 2021, the SANDAG Board of Directors adopted the final 2021 Regional Transportation Improvement Program (2021 RTIP) and its conformity determination (see this chapter and Appendices E and F) and redetermination of conformity for San Diego Forward: The 2019 Federal Regional Transportation Plan (RTP).

On November 19, 2020, CARB adopted the proposed San Diego 8-hour Ozone Plan SIP submittal which addresses both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP is a request for a voluntary reclassification to Severe nonattainment for both the 2008 and 2015 ozone standards. The reclassification extends the timeline to meet the standards and aligns with air quality modeling. U.S. EPA is expected to review and take action on the San Diego 2020 SIP and voluntary reclassification in 2021.

## **Demonstration of Fiscal Constraint**

The 2021 RTIP is consistent with the 2019 Federal RTP. As a financially constrained document, the 2021 RTIP contains only those major transportation projects listed in the Revenue Constrained 2019 Federal Regional Transportation Plan. Chapter 4 of the 2021 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP. Tables 4.1a through 4.1c are program summaries for the 2021 RTIP. Based on the analysis, the projects contained in the 2021 RTIP are reasonable when considering available funding sources.

## **Development of Transportation Control Measures**

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 Revised Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) ridesharing, (2) transit improvements, (3) traffic flow improvements, and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the San Diego County Air Pollution Control Board and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983. The four TCMs have been fully implemented. Ridesharing, transit, bicycling, and traffic-flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed.

The California CAA required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the APCD, developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

On June 30, 1992, the APCD amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four Transportation Tactics described above as well as a Transportation Demand Management (TDM) program, vanpools, high-occupancy vehicle lanes, and Park & Ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip-reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction

Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. The 2001, 2004, 2009, and 2016 RAQS Revisions did not make changes to measures related to mobile sources or the TCM Plan.

## **Air Quality Conformity Requirements**

SANDAG, as the Metropolitan Planning Organization, and the U.S. DOT must determine that the 2021 RTIP, as amended, and the 2019 Federal RTP conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2021 RTIP, is determined according to the 1990 Clean Air Act Amendments (CAAA) [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2021 RTIP, as amended, provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQS. These tactics also are included as TCMs in the 1982 SIP.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2021 RTIP, as amended, including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and be approved by the U.S. EPA. The 2021 RTIP, as amended, must meet the applicable emission budgets prescribed in the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes effective December 4, 2017.

- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis complies with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, APCD, Caltrans, CARB, U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.
3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2021 RTIP. Conformity of the 2019 Federal RTP also is being redetermined for consistency purposes. On March 1, 2018, the California Air Resources Board released EMFAC2017 v1.0.2 to the public. On August 15, 2019, U.S. EPA approved EMFAC2017 for use in conformity determinations. EMFAC2017 v1.0.2 was used to project the regional emissions for the 2021 RTIP and 2019 Federal RTP conformity determination.

The schedule for the development of the 2021 RTIP, and criteria and procedures for determining conformity were presented to the CWG on July 1, 2020. In addition, the draft list of projects was distributed to the CWG for the August 5 meeting, and an updated list was distributed on August 7, 2020. The draft list was discussed at the August CWG meeting.

The quantitative emissions analyses for the 2021 RTIP conformity determination and 2019 Federal RTP redetermination were initiated in September 2020, and the results were distributed on October 16, 2020 to the CWG for an initial review and comment period. The CWG reviewed the draft air quality conformity analysis at its November 4, 2020 meeting. Comments received were incorporated into the final document. The draft 2021 RTIP and its conformity analysis and the 2019 Federal RTP conformity redetermination were released for public review and comment on December 18, 2020. Subsequently, the conformity analysis was adopted by the SANDAG Board on February 26, 2021. The following sections provide a summary of the air quality conformity analysis of the 2019 RTIP and 2019 Federal RTP in relation to the above conformity requirements.

## Conformity Finding – Transportation Control Measures

The first requirement of the air quality conformity finding is to provide for the expeditious implementation of adopted TCMs, which are also the Transportation Tactics included in the 1991 RAQS. These tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2021 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS and have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately \$8.7 billion, or 51 percent of the total funds programmed. Included are \$78 million for Ridesharing, \$8billion for Transit Improvements, \$517 million for Bicycle Facilities and Programs, and \$194 million for Traffic Flow Improvements. Based upon this analysis, the 2021 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.



Table 5-1: 2021 RTIP– San Diego Region (in \$000s) Transportation Tactics

Transportation Tactic	Amount
<b>Ridesharing</b>	
Transportation Demand Management	<u>\$77,696</u>
<i>Subtotal Ridesharing:</i>	<i>\$77,696</i>
<b>Transit Improvements</b>	
Mid-Coast	\$2,454,878
Operations/Maintenance – Transit	\$4,467,783
Major Transit - LOSSAN Corridor	\$378,183
Bus Rapid Transit ( <i>Rapid</i> )	\$291,298
Blue/Orange Line Trolley	<u>\$87,514</u>
<i>Subtotal Transit Improvements:</i>	<i>\$7,679,656</i>
<b>Bicycle Facilities</b>	
Bicycle/Pedestrian Projects	<u>\$515,626</u>
<i>Subtotal Bicycle Facilities:</i>	<i>\$515,626</i>
<b>Traffic Flow Improvements</b>	
Transportation Management System/Intelligent Transportation System	<u>\$194,798</u>
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$194,798</i>
Total Transportation Tactics in 2021 RTIP:	\$8,467,775
Total All Transportation Projects in 2021 RTIP:	\$17,012,017
Share of T-Tactics Projects in 2021 RTIP:	50%

## Conformity Finding – Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2021 RTIP. The emissions analysis must show that implementation of the 2021 RTIP and 2019 Federal RTP meet the emissions budgets established in the 2008 *Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016).

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2023, 2030, 2040, and 2050. The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG’s activity-based model (ABM). The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts

whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

The emissions analysis was conducted using the Emissions FACTors EMFAC2017 v1.0.2 model. The 2021 RTIP and 2019 Federal RTP air quality conformity analysis was conducted for the years 2021–2050. All of the capacity-increasing improvements identified in the 2021 RTIP that are on the Regional Arterial System (as defined in the RTP) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

On November 20, 2019, CARB released EMFAC Off-Model Adjustment Factors to Account for the SAFE Vehicle Rule Part One. This process updates EMFAC model outputs to include vehicle tailpipe and evaporative emissions impacts from the U.S. EPA and National Highway Traffic Safety Administration (NHTSA) regulation Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule Part One: One National Program. The adjustment factors for the analysis years and relevant vehicle types were applied to the EMFAC2017 outputs for the 2021 RTIP and 2019 Federal RTP air quality conformity analysis and are included in Table 5.2.

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2021 RTIP Amendment and 2019 Federal RTP using budgets from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* (December 2016). The table demonstrates that the 2021 RTIP and 2019 Federal RTP meet the budgets for the 2008 Eight-Hour Ozone Standard. Projected ROG and NOx emissions for 2023, 2030, 2040, and 2050 are below the established SIP budget.

**Table 5-2: 2021 RTIP and the Revenue Constrained 2019 Federal RTP  
Air Quality Conformity Analysis for 2008 and 2015 Eight-Hour Ozone Standards (EMFAC2017)**

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2023	11,246	85,241	23	14	42	17
2030	12,558	90,395	23	11	42	14
2040	13,966	95,362	23	9	42	12
2050	15,215	99,982	23	8	42	13

Note: Emissions budgets from the 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016), which were found adequate for transportation conformity purposes by the U.S. EPA effective December 4, 2017, are used for all analysis years.

## Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2021 RTIP and 2019 Federal RTP meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAA of 1990.

## Proposed 2021 Legislative Program

### Overview

Each year, the Executive Committee recommends a legislative program to the Board of Directors. Consistent with past programs, the proposed 2021 Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision. SANDAG staff also identifies focus areas to prioritize efforts throughout the year.

### Key Considerations

The proposed 2021 Legislative Program includes one substantive change from last year's program – the addition of the following goal:

*"Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide."*

Similarly, equity has been added to the list of focus areas for 2021:

- Equity and Inclusion
- Funding, Innovative Financing, Pilots, and Partnership
- Project Delivery and Resiliency
- Housing/Affordable Housing
- Binational Border, Tribal, and Interregional Collaboration
- Climate, Energy, and Environment
- Technology and Data

### Next Steps

Pending approval by the Board, the SANDAG Government Relations staff will work in close collaboration with the SANDAG Executive Team, policymakers, and regional stakeholders to analyze, monitor, and respond to the items outlined in the 2021 Legislative Program.

### Hasan Ikhtrata, Executive Director

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Attachment: 1. Proposed 2021 Legislative Program

### Action: **Approve**

The Executive Committee recommends that the Board of Directors approve the proposed 2021 Legislative Program.

### Fiscal Impact:

SANDAG government relations activities are funded through the Overall Work Program Element No. 7300400 in the FY 2021 Program Budget.

### Schedule/Scope Impact:

The 2021 Legislative Program will guide SANDAG legislative and policy activities at the state, federal, and binational levels.



# 2021 Legislative and Policy Focus Areas

The following focus areas encompass broad, policy-oriented objectives that will help to advance the SANDAG priority projects and initiatives by securing the necessary legislative authority, program funding, political support, and/or regulatory actions at the state and federal levels in 2021.<sup>1</sup>

## Equity and Inclusion

SANDAG firmly upholds equity and inclusion for every person in the San Diego region. The agency's end goal is to create a San Diego region where every person who lives, works, or visits can thrive. SANDAG is committed to being a part of the solution and we will continue to promote projects, policies, and programs, like broadband internet access, that reflect principles of equity and inclusion, and will work with stakeholders to identify areas of improvement. For one, SANDAG will work with the state to modify tools, such as CalEnviroScreen, so that the region's Community Based Organizations in Environmental Justice communities can better access funds that help address the inequities that exist today.

## Funding, Innovative Financing, Pilots, and Partnerships

Sustainable sources of funding at the state and federal levels are needed to support ongoing implementation of the Regional Plan. SANDAG will continue to seek state and federal formula and discretionary awards to advance the delivery of major regional projects, as well as support efforts that expand access to technical tools and resources and oppose efforts to redirect transportation funding to other purposes. SANDAG is also supportive of opportunities to pilot meaningful technologies, programs, and processes and leverage new and existing partner relationships.

## Project Delivery and Resiliency

As the Consolidated Agency for the San Diego region, SANDAG is responsible for planning and delivering regional capital transportation projects. To do so in an efficient, cost effective, and innovative manner, SANDAG supports California Environmental Quality Act (CEQA) reform and streamlining for transportation-related projects where reasonable. Additionally, SANDAG aims to be a leading agency that incorporates resiliency planning into all aspects of our work, in addition to ongoing mitigation and adaptation planning. SANDAG also encourages innovative project delivery methods, such as Construction Management General Contractor (CMGC), and supports other strategies that may help expedite projects, minimize costs, and provide the highest quality of service.

## Housing / Affordable Housing

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

## Binational Border, Tribal, and Interregional Collaboration

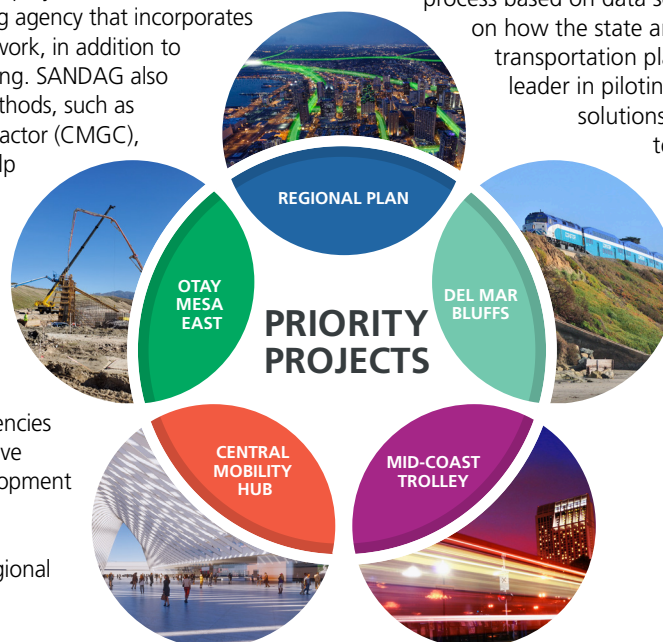
Transportation infrastructure in the border region is critical to both Mexico and the United States. San Diego and the rest of Southern California are home to major U.S.-Mexico trade corridors where goods pass through the region to markets throughout the country and the world. SANDAG will continue to coordinate comprehensive planning efforts to improve border transportation and infrastructure along the U.S.-Mexico border. It is important that the region's 18 federally recognized tribal governments with jurisdiction over 19 reservations have a voice in planning for the transportation needs of today and tomorrow. Binational, tribal, and interregional coordination include transportation infrastructure, energy, and conservation planning, forecasting, interoperability, and/or data collection.

## Climate, Energy, and Environment

SANDAG has a long history of working closely with local jurisdictions and stakeholders to reduce greenhouse gas emissions and achieve other environmental goals through sustainable transportation projects, programs, and services. SANDAG will partner with stakeholders to maximize clean transportation investments (electrification, hydrogen fuel cell, other zero- and near-zero transportation technologies) to help advance the region's mobility, resiliency, and sustainability goals.

## Technology and Data

The future of mobility is changing rapidly. In order to effectively plan for these changes, SANDAG has revolutionized our long-term planning process based on data science and analytics, providing a model on how the state and other regions can employ Big Data for transportation planning efforts. The San Diego region is a leader in piloting and deploying innovative transportation solutions and infrastructure that leverage both technology and data to improve the transportation system. SANDAG will seek policies, infrastructure investments, and new opportunities to employ data analytics research to further the agency's work, including new ways of conducting business in partnership with the private sector.



**SANDAG**

<sup>1</sup> Listed in no particular order.

# 2021 Legislative and Policy Program

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

SPONSOR	
1	Efforts to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning. (2007, 2012)
2	Resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding. (2012)
3	Expanded access to resources and technical tools that will enable SANDAG to implement San Diego Forward: The Regional Plan, including value pricing, Managed Lanes, High Occupancy Toll Lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003, 2009, 2015)
4	Efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan. (2012)
5	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)
6	Policy and/or legislative changes to improve the planning and implementation of the Regional Plan. (2013)
7	Public transit funding and continued support for intercity rail. (2008, 2013, 2015, 2017)
8	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)
9	Efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy and Regional Plan. (2002, 2015)
10	Incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments, support regional fair-share allocation of housing funds, and provide additional affordable housing funding with greater local/regional control. (2002)

## 2021 Legislative and Policy Program

### SUPPORT

- 11 Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide. (2021)
- 12 Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade that are consistent with the Regional Plan. (2007, 2015)
- 13 Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)
- 14 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)
- 15 Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. (2002)
- 16 Efforts to 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)
- 17 Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)
- 18 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)
- 19 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.
- 20 Policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)
- 21 Legislation and/or policies that promote governmental efficiencies and cost savings. (2009, 2015)
- 22 Transit boards' legislative programs where consistent with SANDAG Policy. (2002)
- 23 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'

## 2021 Legislative and Policy Program

### MONITOR

- |    |  |
|----|--|
| 24 | Efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.                 |
| 25 | Proposals that limit the use of eminent domain for public infrastructure projects. (2005)  |
| 26 | Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas. (2003)                           |
| 27 | Legislation relating to personnel matters, i.e., workers' compensation, Public Employee Retirement System benefits, and other labor related issues. (2003) |
| 28 | Legislation requiring local agencies to implement new administrative compliance measures. (2005)   |
| 29 | Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region. (2018)   |



## Quarterly Finance Report and Update on Financial Markets – Through December 31, 2020

### Overview

Staff provides quarterly briefings on the latest developments in the financial markets, economy, sales tax revenues, strategies being explored and implemented to minimize possible impacts to the *TransNet* Program, and a quarterly report on investments as required per [SANDAG Board Policy No. 003](#): Investment Policy.

### Key Considerations

- Although the U.S. economy recovered notably in October, this was quickly stalled by a dramatic surge in COVID-19 hospitalizations, forcing some areas into a new round of lockdown. December also saw the distribution of the first vaccines and the passage of a \$900 billion economic stimulus package. Hopes for further fiscal stimulus grew after Democrats won the Senate runoff in Georgia.
- The unemployment rate, at 6.8% in November, remains more than twice as high as a year ago. The tourism sector, which employed 13% of the local labor force before the pandemic, is especially affected, accounting for about 45% of the job losses. Retail and education are the second and third most affected sectors.
- Available national forecasts updates suggest a 3.5% contraction in U.S. Gross Domestic Product in 2020 and a 4% recovery in 2021. Risks remain high for 2021, both on the upside (with probable additional fiscal stimulus and in the event of faster than expected vaccine rollout) and the downside (with the virus variants spreading and in the event of lower-than-expected vaccine rollout and effectiveness of the vaccines).
- Senior lien debt service coverage, using sales tax receipts of \$308.4 million for the 12 months ending December 31, 2020, is 2.88 times, meaning that for every \$1 of senior lien debt service, SANDAG received \$2.88 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.

### Action: Information

This report provides an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the *TransNet* Program.

### Fiscal Impact:

Senior lien debt service coverage remains strong at 2.88 times, providing ample coverage and supporting triple-A ratings.

### Schedule/Scope Impact:

Although the U.S. economy entered the year on a strong footing, that deteriorated quickly as the COVID-19 pandemic took hold across the globe. Staff will monitor the situation closely and update revenue forecasts as information becomes available.

### Hasan Ikhtrata, Executive Director

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Attachments:

1. Financial Market Review
2. Local Economy and Sales Tax Revenue
3. Investment and Debt Portfolio



## Market Review and Update

### Overview

The last quarter of 2020 was characterized by uncertainty surrounding the election and the prospects of economic recovery. While the presidential and congressional elections are settled in terms of results, there remains uncertainty about the direction of policy changes expected with the new administration. Although the U.S. economy recovered notably in October, this was quickly stalled by a dramatic surge in COVID-19 hospitalizations, forcing some areas into a new round of lockdown. December also saw the distribution of the first vaccines and the passage of a \$900 billion economic stimulus package. Hopes for further fiscal stimulus grew after Democrats won the Senate runoff in Georgia.

At the December Federal Open Market Committee (FOMC) Meeting, the Fed announced that it would keep its current asset purchase program unchanged and leave short-term interest rates low at the current level. The stock market remained volatile amidst an abundance of uncertainties but was nevertheless buoyed by news of the vaccine and hopes for a second stimulus package. Demand for municipal bonds remained strong, while supply decreased towards the end of the year as issuers rushed to the market in October, before the election. Tax-exempt borrowing rates have risen from record lows in August; they are still low but reverting to their 2019 levels.

#### *Interest Rates:*

- **Treasury Rates:** Treasury rates (industry accepted benchmark for taxable bonds) saw an overall increase over the last quarter but remain relatively low compared to historic levels.
- **Municipal Market Rates:** The AAA MMD yield curve (the industry-accepted benchmark for tax-exempt rates) saw a slight decrease of about 20 basis points over the last quarter.
- **Volatility:** Election news, increases in COVID-19 cases, advances in COVID-19 vaccines, and the potential long-term economic impacts of the virus continued to induce volatility in the market.
- **Municipal-to-Treasury ratios** skyrocketed in March due to the global rush to liquidity and the initial high demand for U.S. Treasury bonds. After this extreme dislocation earlier in the year, the municipal-to-treasury ratio returned to its pre-pandemic levels by the end of the year.
- **Fed Funds Rate:** The Fed announced at the last FOMC meeting in December that they will continue to target an inflation rate “of 2% over the longer run,” suggesting that the Fed would allow inflation to run higher for some time before raising rates. The latest dot-plot released indicates that the Fed does not anticipate raising rates for the next 1–2 years.

#### *Municipal Market Supply-Demand Dynamics*

Municipal bond funds saw consistent inflows over the past three months. October saw a historic volume of municipal bond supply as issuers raced to get to market before the November election. Despite the high supply, investor demand remained strong and transactions were executed at attractive interest rates. After the October rush, supply decreased dramatically in November and December.

### *Equity Markets:*

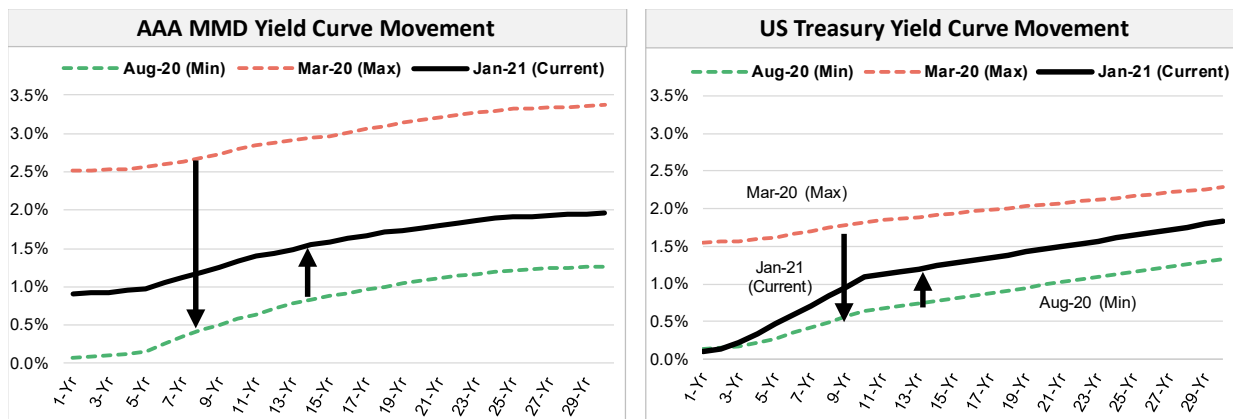
Despite a retreat in equity markets surrounding the November presidential election, all 3 major indices saw gains of 10–15% over the quarter. This was due in large part to positive news regarding the development of several COVID-19 vaccinations, two of which were approved for distribution to the public in mid-December. Despite positive gains throughout the quarter, volatility was persistent as the November presidential election, uncertainty regarding a second stimulus package, and rising COVID-19 cases caused uncertainty for investors.

### *U.S. Economy:*

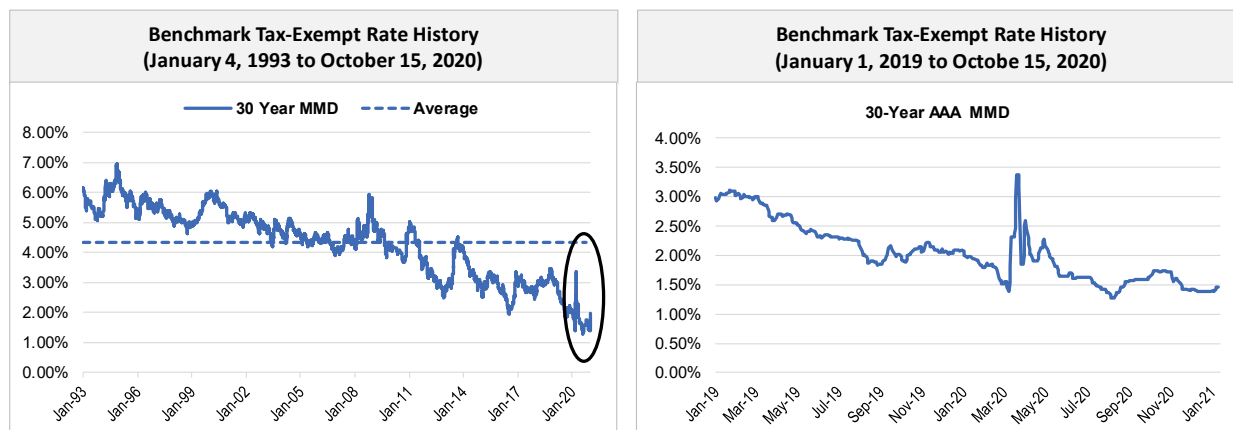
- **Jobs and Unemployment:** The Initial Jobless Claims for the week ended December 26 registered at 782,000, remaining relatively steady for the duration of the quarter. The unemployment rate fell to 6.7% by end of December from 7.9% at the end of September.
- **GDP:** GDP decreased by 5.0% in the first quarter of 2020 and 31.4% in the second quarter before increasing by an estimated 33.3% in the third quarter.
- **Personal Spending:** As the economy's key driver, personal spending increased 0.3% in October and fell 0.4% in November. November's reading was the first decline in personal spending since April.
- **Manufacturing and Service data:** The Markit U.S. Composite Purchasing Managers Index (PMI) in the past quarter showed expansion in both the manufacturing and services sector, signaling continued rebuilding of economic activity.
- **Consumer Sentiment:** University of Michigan Consumer Confidence Index rose to 80.7 in December.

## Long-Term Tax-Exempt and Taxable Interest Rates

The AAA Municipal Market Data (MMD) index (the industry accepted benchmark for tax-exempt rates) and U.S. Treasury rates have seen recent increases but remain low from an historical perspective. Both the municipal curve and the Treasury curve are below 2.0%. The two charts below show rate movements in the municipal and Treasury market in 2020 as well as current rates as they stand relative to the lowest they have been in 2020. As seen in the chart, both curves are slowly ticking up from their all-time lows.



The flight to liquidity in late March and early April caused municipal rates to rise dramatically. While U.S. Treasury rates also increased during the period, the rate movement was relatively small. This uneven movement translated to a severe “dislocation” in the municipal-to-treasury ratios; that is, municipal bonds and Treasuries diverged in pricing significantly. The ten-year ratio peaked to 250% versus an average of 80%. This ratio is an important measure as the relationship between municipal yields and Treasury yields determines their relative attractiveness to investors. By the end of May, the municipal market stabilized as investors reemerged as buyers of tax-exempt municipal debt. The ratio has since trended towards more normalized levels but at the current 113.6% it is still somewhat dislocated from the historic average.



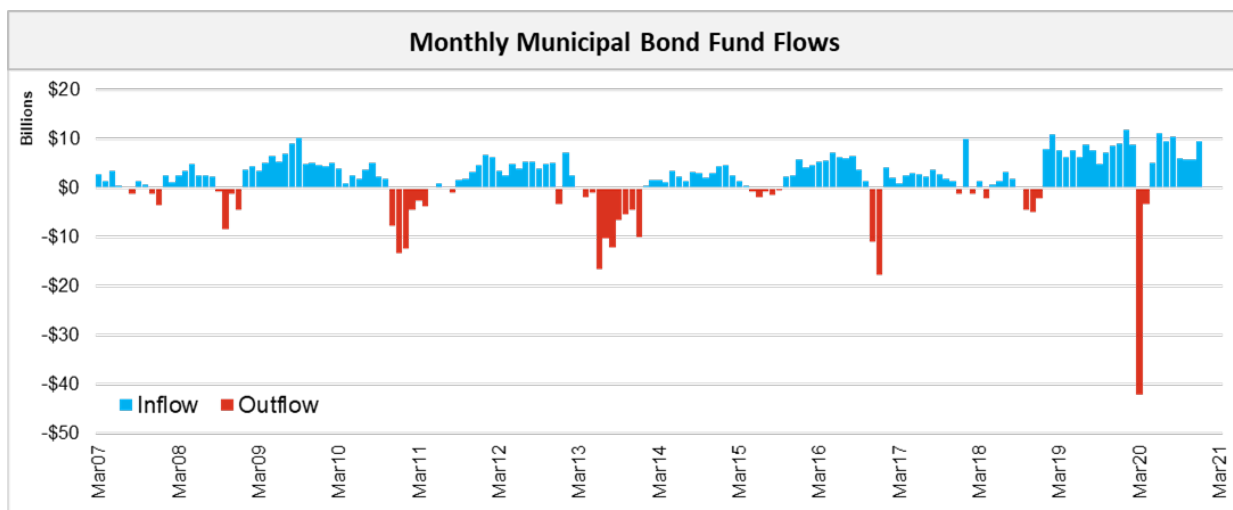
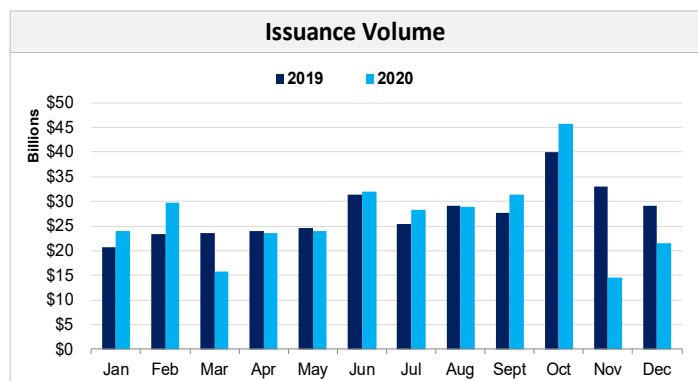
The current 30-year AAA MMD bond yield is 1.47%, which is 0.11% or 11 basis points (bps) lower than it was on January 2, 2020, and is still significantly lower than its historic average as seen in the chart above.

## Municipal Market Supply and Demand

The low tax-exempt rates fueled large issuance volumes in January and February; however, the optimism quickly gave way to the rapid global spread of the coronavirus in late March. As the market stabilized, investor demand for municipal bonds returned. The tax-exempt municipal bond supply for 2020 was \$319.5 billion, 3.85% lower than the total supply in 2019, largely due to the significant decreases in supply in March and then in November and December. The taxable supply of

\$145.2 billion through year-end 2020 is double the taxable issuance compared to 2019, driven primarily by taxable advance refundings owing to historic low Treasury rates. When combined, the 2020 taxable and tax-exempt issuance volume was up by 11.19% compared to 2019.

Mutual funds are one of the largest investors in municipal bonds and the net inflow or net outflow from mutual funds is indicative of demand for municipal bonds. Municipal bond funds saw extreme outflows in March, when investors pulled funds in favor of cash. The pace of outflows slowed in early April and ultimately reversed later in April. Inflows from October through December totaled \$21.3 billion indicative of strong investor demand.



## Credit Spreads

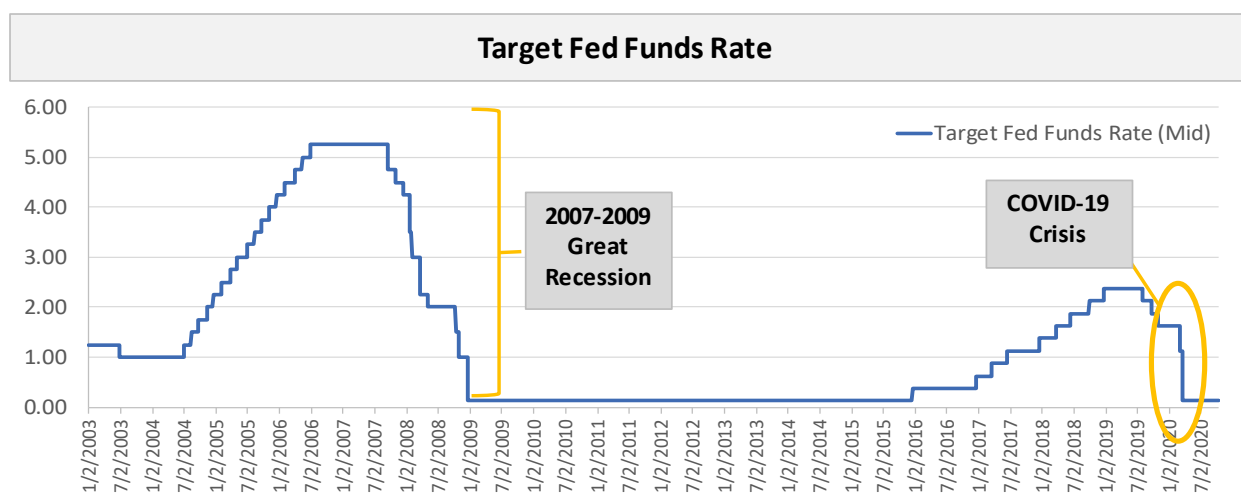
Credit spreads widened significantly at the beginning of the COVID crises. As investors returned to municipal markets, spreads gradually narrowed through July. However, sustained low absolute rates, growing supply in August and September, and a heavy issuance calendar leading up to the presidential election caused credit spreads to widen. For instance, the pre-COVID 30-year spread to MMD for a California State GO bond was 5 bps. It widened to as much as 40 bps at the peak of the crises and is currently at about 27 bps. Although it should be noted that the impact on credit spreads is uneven across rating categories and sectors and may be more severe for some of the worst-affected sectors such as transportation, transit, and airports more specifically. However, functionality in the primary market returned to solid ground, especially for highly rated issuers such as SANDAG, and issuance of transportation credits also resumed through the second half of 2020.

Spreads for bank funding widened during the COVID crises as well. The wider spreads are attributable to high demand for bank funding and competition with large legacy corporate clients. Bank funding options may be tied to short-term indices such as LIBOR or SIFMA, which have stabilized at record-low levels in the second half of 2020.

Going forward, investors and rating agencies continue to evaluate sectors and individual credits, inclusive of the actual and expected negative financial impacts of the COVID-19 global and domestic economic downturn, which will drive credit spreads in the future.

## Interest Rate Forecasts

In March, the Fed dropped the fed funds rate to zero, as seen in the chart. The last time the Fed dropped rates was during the 2007–2009 Great Recession. In the December FOMC meeting, the Fed left the rates unchanged.



The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. The Fed Funds rate is forecasted to stay at zero for the first half of 2021. The rate is expected to increase slowly from 0.01% in the third quarter to 0.02% in 2022, reaching 0.09% in 2023, indicating very little pressure driving short-term rates in the next couple of years. The two-year United States Treasury (UST) rate is forecasted to increase only by 0.17% to 0.32% by the end of 2021. The ten-year UST rate is forecasted to increase by 0.10% to 1.21% by the end of 2021. The 30-year UST rate is also forecast to increase by 0.04% to 1.90% by the end of 2021.

The Street's Interest Rate Forecast										
Forecast	January 14, 2020	Q1 21	Q2 21	Q3 21	Q4 21	Q1 22	Q2 22	Q3 22	Q4 22	Q1 23
30-Year UST	1.86%	1.63%	1.75%	1.82%	1.90%	1.94%	2.01%	2.09%	2.16%	2.21%
10-Year UST	1.11%	0.89%	1.03%	1.13%	1.21%	1.26%	1.34%	1.43%	1.52%	1.57%
2-Year UST	0.15%	0.18%	0.23%	0.27%	0.32%	0.38%	0.42%	0.49%	0.56%	0.58%
3M London Interbank Offered Rate	0.22%	0.26%	0.26%	0.27%	0.30%	0.33%	0.36%	0.39%	0.43%	0.47%
Federal Funds Target Rate Upper Bound	0.25%	0.25%	0.25%	0.25%	0.25%	0.30%	0.30%	0.35%	0.35%	0.35%
Federal Funds Target Rate Lower Bound	0.00%	0.00%	0.00%	0.01%	0.01%	0.02%	0.04%	0.05%	0.07%	0.09%

## Local Economy and Sales Tax Revenues

The longest US expansion on record was put to an end by the COVID-19 pandemic. Necessary protection measures related to pandemic brutally plunged the world and the U.S. economies into recession in the first quarter of the year. Quick and strong monetary and fiscal stimulus have only been able to reduce the immediate depth of the contraction. U.S. GDP contracted by 5%, annualized, in the first quarter of 2020 and 31.4% in the second quarter. Despite a strong 33% rebound in the third quarter, U.S. GDP was 3.5% below its pre-COVID level. Available national forecasts updates suggest a 3.5% contraction in U.S. GDP in 2020 and a 4% recovery in 2021. Risks remain high for 2021, both on the upside (with probable additional fiscal stimulus and in the event of faster than expected vaccine rollout) and the downside (with the virus variants spreading and in the event of lower-than-expected vaccine rollout and effectiveness of the vaccines).

The recession hit a strong and healthy San Diego economy. The COVID-19-related recession resulted in massive job and income losses that exacerbated the immediate impact of social distancing on the economy and on taxable sales. High-frequency data on consumer spending and visits to stores, restaurants and other businesses suggest that the economy is still operating about 10% below normal, as the improvements observed in the fall were reversed after a surge in COVID cases triggered new business activity restrictions. The unemployment rate, at 6.8% in November, remains more than twice as high as a year ago. The tourism sector, which employed 13% of the local labor force before the pandemic, is especially affected, accounting for about 45% of the job losses. Retail and education are the second and third most affected sectors.

After adjusting tax collection for the processing issues associated from the 2018 new automated system for processing, reporting, and distributing sales tax revenues, sales tax revenues were estimated at \$305.3 million in FY 2019 (as opposed to the \$312.3 million collected). Revenues stalled in FY2020, as the recession wiped the strong revenues registered before the pandemic hit the region.

Despite the pandemic, sales tax revenue collections have been higher in the first half of FY 2021 than the prior year. Besides the impact of the Wayfair ruling,<sup>1</sup> revenues have also benefited from higher-than-expected spending on taxable items as a result of public income support (stimulus check and supplemental unemployment benefits), the fast recovery in high-paying jobs, and the strong stock market. Behavior changes have also led to strong increases in spending on taxable goods, when spending on services decreased due to COVID-related restrictions. This has more than compensated for the revenue losses on food and beverage services.

The following tables provide a breakdown of sales tax collected, with a comparison by month for the past two fiscal years and the annual revenue beginning in FY 2009 (first year of the *TransNet* Extension Ordinance):

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<sup>1</sup> The U.S. Supreme Court's Ruling in *South Dakota v. Wayfair Inc.* ruled that states have the right to tax online sales and broadened their ability to tax online sales when the seller is located in another state. The ruling had a one-time permanent impact on the level of revenues from Q4 2020 onwards.

**TransNet Extension Annual Sales Tax Revenue and  
Fiscal Year 2020 Revenue as Compared to Revenue through December 2020**

	FY 2020 Revenue	FY 2021 Revenue		Annual Revenue
July	\$ 29,354,890	\$ 30,054,981		
August	23,334,037	23,241,853	FY 2009	\$ 221,991,360
September	26,713,941	28,184,070	FY 2010	204,191,747
October	30,751,885	33,250,387	FY 2011	221,304,015
November	25,441,663	21,727,813	FY 2012	236,947,112
December	25,442,731	27,118,087	FY 2013	247,221,161
January	25,559,448		FY 2014	260,114,931
February	37,094,485		FY 2015	268,840,550
March	22,984,289		FY 2016	275,500,023
April	22,498,364		FY 2017	284,456,260
May	15,411,299		FY 2018	294,501,324
June	21,264,183		FY 2019	312,303,668
	<u>\$ 305,851,214</u>	<u>\$ 163,577,191</u>	FY 2020	305,851,214
			FY 2021	<u>163,577,191</u>
			Cumulative	\$ 3,296,800,556



## **SANDAG Debt Portfolio Overview and Looking Ahead**

### **Outstanding Debt Overview**

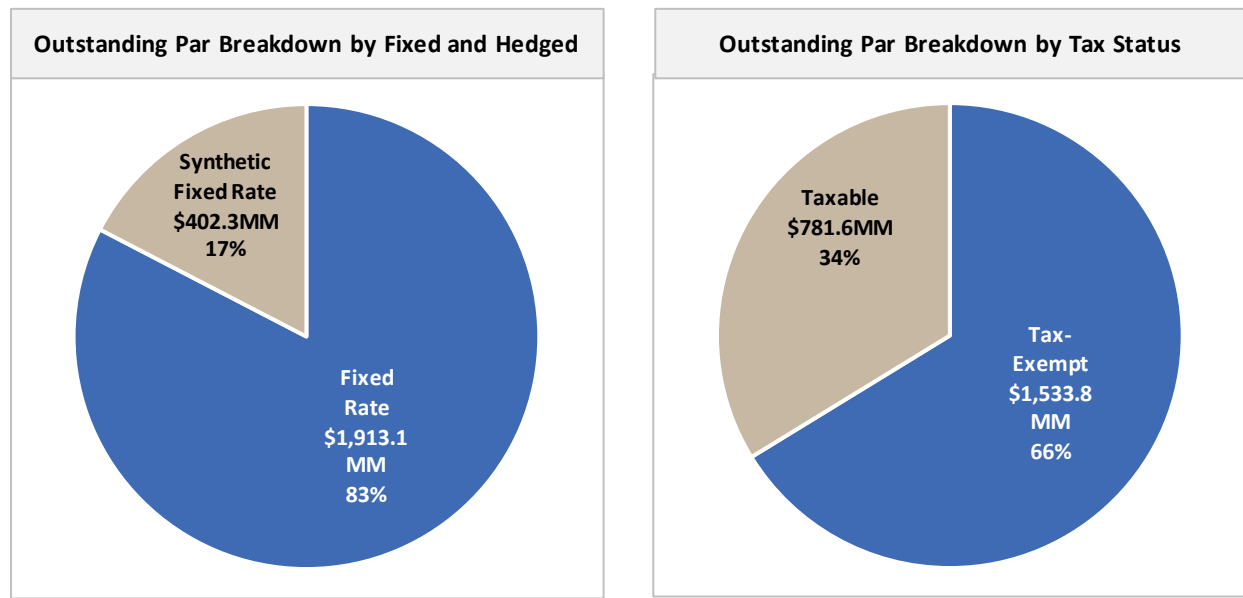
#### **Commission Outstanding Debt Overview**

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.315 billion of outstanding long-term debt, including the Series 2018A Short Term Notes (Notes) issued in April 2018.

Of the total debt portfolio, 17 percent consists of synthetic, fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps), and the remaining 83 percent are fixed-rate bonds. On January 14, SANDAG renegotiated the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan to a lower rate of 1.75% through 2046. This represents a debt service savings of \$123 million through 2046, compared to the prior rate of 2.72%. The loan is undrawn and does not represent an obligation of SANDAG at this time. A summary of the outstanding bonds is tabulated and graphically presented below.

Summary of Outstanding Debt						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
2008A	Tax-Exempt	Variable Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008B	Tax-Exempt	Variable Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008C	Tax-Exempt	Variable Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2008D	Tax-Exempt	Variable Rate	\$150,000,000	\$100,575,000	Current	4/1/2038
2010A	Taxable	Fixed Rate	\$338,960,000	\$338,960,000	Make-Whole	4/1/2048
2012A	Tax-Exempt	Fixed Rate	\$420,585,000	\$40,935,000	4/1/2022	4/1/2048
2014A	Tax-Exempt	Fixed Rate	\$350,000,000	\$170,420,000	4/1/2024	4/1/2048
2016A	Tax-Exempt	Fixed Rate	\$325,000,000	\$307,880,000	4/1/2026	4/1/2048
2019A	Taxable	Fixed Rate	\$442,620,000	\$442,620,000	4/1/2030	4/1/2048
2020A	Taxable	Fixed Rate	\$74,820,000	\$74,820,000	4/1/2030	4/1/2048
2018A Notes	Tax-Exempt	Fixed-Rate	\$537,480,000	\$537,480,000	Non-Callable	4/1/2021
Total				\$2,315,415,000		
Summary of TIFIA Loan Commitment						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
TIFIA*	Taxable	Fixed-Rate	\$561,401,169	\$0	Anytime	10/1/2045
Total with Loan Commitment				\$2,315,419,439		

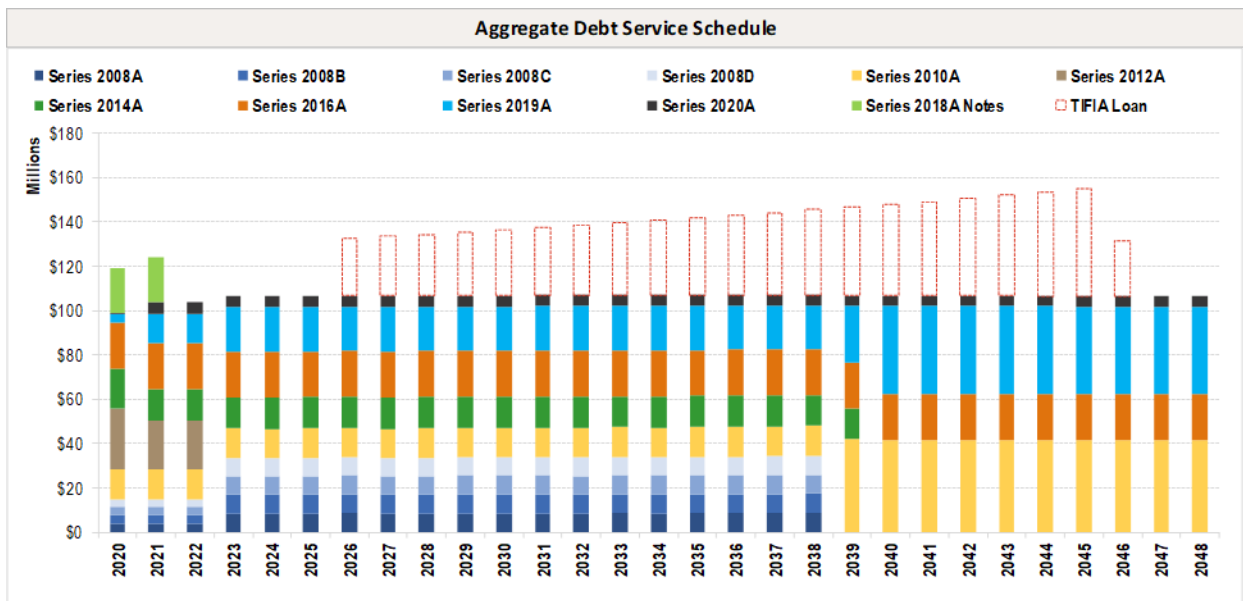
\* The TIFIA loan will be drawn upon to retire the 2018A Notes. The simultaneous draw on the TIFIA loan and the retirement of the 2018A Notes will have an offsetting impact and will not increase the amount of total obligations outstanding.



### Debt Service and Coverage

SANDAG has debt obligations on three separate lien levels, providing different priority of sales tax payment to investors based on their respective lien level. Senior lien obligations are paid first, followed by subordinate lien obligations and then junior subordinate lien obligations (i.e., TIFIA loan). This three-tiered lien structure has been developed by SANDAG to maximize program capacity, keep senior lien ratings as high as possible, and minimize borrowing costs.

The 2018A Notes are repayable from sales tax revenues that are subordinate to the outstanding bonds (which are on the senior lien) and are on parity with the existing commercial paper (which is on the subordinate lien). SANDAG is currently considering rolling the 2018A Notes through October 1, 2022 to achieve a low rate of approximately 0.50%. If approved by the Board, the new Notes (i.e., the 2021 Notes) would be taken out with a draw on the TIFIA loan in October 2022.



The TIFIA loan is repayable from a third lien that is subordinate to the senior lien bonds, the 2018A Notes, and the commercial paper. As a result, senior lien debt service remains level in the range of \$103.7 million to \$106.7 million annually.

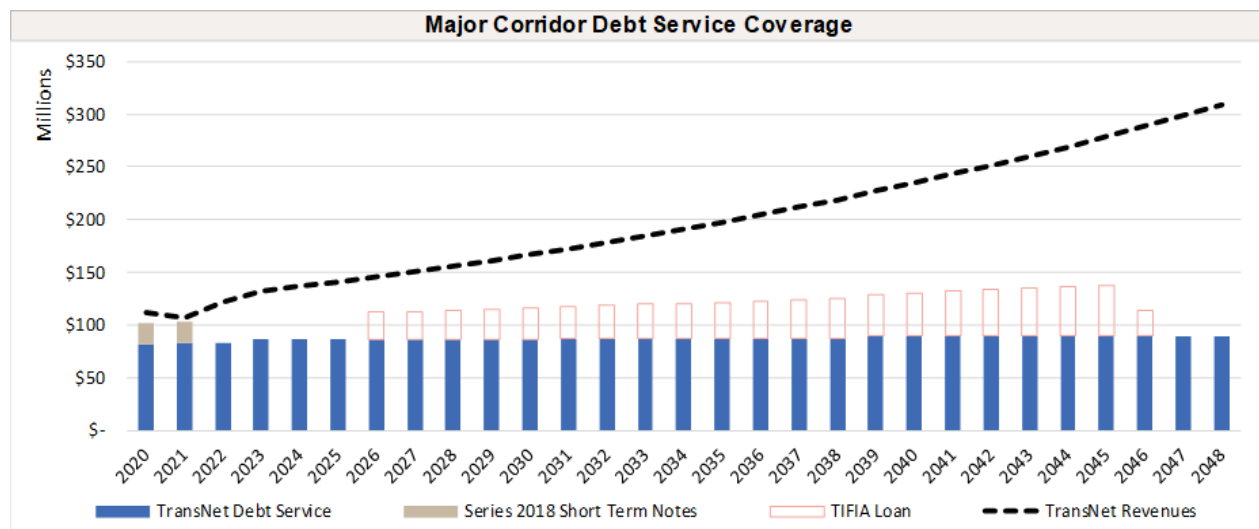
Assuming SANDAG draws on the TIFIA loan as expected to complete the Mid-Coast Corridor Transit Project, SANDAG aggregate debt service will peak at \$155.0 million in FY 2045. Senior lien debt service coverage, using sales tax receipts of \$308.4 million for the 12 months ending December 31, 2020, is 2.88 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$2.88 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues for the 12 months ending December 31, 2020, to peak debt service (including assumed debt service on the undrawn TIFIA loan) in FY 2045, is 1.91 times.

### Major Corridors Coverage

In accordance with the *TransNet* Ordinance, the Major Corridors subprogram receives 38 percent of *TransNet* revenues after allocations for administrative and ITOC expenses. Major Corridors is the most capital-intensive program, funding various projects, including the Mid-Coast Corridor Transit Project. Costs associated with these projects can and have been funded with tax-exempt bonds. SANDAG Board Policy No. 036: San Diego County Regional Transportation Commission Debt Policy, dictates that the Major Corridors subprogram (and other *TransNet* subprograms) maintain an annual debt service coverage ratio of at least 1 times, meaning that for every \$1 of *TransNet* revenue, there is no more than \$1 of debt service allocated to the subprogram in any given year. Board Policy No. 036, Section 2.3, states as follows:

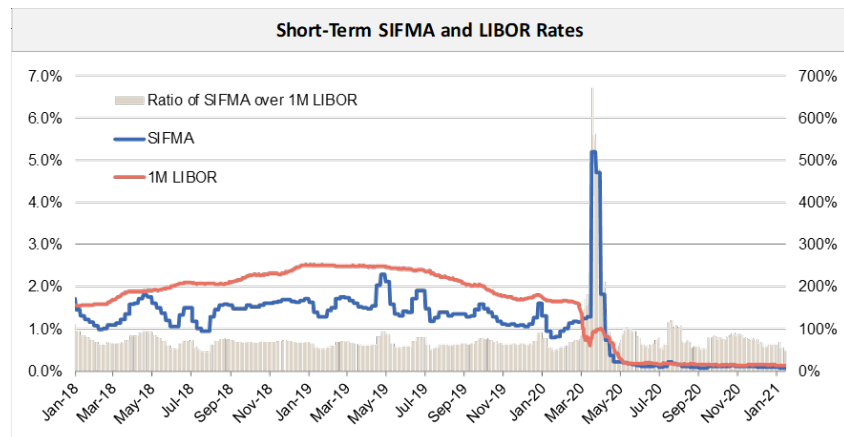
*2.3 Borrowing requirements are determined for each eligible sub-program and debt service is allocated to each sub-program based upon its pro rata share of bond proceeds. It is the general principal for the TransNet Plan of Finance that the annual debt service for each sub-program be less than the annual sales tax revenue allocated to a sub-program on an annual basis. This 1.0 times program debt service coverage requirement ensures that no single sub-program incurs more debt than it can afford.*

For planning purposes, debt service has been structured using a forecast of sales tax receipts. Based on this forecast, coverage in the Major Corridors Program is estimated at 1.00 times in FY 2021 and projected at 1.27 times for FY2027. Annual coverage is forecast to dip again to 1.23 times when the TIFIA loan begins to amortize in FY 2026 based on the most recent revenue forecast. The TIFIA debt service structure in the Major Corridors Program increases over time, in anticipation of increased sales tax revenue.



## Recent Variable-Rate Demand Bond and Swap Mark-to-Market Performance

SANDAG has \$402.3 million of outstanding variable-rate demand bonds (VRDBs) (Series 2008A, B, C, and D), as shown below. These VRDBs are backed by standby bond purchase agreements from certain financial institutions. The interest rates on these bonds reset weekly through a remarketing process. As a performance measure, the bonds are compared to the Securities Industry and Financial Markets Association (SIFMA) benchmark index.



Following the passage of the Tax Cut and Jobs Act in December 2017, SIFMA has been volatile. SIFMA swung by 20 bps to 98 bps in either direction every 3 to 10 weeks in 2018 and 2019. The most recent spike to 5.2 percent in late March was on account of COVID-19 related market disruptions. Redemptions in short-term money market funds caused short-term municipal supply-demand imbalances, which resulted in severe challenges in remarketing municipal short-term debt and sharp increases to the SIFMA rate. Both the fiscal and monetary stimulus effectively calmed investors. More specifically, new credit and liquidity facilities implemented by the Fed, allowing for the use of highly rated, short-term municipals as eligible collateral, provided benefit to short-term municipal markets. Subsequently SIFMA has dropped and currently sits at 0.06 percent as of January 14, or 47.4 percent of the 1-Month LIBOR. Despite the volatility, SANDAG VRDBs continued to trade well compared to SIFMA. The recent volatility was short-lived and is effectively hedged by SANDAG's interest rate swaps.

**SANDAG Series 2008A–D VRDB Resets Since December 31, 2015**

Series	SBPA Provider	Remarketing Agent	Reset Average	SIFMA Average	Spread to SIFMA
2008A	JPMorgan Chase Bank, N.A.	Barclays Capital Inc.	0.81%	0.92%	-11 bps
2008B	JPMorgan Chase Bank, N.A.	Goldman, Sachs & Company	0.81%	0.92%	-11 bps
2008C	Bank of America, N.A.	JPMorgan Securities LLC	0.81%	0.92%	-11 bps
2008D	State Street	Stifel, Nicolaus & Company, Inc.	0.81%	0.92%	-11 bps

SANDAG also has \$402.3 million of fixed-payer interest rate swaps outstanding, the purpose of which is to hedge the interest rate variability associated with the \$402.3 million of variable-rate bonds. Additionally, SANDAG has \$302.6 million of basis swaps outstanding. Under the basis swaps, which became effective on April 1, 2018, SANDAG pays its counterparty a floating interest rate payment based on the SIFMA index and receives a floating payment based on 107.4 percent of three-month LIBOR. The market value of the SANDAG swap portfolio changes with interest rate fluctuations. The mark-to-market (MTM) valuation is negative \$121,308,471.82; meaning SANDAG would need to pay approximately \$121.3 million to terminate the entire swap portfolio in the current market. The swaps are performing as expected. Additionally, SANDAG is not required to post collateral under the swap agreements.

Swap Portfolio Overview								
Associate d Series	SANDAG Pays	SANDAG Receives	Trade Date	Effective Date	Maturit y Date	MTM Value (As of 1/14/2020)	Notional Outstanding	Bank Counterpart y
Series 2008	3.8165 %	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	(\$38,618,736.38 )	\$134,100,000	Bank of America, N.A. (Aa2/A+/AA-)
Series 2008	3.8165 %	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	(\$38,618,736.38 )	\$134,100,000	Goldman Sachs Mitsui Marine Derivative Products, L.P. (Aa2/AA-/NA )
Series 2008	3.4100 %	65% of USD-LIBOR	5/23/2012	5/23/2012	4/1/2038	(\$36,333,105.43 )	\$134,100,000	Bank of America, N.A. (Aa2/A+/AA-)
<b>Total Fixed-Payer Swaps</b>						(\$113,570,578.19)	<b>\$402,300,000</b>	
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	\$4,690,848.46	\$145,800,000	Barclays Bank PLC (A1/A/A+)
Series 2008	SIFMA Swap Index	107.4% of 3 month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	\$4,690,848.46	\$145,800,000	Barclays Bank PLC (A1/A/A+)
<b>Total Index Conversion Swaps</b>						<b>\$5,738,552.92</b>	<b>\$291,600,000</b>	
<b>Total Combined</b>						<b>(\$121,308,471.8 2)</b>	<b>\$693,900,000</b>	

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## Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 3.20 percent. This cost can vary based on swap performance and the cost of liquidity to support the variable-rate debt.

The 2008A–D bonds, with the current swap rate and associated fees, provide a cost of capital equal to 4.13 percent. The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89 percent. The 2012A, 2014A, 2016A, and 2020A bonds were sold at an all-in cost of 3.72 percent, 3.85 percent, 3.29 percent and 2.62 percent respectively. The 2019A refunding bonds, that refunded a part of 2012A and 2014A bonds, were sold at an all-in cost of 3.19 percent. The 2018A Short Term Notes have a borrowing cost of 1.86 percent. Taken together, SANDAG has issued over \$2.0 billion in long-term debt to accelerate project delivery and for refunding, for a WACC of 3.21 percent.

SANDAG's WACC Calculations					
<b><u>Synthetic Fixed Rate:</u></b>					
Series	Par Post 2012 Refunding	Swap Rate	SBPA Fee	Remarketing Agent Fee	Cost of Capital
2008A	\$100,575,000	3.8165%	0.390%	0.06%	4.2665%
2008B	\$100,575,000	3.8165%	0.390%	0.06%	4.2665%
2008C1	\$67,050,000	3.8165%	0.450%	0.06%	4.3265%
2008C2	\$33,525,000	3.4100%	0.450%	0.06%	3.9200%
2008D	\$100,575,000	3.4100%	0.340%	0.06%	3.8100%
<b>2008 Weighted Average</b>					<b>4.1335%</b>
<b><u>Fixed Rate:</u></b>					
Series	Par Post 2019-2020 Refunding	-	-	-	All-in True Interest Cost
2010A	\$338,960,000	-	-	-	3.8871%
2012A	\$59,635,000	-	-	-	3.7167%
2014A	\$175,735,000	-	-	-	3.8507%
2016A	\$325,000,000	-	-	-	3.2947%
2019A	\$442,620,000	-	-	-	3.1890%
2020A	\$74,820,000	-	-	-	2.6226%
2018A Notes	\$537,480,000	-	-	-	1.8596%
<b>Total Weighted Average Without TIFIA Loan</b>					<b>3.2067%</b>

## Credit Ratings

SANDAG's debt secured by TransNet sales tax revenues is rated by Standard and Poor's (S&P) and Fitch as shown below. The ratings were most recently reviewed and confirmed in January 2021.

## Commercial Paper

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit (LOC) from Bank of America Merrill Lynch. The Commercial Paper Program was authorized at \$100 million and has a current outstanding balance of \$53.4 million as of January 15, 2021, when it was remarketed out 63 days, at a rate of 0.16 percent. The supporting LOC was procured in September 2018 at the low cost of 0.32 percent for three years.

SANDAG Ratings ( <i>TransNet</i> )		
Lien	S&P	Fitch
Senior Lien	AAA/Stable	AAA/Stable
Subordinate Lien Notes	AA/Stable	AA/Stable
Third Lien TIFIA Loan	A+/Stable	A/Stable

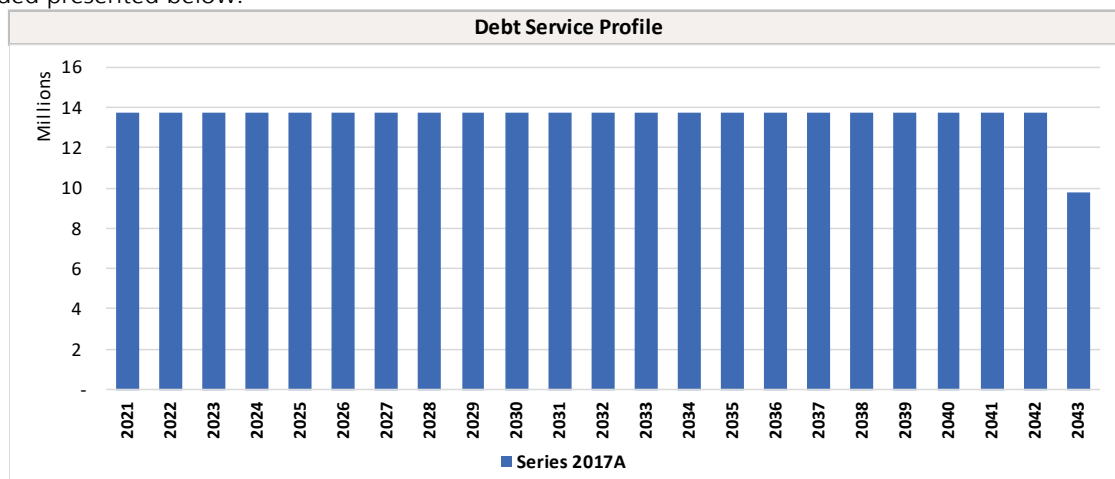
## SANDAG: Debt Portfolio Overview and Update

SANDAG has debt outstanding in conjunction with the South Bay Expressway toll road as well as the Mid-Coast Corridor Transit Project as summarized in the table below.

Summary of Outstanding Debt						
South Bay Expressway						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Date	Final Maturity
2017A	Tax-Exempt	Fixed-Rate	\$194,140,000	182,220,000	7/1/2027	7/1/2042
Mid-Coast Corridor Transit Project						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Date	Final Maturity
2019A	Tax-Exempt	Fixed-Rate	\$210,000,000	\$210,000,000	one year before maturity	11/15/2026
2019B	Tax-Exempt	Fixed-Rate	\$125,000,000	\$125,000,000	NA (turbo redemption)	11/15/2027
<b>Total</b>				<b>\$335,000,000</b>		

## South Bay Expressway

SANDAG's debt portfolio for South Bay Expressway (SBX) is comprised of a single bond series. In November 2017, SANDAG issued Toll Revenue First Senior Lien Bonds, 2017 Series A to refinance indebtedness incurred with the acquisition of SBX. The bonds are secured from the toll revenues generated on SBX, net of operating expenses. As of January 1, 2021, the debt outstanding is \$182.2 million. An annual debt service chart is provided presented below.



The annual payment on the bonds is level at about \$13.8 million through final maturity in FY 2043. Based on annual net toll revenues of \$26.9 million for FY 2020, the coverage on future maximum annual debt service payment was 1.94 times. However, due to the COVID-19 pandemic, traffic and revenue has decreased in FY 2021. Additionally, and in response to the COVID-19 pandemic, the Board of Directors on April 10, 2020, approved the waiving of all toll violations on the SBX until the statewide Shelter in Place Executive Order was lifted. The Board voted on December 18, 2020, to reinstate toll violations.

The suspension of toll violations, as well as the reduction in traffic caused by the pandemic has led to a 31% decrease in total SR 125 revenues through November 2021. However, traffic has begun to slowly recover since its low point in March 2020, and with violations now reinstated, revenues are back on track to meet the required Coverage Ratio of 150% by the year's end. Under current conditions the Coverage Ratio is estimated to range between 155% to 175% by year's end.

Under Section 6.03 of the Master Indenture for the South Bay Expressway Toll Revenue Bonds, SANDAG covenants that it shall at all times establish, levy, maintain and collect tolls in connection with the Toll Road sufficient to produce Net Revenue in each Fiscal Year equal to or in excess of one hundred fifty percent (150%) of the Annual Debt Service in such Fiscal Year on all Outstanding First Senior Lien Obligations. Additionally, under Section 6.03, SANDAG covenants that within 60 days after the end of each Fiscal Year, SANDAG will file with the Trustee a report setting forth the Net Revenue for such Fiscal Year. The failure of toll rates to yield an amount sufficient to achieve the required Coverage Ratio shall not be deemed to constitute an Event of Default so long as SANDAG complies with the requirements set forth below in Section 6.03(b), which includes engaging a Traffic Consultant and taking appropriate action to increase Net Revenue sufficient to meet the required Coverage Ratio.

Staff continues to monitor traffic and revenue and address any questions raised by rating agencies and investors. Apart from the legal covenant stated above, SANDAG expects to have sufficient funds to pay annual debt service on outstanding bonds for SBX.



### **Mid-Coast Corridor Transit Project**

SANDAG issued \$335 million Capital Grant Receipts Revenue Bonds, Series 2019A and Series 2019B in August 2019 to provide funding for the Mid-Coast Project. A summary of the outstanding debt is provided in the table above. The bonds are secured solely by future grants under the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) signed in 2016. A schedule of grants in the FFGA, detailed below, provides for a commitment of \$100 million annually starting 2016 through 2026. To date SANDAG has received \$530 million of the total \$1.043 billion committed under the FFGA. A majority of the remaining grant receipts have been pledged for the repayment of the bonds.

<b>FFGA Grant Receipts (Received and Anticipated)</b>			
<b>Federal FY</b>	<b>Original Grant Commitment</b>	<b>Grants Received</b>	<b>Grants Anticipated</b>
2016	\$100,000,000	\$100,000,000	-
2017	\$125,000,000	\$50,000,000	-
2018	\$100,000,000	\$180,024,740	-
2019	\$100,000,000	\$100,000,000	-
2020	\$100,000,000	\$100,000,000	-
2021	\$100,000,000	-	\$100,000,000
2022	\$100,000,000	-	\$100,000,000
2023	\$100,000,000	-	\$100,000,000
2024	\$100,000,000	-	\$100,000,000
2025	\$100,000,000	-	\$100,000,000
2026	\$18,380,000	-	\$13,355,260
<b>Total</b>	<b>\$1,043,380,000</b>	<b>\$530,024,740</b>	<b>\$513,355,260</b>
<b>Total Debt Outstanding</b>			<b>\$335,000,000</b>

The bonds have a *stated* maturity schedule that is conservative. The first principal payment is scheduled for November 15, 2023 with interest-only payment until then. Should future grants installments be received as scheduled in the FFGA, SANDAG has the option to call the bonds early. Series 2019B also has certain turbo redemption provisions that cause excess grant revenues to be automatically applied to redeeming bonds early. While the average life based on the *stated* maturity schedule is 6.7 year, the bonds are *expected* to be repaid a couple years sooner with an average life of 4.6 years. Furthermore, SANDAG achieved a very attractive rate of interest on the bonds. The cost of capital or the all-in true interest cost (TIC) on the bonds is 1.91 percent under the *stated* case but could end up being as low as 1.57 percent if grants arrive on schedule and the debt is retired sooner, as in the *expected* case.

The bonds and the structure achieved an investment grade “A-” rating from S&P along with a stable outlook. The outlook on debt supported by federal grants was not affected due to the COVID-19 related S&P outlook revisions in March and April.

### ***Looking Ahead***

Moving forward, SANDAG is evaluating several different opportunities to realize economic savings. Most notably and recently, SANDAG closed on the renegotiated loan with TIFIA in which TIFIA lowered the interest rate from 2.72% to 1.75% on the 25-year loan. The lower rate saves SANDAG approximately \$123 million in loan repayment costs. SANDAG is evaluating a refunding of the 2018 Short-Term Notes due April 1, 2021, and “rolling” them out another 18 months. This strategy is supported by extremely low short-term rates and will enable SANDAG to delay drawing on the TIFIA Loan in April 2021 to repay the Notes. While the TIFIA Loan carries a low interest rate of 1.75%, the interest rate on an 18-month note is expected to be even lower at approximately 0.50%. Given the sizeable principal on the Series 2018 Short-Term Notes of \$537.48 million, the interest savings can be significant.

SANDAG is also exploring the possibility of a “technical” refunding of 2008A-D VRDBs to release the related debt service reserve fund with a current balance of about \$17 million which may go to support projects currently under construction.

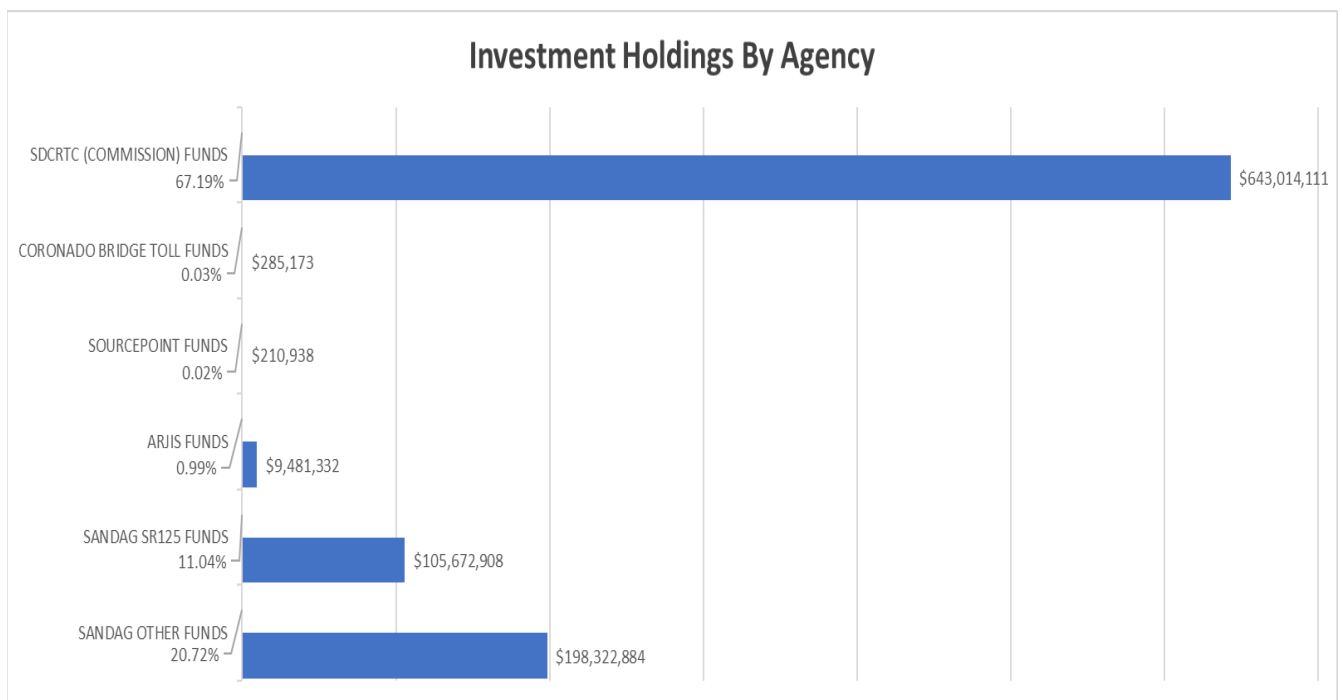
Finally, one of SANDAG’s standby bond purchase agreements (SBPA) associated with Series 2008A&B VRDOs is set to expire in March 2021. SANDAG staff and the financing team have requested new quotes from the existing provider and is expected to finalize a newly negotiated rate in the next several weeks.

## Quarterly Investment Data

Included with this quarterly finance report through December 31, 2020, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

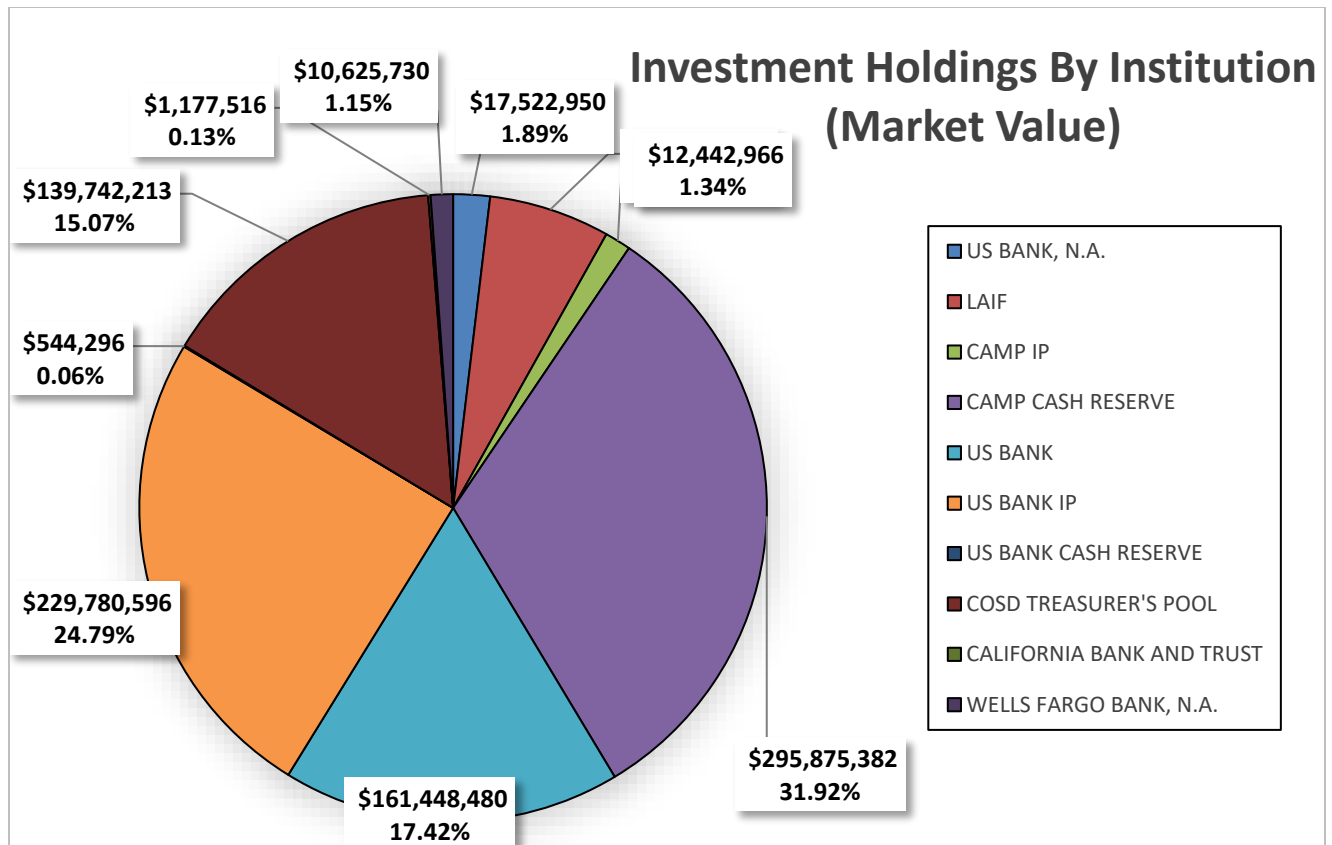
As of December 31, 2020, a total of \$956.99 million was held by SANDAG in a number of investment accounts, in comparison to \$1.06 billion held in the previous quarter. The \$103.37 million decrease during the quarter primarily is due to the timing of *TransNet* sales tax receipts, *TransNet* debt service payments, *TransNet* allocation payments to other local governmental agencies, and the use of *TransNet* bond proceeds to fund current projects.<sup>1</sup>

The chart below provides a summary of the holdings by Agency.



Approximately \$17.522 million was held in nine U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$1.043 billion was invested in seven institutions.

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



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

#### **Certifications**

The Chief Financial Officer reports that this investment portfolio, together with the authorized short-term Commercial Paper Program, will provide the necessary liquidity to meet the expenditure requirements of SANDAG, the Commission, ARJIS, and SourcePoint for the next six months. This portfolio is in compliance with state law and Board Policy No. 003: Investment Policy.

The Chief Financial Officer reports that there has not been any material event involving outstanding swap agreements, nor has there been any default by a swap counterparty or counterparty termination.

**SANDAG**  
**Summary of Portfolio Balances (by Institution)**  
as of December 31, 2020

<b>Institution</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
US BANK, N.A.	\$ 17,522,950.23	1.84%	\$ 17,522,950.23	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	57,824,087.25	6.08%	57,824,087.25	100.00%	-	0.49%	165
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	12,395,195.24	1.30%	12,442,966.36	100.39%	47,771.12	1.41%	450
CAMP CASH RESERVE PORTFOLIO	295,875,382.48	31.10%	295,875,382.48	100.00%	-	0.12%	46
US BANK TRUST	161,448,479.76	16.97%	161,448,479.76	100.00%	-	0.03%	6
US BANK INDIVIDUAL PORTFOLIO	224,895,183.28	23.64%	229,780,595.88	102.17%	4,885,412.60	1.71%	770
US BANK CASH RESERVE PORTFOLIO	544,295.72	0.06%	544,295.72	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	139,742,212.75	14.69%	139,742,212.75	100.00%	-	0.88%	552
JP MORGAN	30,008,129.38	3.15%	30,003,131.71	99.98%	(4,997.67)	0.11%	45
CALIFORNIA BANK AND TRUST	1,177,515.52	0.12%	1,177,515.52	100.00%	-	N/A	1
WELLS FARGO BANK, N.A.	9,894,794.19	1.04%	10,625,729.61	107.39%	730,935.42	1.84%	1
<b>TOTAL</b>	<b>\$ 951,328,225.80</b>	<b>100.00%</b>	<b>\$ 956,987,347.27</b>	<b>100.59%</b>	<b>\$ 5,659,121.47</b>	<b>0.66%</b>	<b>298</b>

**Summary of Portfolio Balances (by Agency)**

<b>Agency</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
SANDAG FUNDS	\$ 303,264,857.11	31.88%	\$ 303,995,792.53	100.24%	\$ 730,935.42	0.24%	94
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	9,481,332.10	1.00%	9,481,332.10	100.00%	-	0.34%	185
SOURCEPOINT FUNDS	210,938.33	0.02%	210,938.33	100.00%	-	0.88%	475
CORONADO BRIDGE TOLL FUNDS	285,172.92	0.03%	285,172.92	100.00%	-	0.12%	46
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	638,085,925.34	67.07%	643,014,111.39	100.77%	4,928,186.05	0.85%	396
<b>TOTAL</b>	<b>\$ 951,328,225.80</b>	<b>100.00%</b>	<b>\$ 956,987,347.27</b>	<b>100.59%</b>	<b>\$ 5,659,121.47</b>	<b>0.66%</b>	<b>298</b>

Note: In addition to the funds held above, there is \$4,950 petty cash held at SANDAG.

**SANDAG**  
**Detail of Portfolio Balances (by Account)**  
**as of December 31, 2020**

<b>Institution / Account</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
<b>US BANK, N.A.:</b>							
Checking - (ARJIS)	\$ 301,783.79	0.03%	\$ 301,783.79	100.00%	\$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	671,412.71	0.07%	671,412.71	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	68,742.67	0.01%	68,742.67	100.00%	-	N/A	1
Checking - (SANDAG) General	8,191,100.43	0.86%	8,191,100.43	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	788,873.49	0.08%	788,873.49	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	165,570.24	0.02%	165,570.24	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	1,463,407.36	0.15%	1,463,407.36	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	82,861.99	0.01%	82,861.99	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	5,759,884.02	0.61%	5,759,884.02	100.00%	-	N/A	1
Checking - (SourcePoint)	29,313.53	0.00%	29,313.53	100.00%	-	N/A	1
<b>TOTAL US BANK, N.A.</b>	<b>\$ 17,522,950.23</b>	<b>1.84%</b>	<b>\$ 17,522,950.23</b>	<b>100.00%</b>	<b>\$ -</b>	<b>N/A</b>	<b>1</b>
<b>STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):</b>							
(RTC) TransNet	\$ 57,560,717.39	6.05%	\$ 57,560,717.39	100.00%	\$ -	0.49%	165
(SANDAG)	263,369.86	0.03%	263,369.86	100.00%	-	0.49%	165
<b>TOTAL LAIF</b>	<b>\$ 57,824,087.25</b>	<b>6.08%</b>	<b>\$ 57,824,087.25</b>	<b>100.00%</b>	<b>\$ -</b>	<b>0.49%</b>	<b>165</b>
<b>CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet 2008 Bond Proceeds A/B/C/D Reserve Fund	\$ 8,978,251.14	0.94%	\$ 9,018,613.10	100.45%	\$ 40,361.96	1.09%	593
(RTC) TransNet Sales Tax	3,416,944.10	0.36%	3,424,353.26	100.22%	7,409.16	2.28%	73
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 12,395,195.24</b>	<b>1.30%</b>	<b>\$ 12,442,966.36</b>	<b>100.39%</b>	<b>\$ 47,771.12</b>	<b>1.41%</b>	<b>450</b>
<b>CASH RESERVE PORTFOLIO:</b>							
(ARJIS)	\$ 6,542,761.08	0.69%	\$ 6,542,761.08	100.00%	\$ -	0.12%	46
(RTC) 2008 Bond Series A - Principal	1.00	0.00%	1.00	100.00%	-	0.12%	46
(RTC) 2008 Bond Series A/B/C/D Reserve Fund	8,283,063.26	0.87%	8,283,063.26	100.00%	-	0.12%	46
(RTC) 2008 Bond Series B - Principal	1.00	0.00%	1.00	100.00%	-	0.12%	46
(RTC) 2008 Bond Series C - Principal	1.00	0.00%	1.00	100.00%	-	0.12%	46
(RTC) 2008 Bond Series D - Principal	1.00	0.00%	1.00	100.00%	-	0.12%	46
(RTC) 2008 Sales Tax Account - TransNet Extension	82,943,799.19	8.72%	82,943,799.19	100.00%	-	0.12%	46
(RTC) 2010 Bond Series A - Interest	5,009,536.42	0.53%	5,009,536.42	100.00%	-	0.12%	46
(RTC) 2012 Bond Series A - Interest	931,122.86	0.10%	931,122.86	100.00%	-	0.12%	46
(RTC) 2012 Bond Series A - Principal	14,981,796.55	1.57%	14,981,796.55	100.00%	-	0.12%	46
(RTC) 2014 Bond Series A Interest	2,130,438.36	0.22%	2,130,438.36	100.00%	-	0.12%	46
(RTC) 2014 Bond Series A Principal	4,186,138.19	0.44%	4,186,138.19	100.00%	-	0.12%	46
(RTC) 2016 Bond Series A Interest	3,848,997.69	0.40%	3,848,997.69	100.00%	-	0.12%	46
(RTC) 2016 Bond Series A Principal	3,953,657.96	0.42%	3,953,657.96	100.00%	-	0.12%	46
(RTC) 2018 Bond Series A Interest	5,125,467.06	0.54%	5,125,467.06	100.00%	-	0.12%	46
(RTC) 2020 Bond Series A Interest	888,552.52	0.09%	888,552.52	100.00%	-	0.12%	46

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(RTC) 2020 Bond Series A Principal	1,155,356.60	0.12%	1,155,356.60	100.00%	-	0.12%	46
(RTC) Custody Account	15,532.20	0.00%	15,532.20	100.00%	-	0.12%	46
(RTC) Sage Hill Endowment	877,087.57	0.09%	877,087.57	100.00%	-	0.12%	46
(RTC) TransNet Program Reserve	56,273,216.34	5.92%	56,273,216.34	100.00%	-	0.12%	46
(RTC) Wetland Mitigation TransNet Sales Tax	311,219.09	0.03%	311,219.09	100.00%	-	0.12%	46
(SANDAG) 2019 Series AB Cap- I Fund	101,232.13	0.01%	101,232.13	100.00%	-	0.12%	46
(SANDAG) 2019 Series AB DSR Fund	12,841,581.93	1.35%	12,841,581.93	100.00%	-	0.12%	46
(SANDAG) California Coastal Commission	1,054,136.84	0.11%	1,054,136.84	100.00%	-	0.12%	46
(SANDAG) Coronado Bridge Toll Funds	285,172.92	0.03%	285,172.92	100.00%	-	0.12%	46
(SANDAG) El Portal Project	6,783,112.64	0.71%	6,783,112.64	100.00%	-	0.12%	46
(SANDAG) I-15 FasTrak®	662,651.19	0.07%	662,651.19	100.00%	-	0.12%	46
(SANDAG) SR 125	1,975,095.03	0.21%	1,975,095.03	100.00%	-	0.12%	46
(SANDAG) SR 125	32,152,003.35	3.38%	32,152,003.35	100.00%	-	0.12%	46
(SANDAG) SR 125	42,390,289.19	4.46%	42,390,289.19	100.00%	-	0.12%	46
(SANDAG) Shoreline Management	172,360.32	0.02%	172,360.32	100.00%	-	0.12%	46
<b>TOTAL CASH RESERVE PORTFOLIO</b>	<b>\$ 295,875,382.48</b>	<b>31.10%</b>	<b>\$ 295,875,382.48</b>	<b>100.00%</b>	<b>\$ -</b>	<b>0.12%</b>	<b>46</b>
<b>TOTAL CAMP</b>	<b>\$ 308,270,577.72</b>	<b>32.40%</b>	<b>\$ 308,318,348.84</b>	<b>100.02%</b>	<b>\$ 47,771.12</b>	<b>0.17%</b>	<b>62</b>
<b>US BANK TRUST:</b>							
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	\$ 1,297,083.47	0.14%	\$ 1,297,083.47	100.00%	\$ -	0.00%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	3,404,362.59	0.36%	3,404,362.59	100.00%	-	0.01%	1
Money Market - (RTC) 2020 Revenue Bond Series A Project Fund	0.02	0.00%	0.02	100.00%	-	0.00%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	15,972.38	0.00%	15,972.38	100.00%	-	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	751,336.58	0.08%	751,336.58	100.00%	-	0.01%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	237,892.96	0.03%	237,892.96	100.00%	-	0.00%	1
Money Market - (SANDAG) Grant RCPT 19 A & B COI	4.15	0.00%	4.15	100.00%	-	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	46,291,068.52	4.87%	46,291,068.52	100.00%	-	0.03%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	6,376,066.06	0.67%	6,376,066.06	100.00%	-	0.03%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Capex	0.06	0.00%	0.06	100.00%	-	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	0.14	0.00%	0.14	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A	465,542.30	0.05%	465,542.30	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	4,645,738.71	0.49%	4,645,738.71	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	2,409,054.61	0.25%	2,409,054.61	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	13,760,668.28	1.45%	13,760,668.28	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	2,031,770.47	0.21%	2,031,770.47	100.00%	-	0.00%	1
Certificates of Participation - (RTC) North County Transit District	21,750,000.00	2.29%	21,750,000.00	100.00%	-	0.16%	35
Capital Project Retention Accounts	58,011,918.46	6.10%	58,011,918.46	100.00%	-	N/A	1
<b>TOTAL US BANK TRUST</b>	<b>\$ 161,448,479.76</b>	<b>16.97%</b>	<b>\$ 161,448,479.76</b>	<b>100.00%</b>	<b>\$ -</b>	<b>0.03%</b>	<b>6</b>
<b>US BANK:</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Extension	\$ 224,895,183.28	23.64%	\$ 229,780,595.88	102.17%	\$ 4,885,412.60	1.71%	770
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 224,895,183.28</b>	<b>23.64%</b>	<b>\$ 229,780,595.88</b>	<b>102.17%</b>	<b>\$ 4,885,412.60</b>	<b>1.71%</b>	<b>770</b>

<b>Institution / Account</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
<b>CASH RESERVE:</b>							
(RTC) TransNet Extension	\$ 544,295.72	0.06%	\$ 544,295.72	100.00%	\$ -	0.00%	1
<b>TOTAL CASH RESERVE</b>	<b>\$ 544,295.72</b>	<b>0.06%</b>	<b>\$ 544,295.72</b>	<b>100.00%</b>	<b>\$ -</b>	<b>0.00%</b>	<b>1</b>
<b>TOTAL US BANK</b>	<b>\$ 225,439,479.00</b>	<b>23.70%</b>	<b>\$ 230,324,891.60</b>	<b>102.17%</b>	<b>\$ 4,885,412.60</b>	<b>1.70%</b>	<b>768</b>
<b>SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:</b>							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	\$ 2,636,787.23	0.28%	\$ 2,636,787.23	100.00%	\$ -	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	61,858,435.34	6.50%	61,858,435.34	100.00%	-	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	31,780,922.42	3.34%	31,780,922.42	100.00%	-	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	35,301,832.04	3.71%	35,301,832.04	100.00%	-	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	7,982,610.92	0.84%	7,982,610.92	100.00%	-	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	181,624.80	0.02%	181,624.80	100.00%	-	0.88%	552
<b>TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND</b>	<b>\$ 139,742,212.75</b>	<b>14.69%</b>	<b>\$ 139,742,212.75</b>	<b>100.00%</b>	<b>\$ -</b>	<b>0.88%</b>	<b>552</b>
<b>JP MORGAN:</b>							
(RTC) JPMorgan Prime Money Market Fund	\$ 20,005,300.33	2.10%	\$ 20,001,302.46	99.98%	\$ (3,997.87)	0.11%	40
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	10,002,829.05	1.05%	10,001,829.25	99.99%	(999.80)	0.09%	55
<b>TOTAL JP MORGAN</b>	<b>\$ 30,008,129.38</b>	<b>3.15%</b>	<b>\$ 30,003,131.71</b>	<b>99.98%</b>	<b>\$ (4,997.67)</b>	<b>0.11%</b>	<b>45</b>
<b>CALIFORNIA BANK AND TRUST:</b>							
Capital Project Retention Accounts	\$ 1,177,515.52	0.12%	\$ 1,177,515.52	100.00%	\$ -	N/A	1
<b>TOTAL CALIFORNIA BANK AND TRUST</b>	<b>\$ 1,177,515.52</b>	<b>0.12%</b>	<b>\$ 1,177,515.52</b>	<b>100.00%</b>	<b>\$ -</b>	<b>N/A</b>	<b>1</b>
<b>WELLS FARGO BANK, N.A.:</b>							
(SANDAG) Section 115 Pension Trust	\$ 9,894,794.19	1.04%	\$ 10,625,729.61	107.39%	\$ 730,935.42	1.84%	1
<b>TOTAL WELLS FARGO BANK, N.A.</b>	<b>\$ 9,894,794.19</b>	<b>1.04%</b>	<b>\$ 10,625,729.61</b>	<b>107.39%</b>	<b>\$ 730,935.42</b>	<b>1.84%</b>	<b>1</b>
<b>TOTAL</b>	<b>\$ 951,328,225.80</b>	<b>100.00%</b>	<b>\$ 956,987,347.27</b>	<b>100.59%</b>	<b>\$ 5,659,121.47</b>	<b>0.66%</b>	<b>298</b>

*Legend:*

Automated Regional Justice Information System (ARJIS)  
Commercial Paper (CP)  
State of California Local Agency Investment Fund (LAIF)  
North County Transit District (NCTD)  
San Diego County Regional Transportation Commission (RTC)



**SANDAG**  
**Detail of Portfolio Balances (by Investment Type)**  
**as of December 31, 2020**

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
<b>Cash and cash equivalents:</b>											
<b>Demand deposits:</b>											
(ARJIS)	N/A	N/A	\$ 301,783.79	\$ 301,783.79	\$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	671,412.71	671,412.71	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	68,742.67	68,742.67	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	8,191,100.43	8,191,100.43	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	788,873.49	788,873.49	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	165,570.24	165,570.24	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	1,463,407.36	1,463,407.36	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	82,861.99	82,861.99	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	5,759,884.02	5,759,884.02	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	29,313.53	29,313.53	-	N/A	NR	NR	NR	N/A	1
<b>Total demand deposits</b>			<b>\$ 17,522,950.23</b>	<b>\$ 17,522,950.23</b>	<b>\$ -</b>	<b>\$ -</b>				<b>N/A</b>	<b>1</b>
<b>Money market accounts and funds:</b>											
CAMP Cash Reserve Portfolio - (ARJIS)	N/A	N/A	\$ 6,542,761.08	\$ 6,542,761.08	\$ -	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series A - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series A/B/C/D Reserve Fund	N/A	N/A	8,283,063.26	8,283,063.26	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series B - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series C - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series D - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	82,943,799.19	82,943,799.19	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	5,009,536.42	5,009,536.42	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2012 Bond Series A - Interest	N/A	N/A	931,122.86	931,122.86	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2012 Bond Series A - Principal	N/A	N/A	14,981,796.55	14,981,796.55	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Interest	N/A	N/A	2,130,438.36	2,130,438.36	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Principal	N/A	N/A	4,186,138.19	4,186,138.19	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	3,848,997.69	3,848,997.69	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	3,953,657.96	3,953,657.96	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2018 Bond Series A Interest	N/A	N/A	5,125,467.06	5,125,467.06	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	888,552.52	888,552.52	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	1,155,356.60	1,155,356.60	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) Custody Account	N/A	N/A	15,532.20	15,532.20	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	877,087.57	877,087.57	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	56,273,216.34	56,273,216.34	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	311,219.09	311,219.09	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB Cap-1 Fund	N/A	N/A	101,232.13	101,232.13	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB DSR Fund	N/A	N/A	12,841,581.93	12,841,581.93	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	1,054,136.84	1,054,136.84	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	285,172.92	285,172.92	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) El Portal Project	N/A	N/A	6,783,112.64	6,783,112.64	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	662,651.19	662,651.19	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	172,360.32	172,360.32	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	1,975,095.03	1,975,095.03	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	32,152,003.35	32,152,003.35	-	N/A	AAAm	NR	NR	0.12%	46
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	42,390,289.19	42,390,289.19	-	N/A	AAAm	NR	NR	0.12%	46
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	N/A	N/A	1,297,083.47	1,297,083.47	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	3,404,362.59	3,404,362.59	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) 2020 Revenue Bond Series A Project Fund	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	15,972.38	15,972.38	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	751,336.58	751,336.58	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	237,892.96	237,892.96	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) Grant RCPT 19 A & B COI	N/A	N/A	4.15	4.15	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	N/A	N/A	46,291,068.52	46,291,068.52	-	N/A	NR	NR	NR	0.03%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	N/A	N/A	6,376,066.06	6,376,066.06	-	N/A	NR	NR	NR	0.03%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Capex	N/A	N/A	0.06	0.06	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	N/A	N/A	0.14	0.14	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A	N/A	N/A	465,542.30	465,542.30	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	N/A	N/A	4,645,738.71	4,645,738.71	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	N/A	N/A	2,409,054.61	2,409,054.61	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	N/A	N/A	13,760,668.28	13,760,668.28	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	2,031,770.47	2,031,770.47	-	N/A	NR	NR	NR	0.00%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	2,636,787.23	2,636,787.23	-	N/A	NR	NR	AAAf / S1	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	61,858,435.34	61,858,435.34	-	N/A	NR	NR	AAAf / S1	0.88%	552

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	31,780,922.42	31,780,922.42	-	N/A	NR	NR	AAAf / S1	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	N/A	N/A	35,301,832.04	35,301,832.04	-	N/A	NR	NR	AAAf / S1	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	7,982,610.92	7,982,610.92	-	N/A	NR	NR	AAAf / S1	0.88%	552
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	181,624.80	181,624.80	-	N/A	NR	NR	AAAf / S1	0.88%	552
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	57,560,717.39	57,560,717.39	-	N/A	NR	NR	NR	0.49%	165
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	263,369.86	263,369.86	-	N/A	NR	NR	NR	0.49%	165
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	544,295.72	544,295.72	-	N/A	NR	NR	NR	0.00%	1
Wells Fargo - (SANDAG) Section 115 Pension Trust	N/A	N/A	9,894,794.19	10,625,729.61	730,935.42	N/A	NR	NR	NR	1.84%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	20,005,300.33	20,001,302.46	(3,997.87)	N/A	AAAm	Aaa-mf	AAAmmf	0.11%	40
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	10,002,829.05	10,001,829.25	(999.80)	N/A	AAAm	Aaa-mf	AAAmmf	0.09%	55
Capital Project Retention Accounts - US Bank	N/A	N/A	58,011,918.46	58,011,918.46	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	1,177,515.52	1,177,515.52	-	N/A	NR	NR	NR	N/A	1

<b>Total money market accounts and funds</b>			<b>\$ 674,764,897.05</b>	<b>\$ 675,490,834.80</b>	<b>\$ 725,937.75</b>	<b>\$ -</b>				<b>0.32%</b>	<b>151</b>
<b>Total cash and cash equivalents</b>			<b>\$ 692,287,847.28</b>	<b>\$ 693,013,785.03</b>	<b>\$ 725,937.75</b>	<b>N/A</b>				<b>0.32%</b>	<b>147</b>

**Investments:**

**U.S. Agencies:**

FANNIE MAE NOTES	07/13/2020	07/10/2023	\$ 5,436,974.50	\$ 5,459,908.10	\$ 22,933.60	\$ 5,450,000.00	AA+	Aaa	AAA	0.33%	921
FEDERAL FARM CREDIT BANK	02/26/2019	02/11/2021	4,999,029.10	5,013,084.55	14,055.45	5,000,000.00	AA+	Aaa	AAA	2.51%	42
FEDERAL FARM CREDIT BANK	06/24/2019	02/08/2023	5,082,900.00	5,216,902.75	134,002.75	5,000,000.00	AA+	Aaa	AAA	1.77%	769
FEDERAL FARM CREDIT BANK	04/11/2019	04/05/2023	6,968,500.00	7,324,071.02	355,571.02	7,000,000.00	AA+	Aaa	AAA	2.37%	825
FEDERAL FARM CREDIT BANK	10/16/2020	10/13/2023	5,794,200.00	5,800,999.86	6,799.86	5,800,000.00	AA+	Aaa	AAA	0.31%	1,016
FEDERAL FARM CREDIT BANK	05/15/2019	11/08/2023	6,022,560.00	6,350,312.64	327,752.64	6,000,000.00	AA+	Aaa	AAA	2.21%	1,042
FEDERAL FARM CREDIT BANK	09/28/2020	03/28/2024	5,995,500.00	5,985,817.08	(9,682.92)	6,000,000.00	AA+	Aaa	AAA	0.32%	1,183
FEDERAL FARM CREDIT BANK	08/27/2019	07/26/2024	6,615,310.00	6,863,765.74	248,455.74	6,500,000.00	AA+	Aaa	AAA	1.47%	1,303
FEDERAL FARM CREDIT BANK	09/17/2019	09/10/2024	5,079,870.00	5,328,759.35	248,889.35	5,000,000.00	AA+	Aaa	AAA	1.74%	1,349
FEDERAL HOME LOAN BANK	03/01/2019	03/12/2021	4,979,485.00	5,021,564.20	42,079.20	5,000,000.00	AA+	Aaa	-	2.58%	71
FEDERAL HOME LOAN BANK	06/24/2019	03/10/2023	5,063,453.47	5,216,154.65	152,701.18	5,000,000.00	AA+	Aaa	-	1.77%	799
FEDERAL HOME LOAN BANK	03/01/2019	12/09/2022	3,648,843.00	3,623,031.32	(25,811.68)	3,300,000.00	AA+	Aaa	-	2.25%	708
FEDERAL HOME LOAN BANK	03/06/2019	11/29/2021	4,915,300.00	5,079,799.05	164,499.05	5,000,000.00	AA+	Aaa	-	2.52%	333
FEDERAL HOME LOAN BANK	03/01/2019	06/11/2021	4,924,100.00	5,037,618.75	113,518.75	5,000,000.00	AA+	Aaa	-	2.56%	162
FEDERAL HOME LOAN MORTGAGE CORP	11/23/2020	11/24/2023	5,300,000.00	5,302,288.38	2,288.38	5,300,000.00	-	Aaa	AAA	0.35%	1,058
FEDERAL HOME LOAN MORTGAGE CORP	07/09/2020	04/15/2024	4,000,000.00	4,000,543.00	543.00	4,000,000.00	-	Aaa	AAA	0.50%	1,201
FEDERAL HOME LOAN MORTGAGE CORP	09/10/2020	09/14/2023	5,496,700.00	5,495,857.62	(842.38)	5,500,000.00	-	Aaa	AAA	0.29%	987
FEDERAL HOME LOAN MORTGAGE CORP	09/28/2020	03/29/2024	5,000,000.00	5,001,015.40	1,015.40	5,000,000.00	-	Aaa	AAA	0.35%	1,184
FEDERAL HOME LOAN MORTGAGE CORP	11/08/2019	01/13/2022	4,563,265.50	4,604,040.00	40,774.50	4,500,000.00	AA+	Aaa	AAA	1.71%	378
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/25/2019	09/06/2022	5,262,158.00	5,412,779.50	150,621.50	5,300,000.00	AA+	Aaa	AAA	1.63%	614
FEDERAL NATIONAL MORTGAGE ASSOCIATION	07/01/2019	10/05/2022	5,028,950.00	5,163,150.00	134,200.00	5,000,000.00	AA+	Aaa	-	1.82%	643
FEDERAL NATIONAL MORTGAGE ASSOCIATION	04/23/2019	04/12/2022	4,982,050.00	5,139,648.45	157,598.45	5,000,000.00	AA+	Aaa	AAA	2.38%	467
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/08/2019	07/02/2024	4,993,150.00	5,264,558.65	271,408.65	5,000,000.00	AA+	Aaa	AAA	1.78%	1,279
UNITED STATES TREASURY NOTE/BOND	03/01/2019	12/15/2021	5,013,298.00	5,118,945.30	105,647.30	5,000,000.00	AA+	Aaa	AAA	2.52%	349
UNITED STATES TREASURY NOTE/BOND	06/24/2019	09/30/2023	4,235,500.00	4,444,621.08	209,121.08	4,300,000.00	AA+	Aaa	AAA	1.74%	1,003
UNITED STATES TREASURY NOTE/BOND	06/13/2019	08/31/2023	3,925,794.65	4,130,625.00	204,830.35	4,000,000.00	AA+	Aaa	AAA	1.84%	973
UNITED STATES TREASURY NOTE/BOND	03/01/2019	05/31/2023	4,980,078.13	5,178,320.30	198,242.17	5,000,000.00	AA+	Aaa	AAA	1.73%	881
UNITED STATES TREASURY NOTE/BOND	09/27/2019	04/30/2024	5,091,423.00	5,299,609.40	208,186.40	5,000,000.00	AA+	Aaa	AAA	1.58%	1,216
US TREASURY NOTES	03/25/2019	03/31/2021	3,541,276.64	3,558,705.00	17,428.36	3,541,000.00	AA+	Aaa	AAA	2.25%	90

<b>Total U.S. Agencies</b>			<b>\$ 146,939,668.99</b>	<b>\$ 150,436,496.14</b>	<b>\$ 3,496,827.15</b>	<b>\$ 146,491,000.00</b>				<b>1.60%</b>	<b>808</b>
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**Corporate Medium Term Notes:**

BANK OF AMERICA CORP	10/14/2020	12/20/2023	\$ 2,628,700.00	\$ 2,631,275.00	\$ 2,575.00	\$ 2,500,000.00	A-	A2	A+	0.61%	1,084
BRANCH BANKING & TRUST (CALLED, OMD 02/0	10/23/2017	01/04/2021	999,540.00	999,941.00	401.00	1,000,000.00	A-	A3	A	2.17%	4
CATERPILLAR FINANCIAL SERVICES	05/16/2019	12/07/2023	3,121,890.00	3,289,644.39	167,754.39	3,000,000.00	A	A3	A	2.69%	1,071
CATERPILLAR FINANCIAL SERVICES	03/14/2019	02/26/2022	4,019,240.00	4,123,744.20	104,504.20	4,000,000.00	A	A3	A	2.77%	422
CHEVRON	05/15/2019	06/24/2023	5,118,900.00	5,317,816.80	198,916.80	5,000,000.00	AA	Aa2	-	2.57%	905
CISCO SYSTEMS INC	03/01/2019	09/20/2021	3,914,240.00	4,040,315.28	126,075.28	4,000,000.00	AA-	A1	-	2.73%	263
CITIBANK	05/31/2019	07/23/2021	6,158,234.50	6,139,111.54	(19,122.96)	6,050,000.00	A+	Aa3	A+	2.54%	204
HOME DEPOT INC	03/14/2019	03/01/2022	4,275,054.00	4,343,976.88	68,922.88	4,200,000.00	A	A2	A	2.62%	425
HONEYWELL INTERNATIONAL	11/08/2019	08/15/2024	2,933,756.00	3,090,318.47	156,562.47	2,900,000.00	A	A2	A	2.04%	1,323
INTERNATIONAL BUSINESS MACHINES CORP	09/04/2019	08/01/2023	5,156,295.10	5,288,495.25	132,200.15	4,895,000.00	A	A2	-	1.95%	943
JOHN DEERE CAPITAL CORP NOTES	01/03/2018	01/08/2021	419,781.60	420,073.08	291.48	420,000.00	A	A2	A	2.37%	8
JP MORGAN CHASE & CO	10/17/2019	03/01/2021	4,030,960.00	4,006,371.84	(24,588.16)	4,000,000.00	A-	A2	AA-	1.97%	60
MICROSOFT CORP	07/18/2019	02/06/2024	6,043,518.00	6,283,751.70	240,233.70	5,850,000.00	AAA	Aaa	AA+	2.11%	1,132
ORACLE CORP	03/14/2019	05/15/2022	3,993,280.00	4,106,942.36	113,662.36	4,000,000.00	A	A3	A-	2.56%	500
PFIZER INC	09/30/2019	05/15/2024	4,036,968.00	4,175,848.27	138,880.27	3,800,000.00	A+	A2	A	1.98%	1,231

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
PNC BANK	02/07/2020	07/25/2023	3,185,370.00	3,252,157.80	66,787.80	3,000,000.00	A-	A3	A	1.95%	936
WELLS FARGO AND CO	07/09/2020	06/02/2024	2,546,750.00	2,569,708.63	22,958.63	2,500,000.00	BBB+	A2	A+	0.99%	1,249
WELLS FARGO AND CO	07/20/2020	01/24/2023	5,176,950.00	5,142,707.25	(34,242.75)	5,000,000.00	BBB+	A2	A+	0.70%	754
<b>Total Corporate Medium Notes</b>			<u>\$ 67,759,427.20</u>	<u>\$ 69,222,199.74</u>	<u>\$ 1,462,772.54</u>	<u>\$ 66,115,000.00</u>				<u>2.10%</u>	<u>735</u>
<b>Supra-National Agency Bond/Note</b>											
INT'L BANK FOR RECON AND DEVELOPMENT	09/10/2020	03/09/2021	\$ 6,041,514.00	\$ 6,016,511.70	\$ (25,002.30)	\$ 6,000,000.00	AAA	Aaa	AAA	0.20%	68
INTER-AMERICAN DEVELOPMENT BANK	03/05/2019	04/19/2021	3,898,440.00	3,927,034.65	28,594.65	3,900,000.00	AAA	Aaa	AAA	2.64%	109
INTER-AMERICAN DEVELOPMENT BANK	04/24/2020	04/19/2021	1,685,290.20	1,661,437.73	(23,852.47)	1,650,000.00	AAA	Aaa	AAA	0.42%	109
INTER-AMERICAN DEVELOPMENT BANK	11/06/2020	02/21/2024	5,436,150.00	5,421,150.00	(15,000.00)	5,000,000.00	AAA	Aaa	AAA	0.32%	1,147
INTERNATIONAL FINANCE CORPORATION NOTE	01/18/2018	01/25/2021	1,540,457.70	1,545,871.38	5,413.68	1,545,000.00	AAA	Aaa	NR	2.35%	25
<b>Total Supra-National Agency Bond/Notes</b>			<u>\$ 18,601,851.90</u>	<u>\$ 18,572,005.46</u>	<u>\$ (29,846.44)</u>	<u>\$ 18,095,000.00</u>				<u>0.94%</u>	<u>392</u>
<b>Asset-Backed Security:</b>											
ALLYA 2017-5 A3	11/14/2017	03/15/2022	\$ 29,179.78	\$ 29,187.77	\$ 7.99	\$ 29,182.05	AAA	Aaa	NR	1.99%	439
HAROT 2017-4 A3	11/22/2017	11/21/2021	35,090.62	35,114.25	23.63	35,095.56	NR	Aaa	AAA	2.05%	325
TAOT 2017-D A3	11/07/2017	01/15/2022	145,999.44	146,237.53	238.09	146,012.90	AAA	Aaa	NR	1.93%	380
TAOT 2018-A A3	01/23/2018	05/16/2022	246,894.96	247,928.25	1,033.29	246,897.80	AAA	Aaa	NR	2.35%	501
TOYOTA AUTO RECEIVABLES 2017-D	04/20/2020	02/15/2023	3,532,265.63	3,534,393.10	2,127.47	3,500,000.00	AAA	Aaa	-	1.37%	776
<b>Total Asset-Backed Security</b>			<u>\$ 3,989,430.43</u>	<u>\$ 3,992,860.90</u>	<u>\$ 3,430.47</u>	<u>\$ 3,957,188.31</u>				<u>1.46%</u>	<u>738</u>
<b>Certificates of Participation:</b>											
(RTC) North County Transit District Certificates of Participation	12/03/2020	02/04/2021	\$ 21,750,000.00	\$ 21,750,000.00	\$ -	\$ 21,750,000.00	NR	A1	NR	0.16%	35
<b>Total Certificates of Participation</b>			<u>\$ 21,750,000.00</u>	<u>\$ 21,750,000.00</u>	<u>\$ -</u>	<u>\$ 21,750,000.00</u>				<u>0.16%</u>	<u>35</u>
<b>Total investments</b>			<u>\$ 259,040,378.52</u>	<u>\$ 263,973,562.24</u>	<u>\$ 4,933,183.72</u>	<u>\$ 256,408,188.31</u>				<u>1.56%</u>	<u>694</u>
<b>Total Portfolio:</b>			<u>\$ 951,328,225.80</u>	<u>\$ 956,987,347.27</u>	<u>\$ 5,659,121.47</u>	<u>N/A</u>				<u>0.66%</u>	<u>298</u>

*Legend:*

Automated Regional Justice Information System (ARJIS)  
Commercial Paper (CP)  
State of California Local Agency Investment Fund (LAIF)  
North County Transit District (NCTD)  
San Diego County Regional Transportation Commission (RTC)

## **Progress Report on Major Transportation Projects – Through December 2020**

### **Overview**

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

### **Key Considerations**

Through December 2020, approximately 35% of the projected FY 2021 Capital Program Budget has been spent, as shown in Attachment 1. Many projects are expected to begin work in quarter 3, so expenditures are expected to be higher over the next two quarters. Additional budget information on specific projects can be found in Attachment 2.

### **Action: Information**

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

### **Fiscal Impact:**

The major projects summarized in this report represent an investment of approximately \$814 million for Fiscal Year 2021 in the San Diego regional transportation system.

### **Schedule/Scope Impact:**

In quarter 2, 5 milestones were completed with 11 milestones expected to be achieved during quarter 3 of FY 2021.

### **Major Project / Program Highlights**

- In October, the Interstate 5 (I-5)/Genesee Auxiliary Lane opened to users and provides a lane on southbound I-5 between Genesee Avenue and La Jolla Village Drive.
- In November, the State Route 11 (SR 11) and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction project advertised for construction. Construction is scheduled to begin in late February.
- There are currently 11 planned milestones for the third quarter of FY 2021.
- Attachment 3 provides details on the total cost for the Capital Program (as compared to what is funded in the approved FY 2021 Program Budget). The Estimate at Completion column represents the total current estimated cost of the project if it was to be completed through construction. This estimate changes based on information gathered throughout the development of the project which is why it may differ from what is in the approved budget. According to the latest estimates, approximately \$1.2 billion in additional funds are needed to complete projects for those estimates which are known at this time.

### **Schedule Changes**

Schedule updates and milestone definitions can be found in Attachment 4. Page 1 provides an overview of quarter 2 and quarter 3 milestones, while pages 2 through 4 provide updated schedules and comments if the schedule has a variance.

- The City of San Diego continues to review final designs for several bikeway projects. Schedule milestones have been updated in alignment with progress at the City. Together, the 8 projects that are currently with the City of San Diego for review will open to the public 19.5 additional miles of new bikeways.

<sup>1</sup> The projects in this report are a subset of projects shown in the Final FY 2021 Program Budget. This report does not include minor capital projects and projects in the close out phase.

- Only projects with an upcoming milestone are included in Attachment 4. Those projects whose next milestones are To Be Determined or Non-Applicable do not appear in this report. Once a milestone is established it will be added at that time.

### **Next Steps**

The next progress report will be presented in May and will provide data between January and March 2021. During that time, three projects are expected to complete the Design phase, two projects are expected to begin the Construction phase, and one project is expected to be Open to Traffic and four projects are expected to complete the Construction phase.

### ***Hasan Ikhata, Executive Director***

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

Attachments:

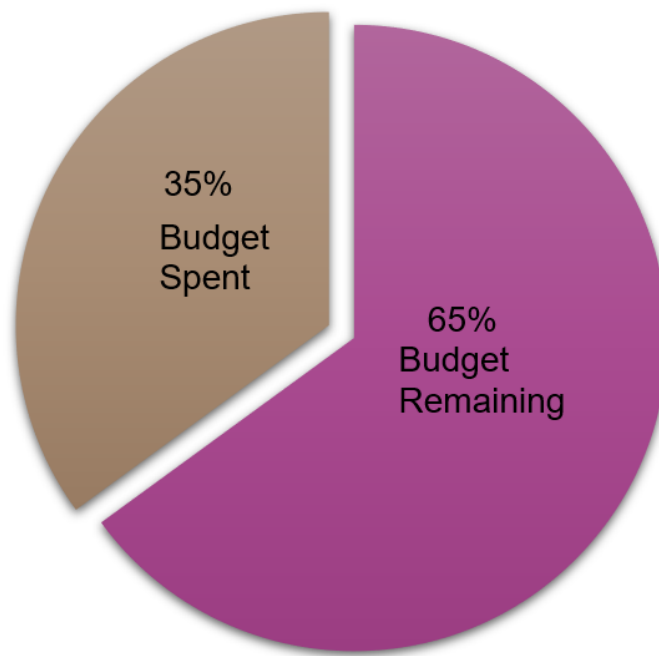
1. FY 2021 Budget vs. Actual Expenditures
2. Annual Planned vs. Actual Expenditures – through December 2020
3. Total Project Cost vs. Estimate at Completion – through December 2020
4. Quarterly Capital Program Status Report – October – December 2020

## FY 2021 Budget vs Actual Expenditures

The total *TransNet* Program of Projects and Major Capital programs have spent approximately 35% of the projected FY21 budget (as of December 30, 2020). Through December 2020, the total FY21 budget is \$813 million with a total of approximately \$300 million being spent. Total expenditures through December 2020 align with the delay of schedule milestones due to COVID-19. Most corridors, except for I-805 and I-5 North, have not spent at least 50% of their FY21 budget. Attachment 2 provides more detail on expenditures by project and comments related to expenditures.

## FY21 Q2 Capital Budget Summary

in \$millions



**Total FY21  
Budget**  
**\$813.371**

**Total Expenses  
Thru December 2020**  
**\$284.936**

**Remaining FY21  
Budget**  
**\$528.435**

Capital Programs FY21 Budget  
Planned vs. Actual Expenditures  
through December 31, 2020 (in \$000's)

Attachment 2

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY21 Budget	Expenditures through Q2 (July - December)	% of Expenditures through Q2	Comments
Overall Capital Program*			\$5,370,747	\$813,900	\$284,936	35%	
1257001	Mid-Coast Light Rail Transit (LRT)	Mid-Coast	\$1,913,801	\$284,218	\$104,414	37%	Expecting a higher expenditure rate for Q3 and Q4
	Interstate 5 - North Projects	I-5 North Total	\$877,816	\$120,021	\$61,610	51%	
1200504	I-5 North Coast: 2HOV Lanes	I-5 North	\$408,197	\$71,429	\$33,609	47%	Expenditures expected to increase in FY21 Quarter 3
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	\$336,534	\$35,874	\$25,869	72%	
1200510	I-5 HOV: Carlsbad	I-5 North	\$127,641	\$10,135	\$2,073	20%	
1200513	SR 56 Auxiliary Lanes	I-5 North	\$5,444	\$2,583	\$59	2%	
	Interstate 5 - South Projects	I-5 South Total	\$229,539	\$17,015	\$6,143	36%	
1041502	SuperLoop	I-5 South	\$35,187	\$5	\$5	100%	
1200506	I-5/Genesee Interchange and Widening	I-5 South	\$119,716	\$2,342	\$532	23%	Expenditures will increase
1200507	I-5/Voigt Drive Improvements	I-5 South	\$42,780	\$12,309	\$4,353	35%	Expenditures to increase in Q3 and Q4
1200508	I-5/Gilman Drive Bridge	I-5 South	\$24,607	\$1,302	\$942	72%	
1200512	I-5/Genesee Auxiliary Lane	I-5 South	\$7,249	\$1,057	\$316	30%	Project is in construction complete phase
	Interstate 15 Projects	I-15 Corridor Total	\$51,721	\$4,414	\$55	1%	
1201511	Mira Mesa Blvd BRT Priority Treatments	I-15 Corridor	\$3,972	\$445	\$0	0%	Installation of Traffic Signal Prioritization pending
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	\$45,975	\$3,959	\$55	1%	Project is on hold
1201515	Clairemont Mesa Blvd BRT Stations	I-15 Corridor	\$1,774	\$10	\$0	0%	Expenditures are minimal
	State Route 125 Projects	SR 125 Corridor Total	\$30,240	\$7,883	\$3,276	42%	
1212501	SR 94/SR 125 South to East Connector	SR-125 Corridor	\$30,240	\$7,883	\$3,276	42%	Design phase just started
	State Routes 52, 67, 76 and 78 Projects	SR 52, 67 , 76, 78 Corridors Total	\$324,344	\$21,415	\$2,323	11%	
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	\$12,000	\$4,849	\$0	0%	Expenditures expected to increase in FY21 Quarter 3
1206701	SR 67 Improvements	SR 52, 67, 76, 78 Corridors	\$21,000	\$5,499	\$585	11%	Expenditures expected to increase in FY21 Quarter 3
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	\$203,289	\$1,325	\$521	39%	Project in Plant Establishment
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	\$32,937	\$4,480	\$1,185	26%	Design phase just started
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	\$16,118	\$1,262	\$32	3%	Expenditures expected to increase in FY21 Quarter 3
1207804	SR 78 HOV Lanes: I-5 to I-15	SR 52, 67, 76, 78 Corridors	\$39,000	\$4,000	\$0	0%	Expenditures expected to increase in FY21 Quarter 3
	Mid-City Projects	Mid-City Corridor Total	\$44,526	\$548	\$2	0%	
1240001	Mid-City Rapid Bus	Mid-City Corridor	\$44,526	\$548	\$2	0%	Installation of Traffic Signal Prioritization pending
	Trolley Renewal Projects	Trolley Renewal	\$107,224	\$17,122	\$94	1%	
1210040	Orange and Blue Line Traction Power Substations	Trolley Renewal	\$30,224	\$422	\$83	20%	Project is in construction complete phase
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	\$72,000	\$14,000	\$0	0%	Full payment to take place in FY21
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	\$5,000	\$2,700	\$11	0%	Design phase just started
	COASTER Projects	COASTER Total	\$447,475	\$28,676	\$6,804	24%	
1239805	Poinsettia Station Improvements	COASTER	\$35,881	\$1,059	\$944	89%	
1239809	Eastbrook to Shell Double Track	COASTER	\$10,526	\$1,220	\$246	20%	Design is approaching 90%
1239811	Elvira to Morena Double Track	COASTER	\$185,646	\$8,030	\$2,369	30%	Project is in construction complete phase
1239812	Sorrento to Miramar Phase 2	COASTER	\$29,740	\$6,760	\$1,085	16%	Design phase just started
1239813	San Dieguito Lagoon Double Track and Platform	COASTER	\$16,445	\$2,134	\$337	16%	Design is approaching 90%
1239814	COASTER Preliminary Engineering	COASTER	\$1,649	\$223	\$37	17%	Funds spent as projects become available
1239815	San Diego River Bridge	COASTER	\$92,204	\$2,591	\$1,226	47%	Project has opened to users
1239816	Batiquitos Lagoon Double Track	COASTER	\$14,509	\$1,806	\$307	17%	Project is in construction complete phase
1239820	COASTER Train Sets	COASTER	\$57,800	\$3,000	\$4	0%	Full payment to take place in FY21 Quarter 3
1239821	LOSSAN Corridor Improvements	COASTER	\$3,075	\$1,853	\$249	13%	Expenditures expected to increase in FY21 Quarter 3

Capital Programs FY21 Budget  
Planned vs. Actual Expenditures  
through December 31, 2020 (in \$000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY21 Budget	Expenditures through Q2 (July - December)	% of Expenditures through Q2	Comments
	<b>Interstate 805 Projects</b>	<b>I-805 Total</b>	<b>\$448,765</b>	<b>\$28,603</b>	<b>\$18,794</b>	<b>66%</b>	
1280504	South Bay BRT	I-805	\$125,741	\$1,131	\$1,800	159%	Change Request in process to move funding from FY20 to FY21
1280510	I-805 South: 2HOV and Direct Access Ramp	I-805	\$183,343	\$8,540	\$7,588	89%	Expenditures will slow over the next two quarters
1280513	I-805 / SR-94 Bus on Shoulder Demonstration Project	I-805	\$30,900	\$6,676	\$970	15%	Construction phase just begun; expenses will increase
1280515	I-805 South Soundwalls	I-805	\$88,739	\$9,014	\$7,162	79%	Construction expenditures to be reviewed following next quarter.
1280516	I-805 North Auxiliary Lanes	I-805	\$4,242	\$2,942	\$1,274	43%	
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-806	\$15,800	\$300	\$0	0%	Work has been delayed
	<b>Bikeway Program Projects</b>	<b>Bikeway Program Total</b>	<b>\$272,862</b>	<b>\$51,149</b>	<b>\$13,155</b>	<b>26%</b>	
1223016	Coastal Rail Trail San Diego: Rose Creek	Regional Bikeway Program	\$28,978	\$3,495	\$1,502	43%	Expenditures will increase in Q3 as project is close to opening to the public
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway Program	\$9,820	\$233	\$66	28%	Design expenditures will increase later in FY21
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway Program	\$4,658	\$509	\$42	8%	Right-of-Way payment pending
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Regional Bikeway Program	\$25,407	\$8,756	\$3,785	43%	Expenditures will increase in Q3 as project is actively in construction
1223023	Inland Rail Trail	Regional Bikeway Program	\$63,293	\$7,188	\$1,436	20%	Phase 2 is in Construction; expenditures will increase
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway Program	\$1,830	\$484	\$72	15%	Delay in design plan progression due to needed redesign
1223054	Central Avenue Bikeway	Regional Bikeway Program	\$3,374	\$137	\$42	31%	Design expenditures will increase
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway Program	\$28,025	\$6,627	\$332	5%	Construction start is delayed due to Right-of-Way delays, utilities delays, and Development Services Department review
1223056	Border to Bayshore Bikeway	Regional Bikeway Program	\$13,359	\$147	\$418	284%	Change Request in process to move funding from FY20 to FY21
1223057	Pershing Drive Bikeway	Regional Bikeway Program	\$22,418	\$9,476	\$203	2%	Construction start is delayed due to utilities delays and Development Services Department review
1223058	Downtown to Imperial Bikeway	Regional Bikeway Program	\$14,138	\$1,745	\$117	7%	Right-of-Way delays
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway Program	\$1,404	\$42	\$46	110%	Change Request in process to move funding from FY20 to FY21
1223080	North Park/Mid-City Bikeways: Monroe Bikeway	Regional Bikeway Program	\$276	\$70	\$1	1%	Project is on hold
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway Program	\$17,860	\$713	\$106	15%	Design expenditures will increase
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Regional Bikeway Program	\$25,415	\$8,304	\$4,457	54%	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway Program	\$5,127	\$596	\$186	31%	Design expenditures will increase
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway Program	\$2,521	\$461	\$149	32%	Final design task order amendment will be executed soon; design expenditures will increase in Q3
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway Program	\$1,630	\$1,291	\$44	3%	Final design task order will be executed soon; expenses will increase
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway Program	\$1,362	\$774	\$131	17%	Design expenditures will increase
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway Program	\$1,967	\$101	\$20	20%	Communications expenditures will increase as Construction work progresses throughout the year
	<b>Goods Movement Projects</b>	<b>TCIF / Goods Movement Total</b>	<b>\$380,404</b>	<b>\$102,505</b>	<b>\$40,483</b>	<b>39%</b>	
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	TCIF / Goods Movement	\$175,557	\$39,715	\$2,538	6%	Just starting Design and Right-of-Way phases in FY21
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	TCIF / Goods Movement	\$132,074	\$49,824	\$36,976	74%	Construction on-going. Budget to be reviewed after next quarter.
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	TCIF / Goods Movement	\$32,308	\$6,577	\$0	0%	Expenditures expected to increase in FY21 Quarter 3
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic/Revenue Study	TCIF / Goods Movement	\$2,500	\$2,169	\$179	8%	Traffic Study is complete. Design to begin shortly.
1390506	SR 125/905 Southbound to Westbound Connector	TCIF / Goods Movement	\$37,965	\$4,220	\$790	19%	Caltrans Expenditures Only



Capital Programs FY21 Budget  
Planned vs. Actual Expenditures  
through December 31, 2020 (in \$000's)

CIP	Project Name	Corridor	Approved Funded Budget	FY21 Budget	Expenditures through Q2 (July - December)	% of Expenditures through Q2	Comments
	Comprehensive Multimodal Corridor Plan (CMCP)	CMCP Total	\$22,792	\$14,508	\$2,673	18%	
1600101	CMCP - Regional CMCP Development	CMCP	\$1,000	\$216	\$282	131%	Expenditures planned for FY20 hit in FY21. Project is within overall total budget.
1600501	Central Mobility Hub - Notice of Preparation/P3 Procurement	CMCP	\$5,912	\$2,333	\$1,687	72%	Essential work completed in Q1-Q2. Staff burn rate expected to decline in Q3-Q4.
1600502	CMCP - Central Mobility Hub	CMCP	\$3,000	\$2,329	\$157	7%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher
1600503	CMCP - Central Mobility Hub: Military Installation Resilience	CMCP	\$880	\$880	\$0	0%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher
1605201	CMCP - Sea to Santee (SR 52)	CMCP	\$1,880	\$1,478	\$171	12%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher
1606701	CMCP - San Vicente Corridor (SR 67)	CMCP	\$1,120	\$882	\$0	0%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	CMCP	\$3,000	\$1,943	\$261	13%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher
1685501	CMCP - South Bay to Sorrento Corridor	CMCP	\$6,000	\$4,447	\$115	3%	Staff is working on executing consultant task orders and we would expect burn rates for Q3-Q4 will be higher than.
	Major Capital Projects	Major Capital Total	\$219,238	\$115,823	\$25,110	22%	
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	\$10,099	\$2,861	\$19	1%	Delays in awarding Green Line work due to Covid-19.
1130100	Financial ERP System	Major Capital	\$2,223	\$495	\$441	89%	High expenditures in quarter 1 due to one-time costs to prepare the agency for the ERP system including Dayforce compatible time clocks for payroll, one time implementation costs for the treasury management system and OneSolution upgrade. All of the costs were anticipated and we expect to finish the year on budget.
1130102	Financial System Upgrade CMS	Major Capital	\$1,052	\$99	\$19	19%	Integration delayed due to ONESolution upgrade. Additional design enhancements are slated for the second half of the fiscal year.
1131600	Human Resources Information System	Major Capital	\$1,748	\$419	\$188	45%	
1142600	JTOC	Major Capital	\$3,221	\$750	\$3	0%	Contract amendment completed in late September. FY 21 budget reduced to \$750k to reflect the delay.
1145300	Rose Canyon Bridge Replacements	Major Capital	\$77	\$24	\$0	0%	Project on hold.
1145400	San Onofre Bridge Replacements	Major Capital	\$62	\$2	\$0	0%	Project on hold.
1146100	Del Mar Bluffs IV	Major Capital	\$7,540	\$4,692	\$3,917	83%	Q1 expenditures include urgent change order to address erosion from the 2019/2020 rainy season. Burn rate expected to decrease as the project will complete construction in November 2020.

Capital Programs FY21 Budget  
Planned vs. Actual Expenditures  
through December 31, 2020 (in \$000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY21 Budget	Expenditures through Q2 (July - December)	% of Expenditures through Q2	Comments
1146500	Bridge 257.2 Replacement Project	Major Capital	\$7,742	\$610	\$66	11%	Permit process delayed due to Covid-19. Expenditures will increase for the rest of the fiscal year.
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	\$1,177	\$140	\$70	50%	
1146701	UCSD Mid-Coast Improvements - Pepper Canyon	Major Capital	\$3,030	\$81	\$19	23%	Work will stall in coming months pending completion of the Mid-Coast Aerial Station. Project is expected to finish the fiscal year within budget.
1146702	UCSD Mid-Coast Improvements - Voigt	Major Capital	\$14,000	\$7,900	\$7,000	89%	Majority of work will be completed by November 2020.
1146703	UCSD Mid-Coast Improvements - Lyman Roundabout	Major Capital	\$13,800	\$7,070	\$787	11%	Project is under construction. Change order was issued and work started in late September. Burn rate is expected to increase.
1146800	Centralized Train Control Technology Refresh	Major Capital	\$1,702	\$608	\$3	0%	Payments are tied to milestones. Next milestone is expected in Q2 w/ payment in Q3.
1146900	El Portal Undercrossing	Major Capital	\$12,100	\$6,380	\$356	6%	The construction bid came in over budget so we had to get the City of Encinitas to increase project funding. Work started October 2020.
1147000	Beyer Blvd. Slope & Drainage	Major Capital	\$590	\$500	\$14	3%	Q1 expenses were to execute a contract. Project is now kicked off and higher burn rate is expected going forward.
1147100	Del Mar Bluffs V	Major Capital	\$19,943	\$6,000	\$877	15%	Burn rate anticipated to increase in FY 21 due to increased level of effort to design increased scope of the project.
1147200	Old Town Transit Center West Improvements	Major Capital	\$5,492	\$5,244	\$914	17%	Work started in August.
1147300	Del Mar Bluffs Emergency Repairs	Major Capital	\$1,000	\$120	\$11	9%	No additional work is anticipated for the project. Labor compliance issues have been addressed and project acceptance is in process.
1147400	Content Management	Major Capital	\$2,393	\$694	\$71	10%	Request for Proposals in process for agency-wide assessment, an Enterprise Content Management system, and a Legal Matter Management system.
1147600	Del Mar Bluffs VI	Major Capital	\$3,000	\$1,335	\$1	0%	Project will begin to incur expenditures in FY21.
1149000	Central Mobility Hub	Major Capital	\$40,000	\$35,050	\$1,632	5%	The slow burn rate in Q1 is a result of additional time required for contract negotiations and execution.
1400000	Regional Tolling Back Office System	Major Capital	\$16,105	\$6,871	\$1,664	24%	Vendor didn't hit major payment milestones at Q1. Go-live pushed to Q2.
1400402	Roadway Toll Collection System	Major Capital	\$41,192	\$21,118	\$6,607	31%	Majority of FY20 backlog work will be completed in FY 21, burn rate expected to increase.
1400405	SR 125 Ramps Overlay	Major Capital	\$9,950	\$6,760	\$431	6%	Project scheduled to be substantially complete by Spring 2021. FY21 burn rate expected to increase.

Projects not currently expected to spend at least 45 percent of proposed budget through Q2  
 Projects not currently expected to spend more than 65 percent of proposed budget through Q2  
 \* Project listing does not include Projects Pending Closeout or Minor Capital Projects

Capital Programs FY21 Budget  
Estimate at Completion, Funded Through and Estimated Open to Traffic  
through December 31, 2020 (in 000's)

Attachment 3

				a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Project Cost vs. EAC	Funded Through	Estimated Open to Public Date	Comments	
<b>Overall Capital Program</b>			<b>\$5,370,747</b>	<b>\$6,549,618</b>	<b>\$1,178,871</b>				
1257001	Mid-Coast Light Rail Transit (LRT)	Mid-Coast	\$1,913,801	\$1,913,801	\$0	CON	2021		
<b>Interstate 5 - North Projects</b>			<b>\$877,816</b>	<b>\$872,372</b>	<b>\$0</b>				
1200504	I-5 North Coast: 2HOV Lanes	I-5 North	\$408,197	\$408,197	\$0	CON	2021		
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	\$336,534	\$336,534	\$0	CON	2021		
1200510	I-5 HOV: Carlsbad	I-5 North	\$127,641	\$127,641	\$0	CON	2022		
1200513	SR 56 Auxiliary Lanes	I-5 North	\$5,444	TBD	TBD	DES	TBD		
<b>Interstate 5 - South Projects</b>			<b>\$229,539</b>	<b>\$230,423</b>	<b>\$884</b>				
1041502	SuperLoop	I-5 South	\$35,187	\$36,071	\$884	CON	2012	Adding additional shelters	
1200506	I-5/Genesee Interchange and Widening	I-5 South	\$119,716	\$119,716	\$0	CON	2018	Long-Term Plant Establishment	
1200507	I-5/Voigt Drive Improvements	I-5 South	\$42,780	\$42,780	\$0	CON	2021		
1200508	I-5/Gilman Drive Bridge	I-5 South	\$24,607	\$24,607	\$0	CON	2019	Finalizing CON Package	
1200512	I-5/Genesee Auxiliary Lane	I-5 South	\$7,249	\$7,249	\$0	CON	2020		
<b>Interstate 15 Projects</b>			<b>\$51,721</b>	<b>\$63,721</b>	<b>\$12,000</b>				
1201511	Mira Mesa Blvd BRT Priority Treatments	I-15 Corridor	\$3,972	\$3,972	\$0	CON	2015	Installing Traffic Controllers	
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	\$45,975	\$45,975	\$0	ROW	TBD		
1201515	Clairemont Mesa Blvd BRT Stations	I-15 Corridor	\$1,774	\$13,774	\$12,000	DES	TBD		
<b>State Route 125 Projects</b>			<b>\$30,240</b>	<b>\$0</b>	<b>\$0</b>				
1212501	SR 94/SR 125 South to East Connector	SR 125 Corridor	\$30,240	TBD	TBD	ROW	TBD		
<b>State Routes 52, 67, 76 and 78 Projects</b>			<b>\$324,344</b>	<b>\$376,171</b>	<b>\$96,764</b>				
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	\$12,000	TBD	TBD	DES	N/A	Operational Improvements	
1206701	SR 67 Improvements**	SR 52, 67, 76, 78 Corridors	\$21,000	\$39,000	\$18,000	DED	TBD	Estimates through Design	
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	\$203,289	\$203,289	\$0	CON	2017	Landscaping On-going	
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	\$32,937	TBD	TBD	FED	TBD		
1207803	SR 78/I-5 Express Lanes Connector **	SR 52, 67, 76, 78 Corridors	\$16,118	\$38,882	\$22,764	DED	TBD	Estimates through Design	
1207804	SR 78 HOV Lanes: I-5 to I-15**	SR 52, 67, 76, 78 Corridors	\$39,000	\$95,000	\$56,000	DED	TBD	Estimates through Design	
<b>Mid-City Projects</b>			<b>\$44,526</b>	<b>\$44,526</b>	<b>\$0</b>				
1240001	Mid-City Rapid Bus	Mid-City Corridor	\$44,526	\$44,526	\$0	CON	2014	TSP Improvements Underway	
<b>Trolley Renewal Projects</b>			<b>\$107,224</b>	<b>\$102,224</b>	<b>\$0</b>				
1210040	Orange and Blue Line Traction Power Substations	Trolley Renewal	\$30,224	\$30,224	\$0	CON	2014	Finalizing closeout	
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	\$72,000	\$72,000	\$0	CON	2022	Vehicle Delivery	
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	\$5,000	TBD	TBD	DES	TBD		
<b>COASTER Projects</b>			<b>\$447,475</b>	<b>\$1,040,091</b>	<b>\$592,857</b>				
1239805	Poinsettia Station Improvements	COASTER	\$35,881	\$35,881	\$0	CON	2019	Finalizing CON Package	
1239809	Eastbrook to Shell Double Track	COASTER	\$10,526	\$84,694	\$74,168	DES	TBD		
1239811	Elvira to Morena Double Track	COASTER	\$185,646	\$185,149	(\$497)	CON	2020		
1239812	Sorrento to Miramar Phase 2	COASTER	\$29,740	\$228,399	\$198,659	ROW	TBD		
1239813	San Dieguito Lagoon Double Track and Platform	COASTER	\$16,445	\$246,315	\$229,870	DES	TBD		
1239814	COASTER Preliminary Engineering	COASTER	\$1,649	\$1,408	N/A	N/A	N/A	PE only CIP	
1239815	San Diego River Bridge	COASTER	\$92,204	\$92,201	(\$3)	CON	2020		
1239816	Batiquitos Lagoon Double Track	COASTER	\$14,509	\$104,170	\$89,661	DES	TBD		
1239820	COASTER Train Sets	COASTER	\$57,800	\$58,800	\$1,000	CON	2024	Vehicle Delivery	
1239821	LOSSAN Corridor Improvements	COASTER	\$3,075	\$3,075	\$0	PE	N/A	Project Study Report	

Capital Programs FY21 Budget  
Estimate at Completion, Funded Through and Estimated Open to Traffic  
through December 31, 2020 (in 000's)

			a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Project Cost vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	Interstate 805 Projects	I-805 Total	\$448,765	\$428,723	\$0			
1280504	South Bay BRT	I-805	\$125,741	\$125,741	\$0	CON	2019	Finalizing CON Package
1280510	I-805 South: 2HOV and Direct Access Ramp	I-805	\$183,343	\$183,343	\$0	CON	2017	Final Year of Plant Establishment
1280513	I-805 / SR-94 Bus on Shoulder Demonstration Project	I-805	\$30,900	\$30,900	\$0	CON	2021	
1280515	I-805 South Soundwalls	I-805	\$88,739	\$88,739	\$0	CON	2022	
1280516	I-805 North Auxiliary Lanes	I-805	\$4,242	TBD	TBD	DES	TBD	
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	\$15,800	TBD	TBD	ENV	TBD	
	Bikeway Program Projects	Bikeway Program Total	\$272,862	\$272,550	\$13,369			
1223016	Coastal Rail Trail San Diego: Rose Creek	Regional Bikeway Program	\$28,978	\$28,978	\$0	CON	2020	
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway Program	\$9,820	\$9,820	\$0	CON	2019	Finalizing CON Package
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway Program	\$4,658	TBD	TBD	ROW	TBD	
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Regional Bikeway Program	\$25,407	\$25,407	\$0	CON	2022	
1223023	Inland Rail Trail	Regional Bikeway Program	\$63,293	\$76,662	\$13,369	CON	2026	Phase 4 still unfunded
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway Program	\$1,830	TBD	TBD	ROW	TBD	
1223054	SR 15 Bike Path: Adams Ave to Landis Street	Regional Bikeway Program	\$3,374	\$3,374	\$0	CON	2023	
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway Program	\$28,025	\$28,025	\$0	CON	2023	
1223056	San Ysidro to Imperial Beach Parkway	Regional Bikeway Program	\$13,359	\$13,359	\$0	CON	2024	
1223057	North Park to Downtown/Balboa Park Bikeway	Regional Bikeway Program	\$22,418	\$22,418	\$0	CON	2022	
1223058	Southeast to Downtown Bikeway	Regional Bikeway Program	\$14,138	\$14,138	\$0	CON	2023	
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway Program	\$1,404	TBD	TBD	DES	TBD	
1223080	North Park/Mid-City Bikeways: Monroe Bikeway	Regional Bikeway Program	\$276	TBD	TBD	PE	TBD	
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway Program	\$17,860	\$17,860	\$0	CON	2024	
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Regional Bikeway Program	\$25,415	\$25,415	\$0	CON	2022	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway Program	\$5,127	\$5,127	\$0	CON	TBD	
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway Program	\$2,521	TBD	TBD	DES	TBD	
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway Program	\$1,630	TBD	TBD	DES	TBD	
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway Program	\$1,362	TBD	TBD	DES	TBD	
1223093	GObYBIKE San Diego: Construction Outreach Program	Regional Bikeway Program	\$1,967	\$1,967	N/A	N/A	N/A	Public Outreach Program
	Goods Movement Projects	TCIF / Goods Movement Total	\$380,404	\$838,352	\$457,948			
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	TCIF / Goods Movement	\$175,557	\$633,505	\$457,948	CON	2024	
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	TCIF / Goods Movement	\$132,074	\$132,074	\$0	CON	2021	
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	TCIF / Goods Movement	\$32,308	\$32,308	\$0	CON	2022	
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic/Revenue Study	TCIF / Goods Movement	\$2,500	\$2,500	\$0	N/A	N/A	Traffic Study Only
1390506	SR 125/905 Southbound to Westbound Connector	TCIF / Goods Movement	\$37,965	\$37,965	\$0	CON	2022	
	Comprehensive Multimodal Corridor Plan (CMCP)	CMCP Total	\$22,792	\$10,000	\$4,088			
1600101	CMCP - Regional CMCP Development	CMCP	\$1,000	TBD	TBD	PE	N/A	
1600501	Central Mobility Hub - Notice of Preparation/P3 Procurement	CMCP	\$5,912	\$10,000	\$4,088	PE	N/A	
1600502	CMCP - Central Mobility Hub	CMCP	\$3,000	TBD	TBD	PE	N/A	
1600503	CMCP - Central Mobility Hub: Military Installation Resilience	CMCP	\$880	TBD	TBD	PE	N/A	
1605201	CMCP - Sea to Santee (SR 52)	CMCP	\$1,880	TBD	TBD	PE	N/A	
1606701	CMCP - San Vicente Corridor (SR 67)	CMCP	\$1,120	TBD	TBD	PE	N/A	
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	CMCP	\$3,000	TBD	TBD	PE	N/A	
1685501	CMCP - South Bay to Sorrento Corridor	CMCP	\$6,000	TBD	TBD	PE	N/A	

Capital Programs FY21 Budget  
Estimate at Completion, Funded Through and Estimated Open to Traffic  
through December 31, 2020 (in 000's)

			a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Project Cost vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	<b>Major Capital Projects</b>	<b>Major Capital</b>	<b>\$219,238</b>	<b>\$356,664</b>	<b>\$139,355</b>			
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	\$10,099	\$10,099	\$0	CON	2022	Downtown and Orange Line Completed in 2018. Green Line expected to continue until 2022.
1130100	Financial ERP System	Major Capital	\$2,223	\$2,223	\$0	CON	2022	
1130102	Financial System Upgrade CMS	Major Capital	\$1,052	\$1,052	\$0	N/A	N/A	
1131600	Human Resources Information System	Major Capital	\$1,748	\$1,748	\$0	CON	2022	
1142600	JTOC	Major Capital	\$3,221	\$3,221	\$0	CON	2022	
1145300	Rose Canyon Bridge Replacements	Major Capital	\$77	\$14,545	\$14,468	FED	TBD	EAC = FY 21 approved budget.
1145400	San Onofre Bridge Replacements	Major Capital	\$62	\$13,641	\$13,579	DED	TBD	EAC = FY 21 approved budget.
1146100	Del Mar Bluffs IV	Major Capital	\$7,540	\$7,540	\$0	CON	2020	
1146500	Bridge 257.2 Replacement Project	Major Capital	\$7,742	\$15,404	\$7,662	CON	2024	EAC = FY 21 approved budget. Construction is not fully funded.
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	\$1,177	\$35,537	\$36,289	DES	TBD	EAC = FY 21 approved budget. Construction is not fully funded.
1146701	UCSD Mid-Coast Improvements - Pepper Canyon	Major Capital	\$3,030	\$3,030	\$0	CON	2021	
1146702	UCSD Mid-Coast Improvements - Voigt	Major Capital	\$14,000	\$14,000	\$0	CON	2021	
1146703	UCSD Mid-Coast Improvements - Lyman Roundabout	Major Capital	\$13,800	\$13,800	\$0	CON	2021	
1146800	Centralized Train Control Technology Refresh	Major Capital	\$1,702	\$1,702	\$0	CON	2021	
1146900	El Portal Undercrossing	Major Capital	\$12,100	\$12,100	\$0	CON	2022	
1147000	Beyer Blvd. Slope & Drainage	Major Capital	\$590	\$590	\$0	DES	N/A	
1147100	Del Mar Bluffs V	Major Capital	\$19,943	\$65,200	\$45,257	DES	2023	EAC = FY 21 approved budget. Due to an increase in overall project scope, the projected duration of construction has increased.
1147200	Old Town Transit Center West Improvements	Major Capital	\$5,492	\$5,492	\$0	CON	2021	
1147300	Del Mar Bluffs Emergency Repairs	Major Capital	\$1,000	\$500	(\$500)	CON	2020	Final cost of the emergency repair construction contract has been determined, only expenses associated with project closeout are anticipated in the remainder of FY21.
1147400	Content Management	Major Capital	\$2,393	\$2,393	\$0	CON	2022	
1147600	Del Mar Bluffs VI	Major Capital	\$3,000	\$3,000	\$0	FED	TBD	
1149000	Central Mobility Hub	Major Capital	\$40,000	\$55,000	\$15,000	FED	N/A	Environmental Study Only. Additional funding needed to finalize environmental document
1400000	Regional Tolling Back Office System	Major Capital	\$16,105	\$16,105	\$0	CON	2020	
1400402	Roadway Toll Collection System	Major Capital	\$41,192	\$48,792	\$7,600	CON	2021	EAC = FY 21 approved budget.
1400405	SR 125 Ramps Overlay	Major Capital	\$9,950	\$9,950	\$0	CON	2021	

DED = Draft Environmental Document; FED = Final Environmental Document; PE = Preliminary Engineering; DES = Design; ROW = Right-of-Way; CON = Construction; TBD = To Be Determined

\*EAC through the Construction phase as of March 2020

\*\* Projected estimates are through Design only

# Quarterly Capital Program Status Report October - December 2020

Attachment 4

Schedule Data as of 12/31/2020

Capital Program 6-Month Outlook		Milestones marked as A indicate an actualized event. Milestones marked as X indicate a planned event.					
Segment	Milestone	2020 Oct	2020 Nov	2020 Dec	2021 Jan	2021 Feb	2021 Mar
I-5 South Corridor							
I-5/Genesee Auxiliary Lane (CIP-1200512)	OPEN	A					
I-5 North Corridor							
San Elijo Lagoon Double Track (CIP-1239806)	COMPLETE	A					
Chesterfield Drive Crossing Improvements (CIP-1239817)	COMPLETE	A					
I-15 Corridor							
SR 15 BRT: Mid-City Centerline Stations (CIP-1201507)	COMPLETE						X
Border Access Corridor							
SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange (CIP-1201104)	ADVERTISE		A				
SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange (CIP-1201104)	BEGIN					X	
Regional Bikeway							
SR 15 Commuter Bike Facility (CIP-1223014)	COMPLETE		A				
Coastal Rail Trail San Diego: Rose Creek (CIP-1223016)	OPEN						X
Pershing Drive Bikeway (CIP-1223057)	ADVERTISE						X
Major Capital							
Financial ERP System (CIP-1130100)	ADVERTISE						X
Human Resource Information System (CIP-1131600)	ADVERTISE						X
SR 125 Ramps Overlay (CIP-1400405)	OPEN					X	

## Schedule Milestones

**DED** represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.

**FED** represents the signing of the Final Environmental Document by approving agency.

**ADVERTISE** represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.

**BEGIN** represents the beginning of construction initiated by the Notice to Proceed.

**OPEN** represents the opening of the constructed facility for its intended use.

**COMPLETE** represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

# Quarterly Capital Program Status Report October - December 2020

Schedule Data as of 12/31/2020

The table below is a subset of the entire capital program and shows only those projects with a milestone date established for the completion of the current phase.

Capital Program Upcoming Milestones		*Variance between current schedule and FY21 Baseline schedule in months.				
Segment	Milestone	FY Baseline	Current Date	Date var. * (mos)	Current Phase	Comment
<b>I-5 South Corridor</b>						
I-5/Genesee Interchange and Widening (CIP-1200506)	COMPLETE	03/31/2024	03/31/2024	0	CON	
I-5/Voigt Drive Improvements (CIP-1200507)	OPEN	12/31/2021	12/31/2021	0	CON	
I-5/Gilman Drive Bridge (CIP-1200508)	COMPLETE	12/31/2020	09/30/2022	-21	CON	Construction change orders
I-5/Genesee Auxiliary Lane (CIP-1200512)	COMPLETE	07/31/2022	07/31/2022	0	CON	
Mid-Coast Light Rail Transit (LRT) (CIP-1257001)	OPEN	09/30/2021	11/30/2021	-2	CON	Construction delayed
<b>I-5 North Corridor</b>						
I-5 HOV: Manchester Avenue to Palomar Airport Road (CIP-1200504)	OPEN	09/30/2021	12/31/2021	-3	CON	Construction delayed
I-5 HOV: San Elijo Bridge Replacement (CIP-1200509)	OPEN	09/30/2021	12/31/2021	-3	CON	Construction delayed
I-5 HOV: Carlsbad (CIP-1200510)	BEGIN	10/31/2020	05/31/2021	-7	DES	Awaiting funding allocation
SR 56 Auxiliary Lanes (CIP-1200513)	ADVERTISE	01/31/2022	01/31/2022	0	DES	
Poinsettia Station Improvements (CIP-1239805)	COMPLETE	07/31/2020	05/31/2021	-10	CON	Slope failures, repairs, & replanting
Sorrento Valley Double Track (CIP-1239807)	COMPLETE	06/30/2020	04/30/2021	-10	CON	Construction change order delays
Elvira to Morena Double Track (CIP-1239811)	COMPLETE	07/31/2021	12/31/2021	-5	CON	Right-of-way settlement issues
San Diego River Bridge (CIP-1239815)	COMPLETE	09/30/2021	09/30/2021	0	CON	
COASTER Train Sets (CIP-1239820)	OPEN	05/31/2024	05/31/2024	0	CON	
<b>I-15 Corridor</b>						
I-15 FasTrak® (CIP-1201504)	COMPLETE	02/28/2021	04/30/2021	-2	CON	Closeout delays
SR 15 BRT: Mid-City Centerline Stations (CIP-1201507)	COMPLETE	07/31/2020	03/31/2021	-8	CON	Construction change order delays
Mira Mesa Blvd BRT Priority Treatments (CIP-1201511)	COMPLETE	07/31/2021	07/31/2021	0	CON	
<b>SR 52 and SR 76 Corridors</b>						
SR 52 Improvements (CIP-1205204)	DED	07/31/2020	08/31/2021	-13	ENV	Developer asked to delay DED process
SR 76 Middle (CIP-1207602)	COMPLETE	07/31/2020	04/30/2021	-9	CON	Closeout delays
SR 76 East (CIP-1207606)	COMPLETE	09/30/2024	09/30/2024	0	CON	
<b>SR 78/SPRINTER Corridor</b>						
I-15/SR 78 HOV Connectors (CIP-1207802)	DED	11/30/2021	07/31/2022	-8	ENV	Technical studies delayed
<b>Orange Line - Blue Line Corridor</b>						
Orange and Blue Line Traction Power Substations (CIP-1210040)	COMPLETE	12/31/2020	04/30/2021	-4	CON	Additional testing needed to complete project
<b>Mid-City Corridor</b>						
Mid-City Rapid Bus (CIP-1240001)	COMPLETE	07/31/2021	07/31/2021	0	CON	



# Quarterly Capital Program Status Report October - December 2020

Schedule Data as of 12/31/2020

*The table below is a subset of the entire capital program and shows only those projects with a milestone date established for the completion of the current phase.*

Segment	Milestone	FY Baseline	Current Date	Date var. * (mos)	Current Phase	Comment
<b>I-805 Corridor</b>						
South Bay BRT (CIP-1280504)	COMPLETE	12/31/2020	05/31/2021	-5	CON	Waiting for concurrence from Otay Water District
I-805 South: 2HOV and Direct Access Ramp (CIP-1280510)	COMPLETE	12/31/2022	12/31/2022	0	CON	
I-805 North: 2 HOV Lanes (CIP-1280511)	COMPLETE	12/31/2022	12/31/2022	0	CON	
I-805/SR 94 Bus on Shoulder Demonstration Project (CIP-1280513)	OPEN	01/31/2021	07/31/2021	-6	CON	Construction timeline extended
I-805 South Soundwalls (CIP-1280515)	OPEN	07/31/2020	05/31/2021	-10	CON	Delay due to scope change
SR 94 Transit Priority Lanes (I-805 to I-5) (CIP-1280518)	DED	10/31/2026	10/31/2026	0	ENV	
<b>Border Access Corridor</b>						
SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	ADVERTISE	07/31/2021	03/31/2022	-8	DES	Pending grant application
SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction (CIP-1201103)	OPEN	12/31/2021	12/31/2021	0	CON	
SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction (CIP-1201104)	BEGIN	09/30/2020	02/28/2021	-5	DES	Additive bid items
SR 125/905 Southbound to Westbound Connector (CIP-1390506)	OPEN	08/31/2022	10/31/2022	-2	CON	Additive bid items
<b>Regional Bikeway</b>						
Coastal Rail Trail San Diego: Rose Creek (CIP-1223016)	OPEN	10/31/2020	03/31/2021	-5	CON	Construction change order delays
Uptown Bikeways: Fourth and Fifth Avenue Bikeways (CIP-1223022)	OPEN	03/31/2022	03/31/2022	0	CON	
Inland Rail Trail (CIP-1223023)	OPEN	05/31/2026	05/31/2026	0	CON	
Bayshore Bikeway: Barrio Logan (CIP-1223055)	ADVERTISE	07/31/2020	07/31/2021	-12	DES	Right-of-way and utilities delays
Border to Bayshore Bikeway (CIP-1223056)	ADVERTISE	07/31/2021	09/30/2021	-2	DES	City of San Diego design review delays
Pershing Drive Bikeway (CIP-1223057)	ADVERTISE	07/31/2020	03/31/2021	-8	DES	City of San Diego & utilities delays
Downtown to Imperial Avenue Bikeway (CIP-1223058)	ADVERTISE	02/28/2021	09/30/2021	-7	DES	Right-of-way delays
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	ADVERTISE	07/31/2021	09/30/2022	-14	DES	City of San Diego design review delays
North Park/Mid-City Bikeways: Georgia-Meade Bikeway (CIP-1223082)	OPEN	04/30/2022	04/30/2022	0	CON	
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	ADVERTISE	07/31/2021	07/31/2022	-12	DES	City of San Diego design review delays

## Schedule Milestones

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**Current Phases:** ENV = Environmental, DES = Design, CON = Construction



# Quarterly Capital Program Status Report October - December 2020

Schedule Data as of 12/31/2020

*The table below is a subset of the entire capital program and shows only those projects with a milestone date established for the completion of the current phase.*

Segment	Milestone	FY Baseline	Current Date	Date var. * (mos)	Current Phase	Comment
<b>Major Capital</b>						
OCS Insulator & Catch Cable Replacement (CIP-1129200)	COMPLETE	05/31/2023	05/31/2023	0	CON	
Financial ERP System (CIP-1130100)	ADVERTISE	08/31/2020	03/31/2021	-7	DES	Gathering req's slowed by COVID-19
Financial System Upgrade Contract Management System (CIP-1130102)	COMPLETE	12/31/2020	12/31/2021	-12	CON	Technical delays, COVID-19 delays
Human Resource Information System (HRIS) (CIP-1131600)	ADVERTISE	08/31/2020	03/31/2021	-7	DES	Gathering req's slowed by COVID-19
Joint Transportation Operations Center (JTOC) (CIP-1142600)	BEGIN	12/31/2020	06/30/2021	-6	DES	Re-reviewing primary design
Del Mar Bluffs IV (CIP-1146100)	COMPLETE	12/31/2021	12/31/2021	0	CON	
Bridge 257.2 Replacement Project (CIP-1146500)	FED	10/31/2020	10/31/2021	-12	ENV	Permitting review delayed by COVID-19
San Onofre to Pulgas Double Track - Phase 2 (CIP-1146600)	ADVERTISE	12/31/2020	09/30/2021	-9	DES	Navy Red Beach project delayed
UCSD Mid-Coast Improvements – Pepper Canyon (CIP-1146701)	OPEN	07/31/2021	07/31/2021	0	CON	
UCSD Mid-Coast Improvements – Voigt (CIP-1146702)	OPEN	11/30/2021	11/30/2021	0	CON	
UCSD Mid-Coast Improvements – Lyman Roundabout (CIP-1146703)	OPEN	11/30/2021	11/30/2021	0	CON	
Centralized Train Control (CTC) Technology Refresh (CIP-1146800)	OPEN	10/30/2020	05/31/2021	-7	CON	Delayed due to COVID-19
El Portal Undercrossing (CIP-1146900)	OPEN	04/30/2022	04/30/2022	0	CON	
Beyer Blvd. Slope & Drainage (CIP-1147000)	ADVERTISE	07/31/2020	09/30/2021	-14	DES	Project no longer fast-tracked
Del Mar Bluffs V (CIP-1147100)	FED	08/31/2020	08/31/2021	-12	ENV	Scope increased, PE revisions needed
Old Town Transit Center West Improvements (CIP-1147200)	OPEN	04/30/2021	06/30/2021	-2	CON	COVID-19 delays
Del Mar Bluffs Emergency Repairs Drive (CIP-1147300)	OPEN	12/31/2020	12/31/2020	0	CON	
Content Management (CIP-1147400)	ADVERTISE	12/31/2020	12/31/2021	-12	DES	Implementation split into phases
Del Mar Bluffs VI (CIP-1147600)	DED	07/31/2021	12/31/2021	-5	ENV	Environmental task order pending
Central Mobility Station (CIP-1149000)	DED	04/30/2021	04/30/2022	-12	ENV	Contracts, coordination w/ Navy
Regional Tolling Back Office System (CIP-1400000)	COMPLETE	02/28/2021	04/30/2021	-2	CON	Open to Public delayed 2 months
Roadway Toll Collection System (CIP-1400402)	OPEN	05/31/2021	12/31/2021	-7	CON	Slower progress due to COVID-19
SR 125 Ramps Overlay (CIP-1400405)	OPEN	02/28/2021	02/28/2021	0	CON	

## Schedule Milestones

**DED** represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.

**FED** represents the signing of the Final Environmental Document by approving agency.

**ADVERTISE** represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.

**BEGIN** represents the beginning of construction initiated by the Notice to Proceed.

**OPEN** represents the opening of the constructed facility for its intended use.

**COMPLETE** represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

**Current Phases:** ENV = Environmental, DES = Design, CON = Construction

## Executive Director Delegated Actions

### Overview

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

### Action: **Information**

In accordance with various Board Policies, this report summarizes delegated actions taken by the Executive Director.

### Delegated Actions

**Investment Transactions:** [SANDAG Board Policy No. 003](#) states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for January 2021.

### Fiscal Impact:

Seven securities reached maturity for a total of \$3.13 million, providing approximately \$3.13 million of liquidity to the agency.

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

In the matter of City of Coronado v. SANDAG (Superior Court Case No. 2020-00033974), the following actions were taken by Meyers Nave on behalf of SANDAG:

- On January 28, 2021, attended an Ex Parte hearing regarding a proposed intervention by a third party into the litigation.
- On January 29, 2021, filed a Reply to Opposition, a Request for Judicial Notice, and a Proof of Service
- On February 5, 2021, attended a hearing on Demurrer/Motion to Strike
- On February 18, 2021 filed a proposed order and judgment in SANDAG's favor

In the matter of Carole Anne Quinn v. SANDAG (Superior Court Case No. 2018-00009866), the following actions were taken by Bremer Whyte Brown & O'Meara on behalf of SANDAG:

- On January 15, 2021, attended a Status Conference

In the matter of Skanska USA Civil West v. SANDAG (Superior Court Case No. 2019- 01086344), the following action was taken by Best Best & Krieger on behalf of SANDAG:

- On January 14, 2021, attended a hearing on Demurrer to Amended Cross-Complaint
- On February 1, 2021, filed an Answer to Cross-Complaint

On February 3, 2021, SANDAG staff attended a Small Claims Court Trial in the matter of Carlos Dontae Kendrick v. San Diego South Bay Expressway (Superior Court Case No. 2019-00056837). The matter related to unpaid tolls and was dismissed.

**Budget Modifications:** [SANDAG Board Policy No. 017](#) authorizes the Executive Director to enter into agreements currently not incorporated in the budget and to make other budget modifications in an amount of up to \$300,000 per transaction, so long as the overall budget remains in balance. This provision may not, however, be used multiple times on the same budget line item in order to circumvent the \$300,000 limit. Staff understands this to mean the budget resets when actions are reported out or upon the Board adopting a new budget. Actions taken since the last regular meeting of the Board are shown in Attachment 2.

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

Mid-Coast Corridor Transit Project – Capital Improvement Project No. 1257001				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	4901-4907 Morena Boulevard, San Diego, CA 92117; PC Rose Canyon LLC	Partial Settlement and Release Agreement for landscaping	\$61,793.00	1/25/2021; \$61,793.00

**Contract Relief From Maintenance:** SANDAG Board Policy No. 024: Procurement and Contracting – Construction Policy, 5.1, authorizes the Executive Director to grant Relief From Maintenance and Responsibility on major elements of each major construction project on behalf of the Board.

- In a letter dated February 10, 2021, Mid-Coast Transit Constructors was granted Limited Relief From Maintenance and Responsibility for the Interstate 5 Gilman Drive Overcrossing Project – Effective February 8, 2019 (CIP 1200508, Contract No. 5008600, Supplement 3).

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

- In a letter dated February 12, 2021, Siemens Mobility, Inc., was granted Acceptance for the Traction Power Substation Supervisory (TPSS) Control and Data Acquisition (SCADA) Project – Effective March 12, 2020 (CIP 1144000, Contract No. 5004371). The contract value was \$2,170,594.76.

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

### COVID-19 Grant Amendments

On April 10, 2020, the Board authorized the Executive Director to approve requests by grantees for project schedule extensions of up to 12 months related to COVID-19 delays.

The delegated actions to report to the Board are summarized below:

#### Smart Growth Incentive Program

Contract	Grantee	Project	Extension (in Months)	From	To	Amendment Execution Date
5005475	County of San Diego	Alpine Community Plan Implementation Financing Tools and Mechanisms	12	1/28/2021	1/27/2022	1/28/2021

#### Reason for the delays and why the delays were unavoidable:

Due to the COVID-19 pandemic, the County experienced delays in both the Alpine Community Plan Update and its related planning efforts including the Implementation Plan. In accordance with allowances from the state, County staff have been accessing Family Medical Leave while schools have been partially or fully closed, which has reduced staff working capacity. Project progress also slowed in the spring of 2020 as County staff and consultants adjusted to a completely remote working environment, which required the establishment of remote working platforms, procedures, and training. In addition, public engagement has been affected as

meetings transitioned to virtual engagement platforms requiring staff to reformat engagement materials from in-person activities and exhibits to web-based interactive formats.

In addition, the County received a request to extend the public review period of the Draft Alpine Community Plan and Subsequent Environmental Impact Report due to the burdens of the increasingly severe pandemic in terms of its ability to allow meaningful comment on the documents. The County has accommodated this request by extending the public review period by 45 days (for a 90-day total public review period). This extension has impacted the overall project schedule and pushed back the anticipated Board hearing date to fall 2021.

**Ability for grantees to succeed in the extended timeframe:**

The County has hired additional planning staff and is utilizing on-call consultant teams to complete the Alpine Design Review Guidelines, the Alpine Form Based Code, and the Transfer of Development Rights Pilot Program to ensure these related and parallel planning efforts continue to progress on schedule.

In addition, the Alpine project team has prepared a comprehensive project schedule and work plan that identifies opportunities to accelerate the completion of critical path tasks and potential synergies and efficiencies between parallel planning efforts. For Phase II of the Implementation Plan, this included accelerating the completion of a site visit to document existing conditions of potential project opportunity sites, mapping community opportunities and constraints, identifying opportunity parcels, and preparing an initial list of recommend projects/programs for consideration and to inform the analysis of funding/financing options. Completing these tasks in advance of the Alpine Community Plan hearings will enable the project team to immediately begin work on developing planning level cost estimates associated with projects or programs and evaluating viable funding options/financing mechanisms once a land use alternative is adopted by the Board in fall 2021. In summary, extending the grant deadline to January 27, 2022, would be sufficient to complete all Alpine Implementation Plan scoped tasks.

***Hasan Ikhata, Executive Director***

Key Staff Contact: Kimberly Monasi, (619) 699-6902, [kimberly.monasi@sandag.org](mailto:kimberly.monasi@sandag.org)

Attachments:       1. January 2021 Budget Transfers and Amendments  
                          2. February 2021 Budget Transfers and Amendments

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**JANUARY 1 THROUGH JANUARY 31, 2021**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>	NO REPORTABLE SECURITIES FOR THIS MONTH		
<b>MATURED</b>			
01/04/2021	TRUIST FIN CORP MTN 2.150% 2/01/21	\$ 1,000,000.00	\$ 999,540.00
01/08/2021	JOHN DEERE MTN 2.350% 1/08/21	420,000.00	419,781.60
01/15/2021	ALLY AUTO 1.990% 3/15/22	29,182.07	29,179.80
01/15/2021	TOYOTA AUTO 1.930% 1/18/22	55,591.26	55,586.14
01/15/2021	TOYOTA AUTO 2.350% 5/16/22	47,830.55	47,830.00
01/21/2021	HONDA AUTO 2.050% 11/22/21	35,095.56	35,090.62
01/25/2021	INTL BK M T N 2.250% 1/25/21	1,545,000.00	1,540,457.70
	TOTAL MATURED:	<u>\$ 3,132,699.44</u>	<u>\$ 3,127,465.86</u>
<b>SOLD</b>	NO REPORTABLE SECURITIES FOR THIS MONTH		

## February 2021 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
1200508	I-5/Gilman Drive Bridge	\$24,607.00	\$25,007.00	\$400.00	Amendment to revenue agreement with UC San Diego. Increased total project contribution from UC San Diego to \$10,007,000.

## Meetings and Events Attended on Behalf of SANDAG

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

### **January 28, 2021: Facilitating Access to Coordinated Transportation Board meeting San Diego, CA**

Solana Beach Councilmember Jewel Edson attended the Facilitating Access to Coordinated Transportation (FACT) Board meeting as the SANDAG representative. Councilmember Edson participated in discussions related to the review of RideFACT Ridership Trends and Potential Demand, and the SANDAG Support for FACT Outreach Plan.

#### ***Hasan Ikhata, Executive Director***

Key Staff Contact: Francesca Webb, (619) 977-9294, francesca.webb@sandag.org

#### **Action: Information**

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

## **SANDAG Disadvantaged Business Enterprise and Workforce Utilization Program Update**

### **Overview**

As a recipient of U.S. Department of Transportation funding, SANDAG is required to establish a Disadvantaged Business Enterprise (DBE) program that complies with federal regulations. The program is designed to “level the playing field” by encouraging DBE participation on federally funded SANDAG projects.

### **Action: Information**

An update on the SANDAG Disadvantaged Business Enterprise and Small Business programs, including progress toward meeting the Triennial Disadvantaged Business Enterprise Goal, will be presented.

Staff prepares an annual report for the Board of Directors summarizing results from the agency’s DBE program. This year, the report also includes information about a new regional workforce utilization initiative that is starting in the coming months and the Office of Diversity and Equity, which was formed in late 2019 to consolidate several key civil rights, labor compliance, and workforce utilization functions at SANDAG. This office manages the DBE program and Small Business program for SANDAG projects that are federally funded. It also provides support in several social equity-related areas, such as the inclusion of underserved individuals in SANDAG programs (Attachment 1).

### **Key Considerations**

#### *Disadvantaged Business Enterprise Program*

SANDAG has two DBE programs: one is specific to projects funded by the Federal Transit Administration (FTA), whereas the second program is for projects funded by the Federal Highway Administration (FHWA). SANDAG has adopted the Caltrans DBE program for FHWA-assisted contracts. Caltrans recently recognized SANDAG in its 2020 DBE Evaluation Report as the only agency that was 100% compliant in all eleven review areas (Attachment 3).

SANDAG created the Bench program in 2012 to increase opportunities for small and disadvantaged businesses to participate in SANDAG On-Call Contracts. There are currently three Bench programs – Architecture & Engineering (A&E), Construction Management, and Planning. These benches are composed of DBE and Small Business certified firms. The Bench program promotes and fosters diversity and inclusion, and acts as a conduit for creating partnerships between large and small firms.

#### *Recent DBE Program Results*

SANDAG exceeded the FY 2020 FTA Overall DBE Goal. Attached are details of awards and payments to DBEs (Attachment 2) and information regarding the Caltrans DBE Evaluation Report (Attachment 3).

After implementing the A&E Bench program, SANDAG increased the awards of certified DBE firms from 15 firms to 78 firms, a 420% increase. The Bench program has encouraged prime consultants to utilize small businesses and DBEs on A&E task orders. As a result of the success of the A&E Bench program, SANDAG has added a Construction Management and Planning Bench (Attachment 4).



A prime example of the success of the SANDAG DBE Program is the Mid-Coast Corridor Transit project. Mid-Coast (Attachment 5) is over 75% complete and service is projected to start in late 2021. The construction phase of the Mid-Coast Project included a DBE goal of 11.3%. Through September 30, 2020, the Prime Contractor has achieved 11.2% or \$115 million toward the DBE goal and is projected to exceed the goal by project completion. The Prime Contractor has been unbundling large subcontracts, conducting outreach, providing training, marketing, and establishing a Construction Bench program to meet or exceed the DBE goal set for the Project.

#### *Workforce Utilization Program*

The San Diego region received a \$1.5 million SB 1<sup>1</sup> grant to establish a pre-apprenticeship program. SANDAG is collaborating with the San Diego Workforce Partnership and the San Diego Building Trades to implement the pre-apprenticeship program (referred to as the Apprenticeship Readiness Collaborative (ARC), which will support the development of a workforce utilization program (Attachment 6).

The focus of ARC is to prepare women, BIPOC (Black, Indigenous, people of color), homeless, formerly incarcerated, and underserved youth for the construction trades. ARC will provide training and compensation to more than 160 underserved individuals throughout the San Diego region. Participants will receive the resources necessary to successfully enter an apprenticeship program or a related construction career.

#### **Next Steps**

In the year ahead, the Office of Diversity and Equity will continue to monitor the effectiveness of the DBE program and will pursue additional initiatives to expand the agency's support for all communities and business throughout the region and create viable opportunities for inclusion.

#### ***Hasan Ikhata, Executive Director***

Key Staff Contact: Elaine Richardson, (619) 699-6956, [elaine.richardson@sandag.org](mailto:elaine.richardson@sandag.org)

Attachments:

1. The Office of Diversity and Equity
2. Disadvantaged Business Enterprise Program
3. Caltrans DBE Evaluation Report
4. Bench Program
5. Mid-Coast Project
6. Workforce Utilization Program

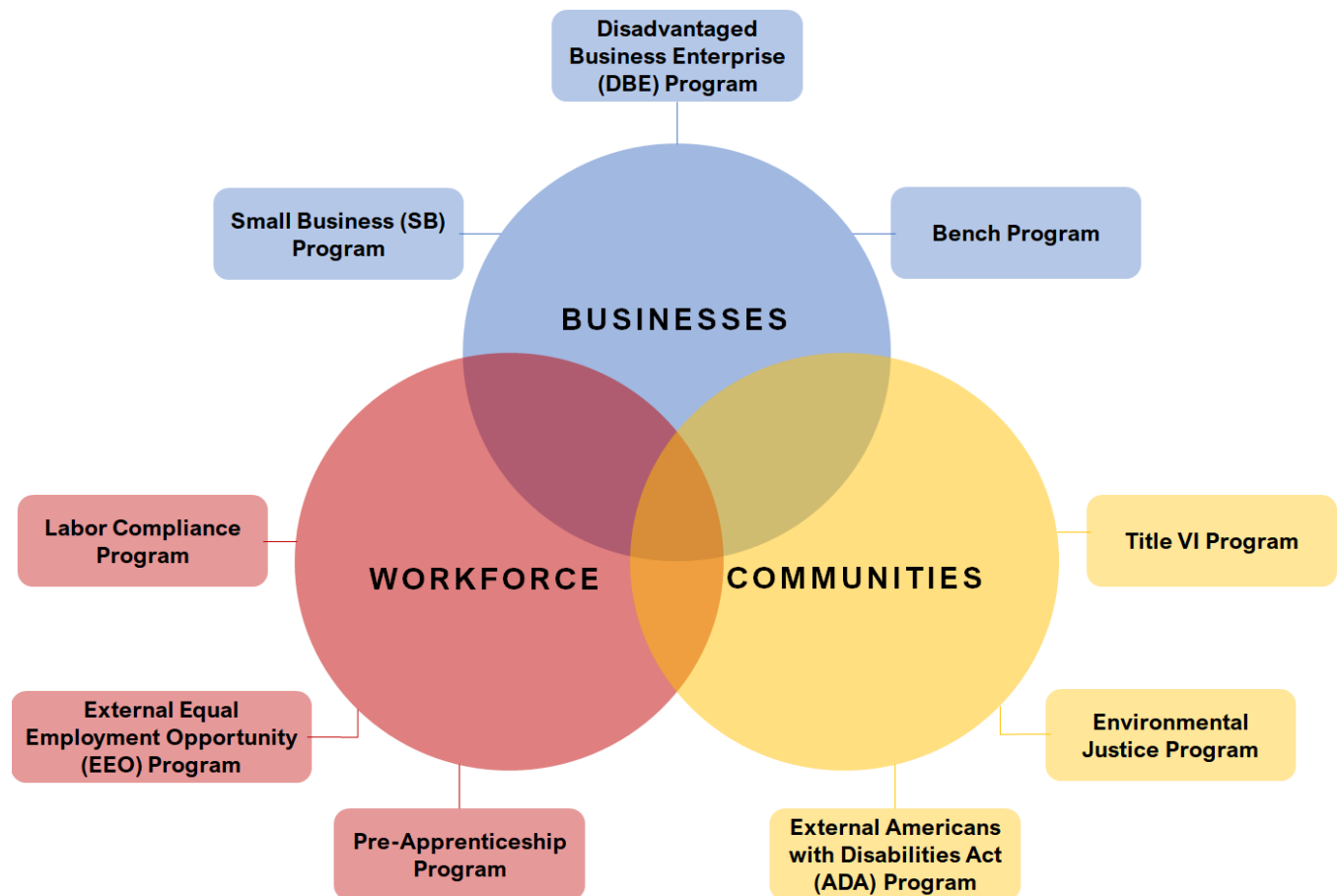
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<sup>1</sup> SB 1 authorizes the California Workforce Development Board (or "State Board") to establish guidelines for agencies "to participate in, invest in, or partner with, new or existing pre-apprenticeship training programs." As per statute, these guidelines apply to municipal, county, regional, and state agencies receiving funds from the Road Maintenance and Rehabilitation Account. [High Road Construction Careers SB 1 Workforce Guidelines, January 2019](#)

## The Office of DIVERSITY & EQUITY

The Office of Diversity and Equity (ODE) was formed in 2019 when SANDAG reorganized the agency. Executive Management had a vision for a Civil Rights office within SANDAG that would consolidate Social Equity (Title VI, Environmental Justice and American with Disabilities Act) with the Disadvantaged Business Enterprise (DBE), Small Business, Labor Compliance, and Workforce Utilization responsibilities. The following diagram shows the various functions within ODE:

### Office of Diversity and Equity



### MISSION STATEMENT

The Office of Diversity and Equity seeks to promote diversity, equity, inclusivity, and accessibility in SANDAG programs, projects, and services. Through various program initiatives, ODE advocates for disadvantaged communities, fosters the growth of small and diverse businesses, and develops new workforce opportunities.

# Disadvantaged Business Enterprise Program

## Introduction

In 1980, the United States Department of Transportation (DOT) implemented the Disadvantaged Business Enterprise (DBE) program to ensure that firms competing for DOT-assisted contracts were not disadvantaged by unlawful discrimination. The DBE program began as a minority/women business enterprise program that reaches out and protects Black American, Hispanic American, Native American, Asian-Pacific American, Subcontinent Asian American, and women owned firms.

SANDAG receives funding directly from the Federal Transit Administration (FTA) and is required to establish and implement a DBE Program for FTA-assisted projects. This DBE Program was developed in accordance with applicable law and is designed to level the playing field to encourage participation of DBE firms on SANDAG federally funded projects. It focuses on removing barriers and maximizing opportunities for minority and women owned businesses so they may be successful in their small and emerging businesses.

SANDAG also receives funds from the Federal Highway Administration (FHWA) as a subrecipient through Caltrans. SANDAG is required to adopt the Caltrans DBE Program for FHWA-assisted contracts, including setting goals on all individual contracts.

To build upon the DBE program, ODE created a Bench program that is made up of firms that are certified as either a DBE or small business and can perform one or more of the services within each Bench Program (Attachment 4).



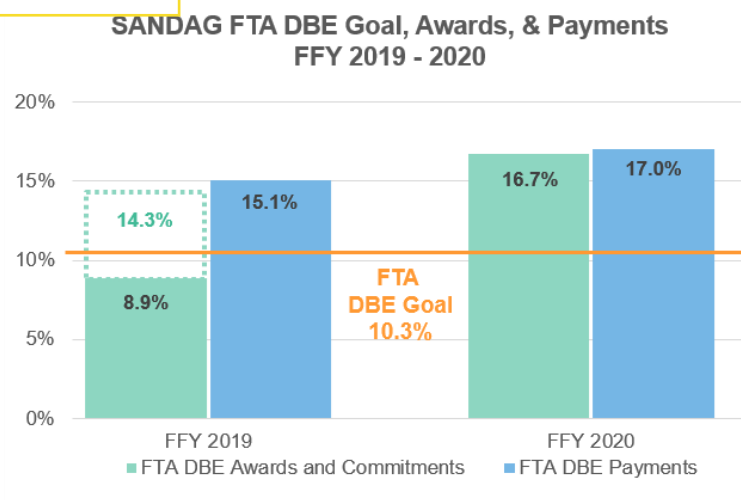
### DBE groups include:

- Black American
- Hispanic American
- Native American
- Asian-Pacific American
- Subcontinent Asian American
- Women

## Overall Disadvantaged Business Enterprise Goal

The DOT requires submission of a DBE goal-setting methodology on a three-year basis, which establishes an agency-wide DBE goal for FTA-assisted contracts. At its July 27, 2018, meeting, the SANDAG Board of Directors approved the Final Federal Fiscal Year (FFY) 2019 - FFY 2021 FTA Triennial Overall DBE Goal. The FFY 2019 – FFY 2021 Overall DBE Goal of 10.3 percent was effective on October 1, 2018, and continues through September 30, 2021.

Chart 2-1



SANDAG conducts annual reviews to account for changes that may warrant an adjustment to the overall triennial goal or an adjustment to the DBE Program based on changed circumstances to ensure the overall goal and the program are consistent with DOT regulations. ODE evaluated the amount of DBE awards and commitments for the first two FFYs of the triennial period and the results are shown in Chart 2-1.

In FFY 2019 (October 1, 2018, through September 30, 2019), the overall DBE goal was 10.3 percent and SANDAG achieved 8.9 percent in DBE awards and commitments. This is below the overall DBE goal, however upon review, ODE determined that a large amendment was executed during this period with no DBE goal. SANDAG would have achieved 14.3 percent DBE participation if the amendment had not been executed.

In FFY 2020 (October 1, 2019, through September 30, 2020), the overall DBE goal was 10.3 percent and SANDAG achieved 16.7 percent in DBE awards and commitments.

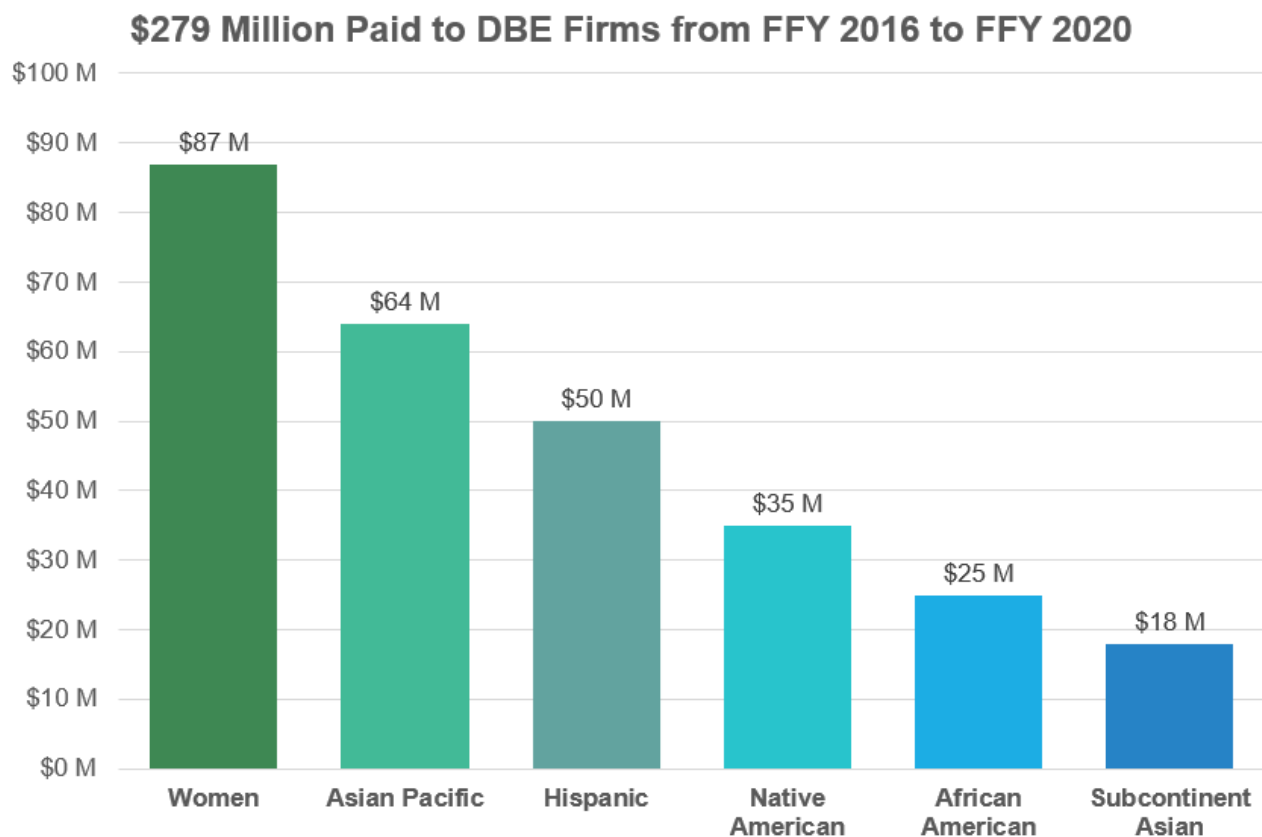
Based on the results of DBE participation for FFY 2019 and FFY 2020, ODE does not recommend that any adjustments be made to the DBE Program or overall DBE goal at this time. ODE will continue to monitor the DBE awards and commitments to ensure DBE goals are set to meet the overall triennial goal of 10.3 percent.

ODE also conducted a review of payments made by prime contractors and consultants to DBEs on all existing FTA-assisted contracts. For FFY 2019, payments to DBEs amounted to 15.1 percent of all payments made and in FFY 2020, SANDAG achieved 17.0 percent in DBE payments.

### Disadvantaged Business Enterprise Payments on All Contracts

SANDAG has paid \$279 million to DBEs on all contracts, regardless of funding source, over the past five FFYs. The distribution to the various DBE groups is shown in Chart 2-2 below:

Chart 2-2



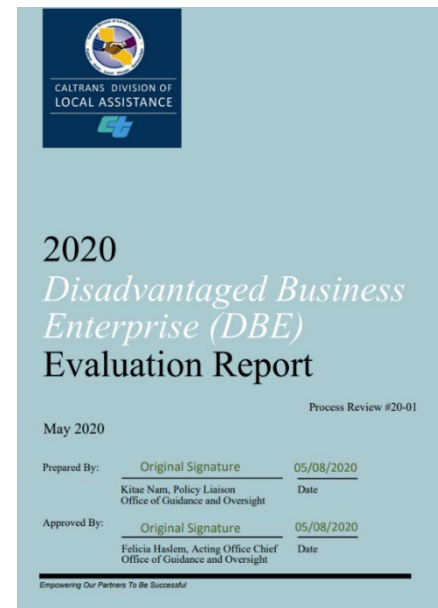
In addition to setting contract-specific DBE goals on FTA and FHWA funded projects and the creation of three Bench programs (Attachment 4), SANDAG has implemented several programs and measures to encourage and facilitate small and disadvantaged firms to do business with the agency.

# Caltrans DBE Evaluation Report

In early 2020, the Caltrans Division of Local Assistance conducted a study regarding the DBE program and selected 19 agencies that are subrecipients of FHWA funding for on-site process reviews of the DBE program compliance with 49 CFR 26 and Chapter 9 of the Local Assistance Procedures Manual (LAPM). The reviews were conducted to identify and document areas of improvements addressed in this report, with the intent of increasing agencies' awareness of the DBE requirements in 49 CFR 26. The 19 agencies were reviewed regarding administration of the DBE program, project goal setting, Good Faith Effort (GFE) methodology, and project goal attainment.

Overall performance of DBE programs throughout the state was unsatisfactorily low (Table 1), at a compliance rate of 43%. Lack of agency procedures consistent with the 49 CFR 26 regulatory statutes, and agencies' seeming unfamiliarity with federal requirements and the guidance listed in the LAPM, have caused a low level of conformity to DBE and GFE regulations. Other than SANDAG, all agencies' compliance was below 80%.

SANDAG was the only agency that was fully compliant in all review areas. The SANDAG DBE program is effective and important to stakeholders in the region as a compliant DBE Program allows SANDAG to administer its DOT funded projects with confidence. The SANDAG DBE Program has been instrumental in providing increased opportunities to minority and women owned small businesses through its many effective measures, including the Bench Program and having attainable DBE contract goals. Having a compliant DBE Program also allows SANDAG to continue to receive timely and full reimbursements for DOT funded projects.



District	Agency	Nondiscrimination & Contract Assurance	DBELO	Prompt Payment (Progress)	Prompt Payment (Retainage)	Performance Monitoring (Termination)	Performance Monitoring (Remedy)	Commitment vs. Utilization	DBE Goal Setting	General GFE Procedures	GFE Prime Contractor Requirements	Hearing Procedures
1	Lake County	O	O	A&E	X	X	X	X	X	X	O	X
3	Butte County	O	O	O	X	X	X	X	X	X	O	X
3	City of Elk Grove	O	O	X	CON	O	O	X	X	X	X	O
3	City of Rancho Cordova	O	O	A&E	X	X	X	X	X	X	O	X
3	El Dorado County	O	O	A&E	X	X	CON	O	O	O	O	O
3	Town of Truckee	O	O	X	X	O	X	X	O	O	O	X
4	County of Santa Clara	O	O	CON	CON	X	X	O	O	O	O	O
4	City of Palo Alto	O	O	A&E	X	CON	CON	X	X	X	O	X
5	Transportation Agency of Monterey County	O	O	X	X	X	X	X	X	X	X	X
7	City of Long Beach	X	O	X	X	X	X	X	X	X	O	X
7	City of Los Angeles	X	O	X	X	O	O	N.A.	X	X	O	X
7	Los Angeles County	X	O	X	CON	X	X	N.A.	O	X	O	X
8	City of Moreno Valley	X	O	X	X	X	X	X	X	X	X	X
9	City of Ridgecrest	CON	O	X	CON	O	O	X	O	O	O	X
11	City of San Diego	O	O	CON	CON	O	X	X	X	X	X	O
11	Imperial County	O	O	CON	CON	X	O	O	O	O	O	O
11	San Diego County	O	O	CON	CON	O	O	X	X	O	O	O
11	<b>SANDAG</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>N.A.</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>	<b>O</b>
12	City of Westminster	CON	O	CON	CON	X	X	O	X	O	O	X
<b>Compliance Rate (%)</b>		<b>68%</b>	<b>100%</b>	<b>11%</b>	<b>5%</b>	<b>37%</b>	<b>28%</b>	<b>29%</b>	<b>37%</b>	<b>42%</b>	<b>79%</b>	<b>37%</b>

O: compliant  
X: non-compliant  
A&E: only professional services contract compliant  
CON: only construction contract compliant

# Bench Program

## Background

SANDAG is responsible for new construction, engineering, and various other federal, state and *TransNet* funded design projects. SANDAG issues solicitations for many large planning, design, and construction management projects on behalf of the two transit agencies in the San Diego region. SANDAG began using on-call master agreements for Environmental Planning and Architecture & Engineering Design Services (A&E) procurements and this work is issued through task orders.



The first On-Call A&E procurement was released in 2005 and was for \$60 million. A DBE goal was set at the overall contract level at 10%. This On-Call task order process enabled SANDAG to expedite projects to become shovel ready. SANDAG was positioned to apply for millions of dollars of the American Recovery and Reinvestment Act (ARRA) federal program funding because projects were ready for construction.

In 2008, a second procurement was released and was advertised for up to \$175 million. During this period of time, it was a federal requirement to have a race neutral DBE program, which prohibits setting goals on contracts, until a disparity study was completed. Therefore, SANDAG did not set contract-specific DBE goals and instead, Prime Consultants were highly encouraged to utilize DBE participation. In 2011 SANDAG moved forward with conducting the first DBE Disparity Study with the Los Angeles County Metropolitan Transportation Authority (LA Metro), Orange County Transportation Authority (OCTA), Metrolink and Metropolitan Transportation System (MTS) to form a Disparity Study consortium.

In 2011, SANDAG was preparing to execute 15 On-Call Master Agreements valued at \$260 million for Environmental Planning and Architecture & Engineering Design Services (A&E) and was searching for a way to increase the participation of DBE and SB firms. SANDAG management discussed many ideas for creating better methods to include these firms. A steering committee was established with the purpose of exploring new methods for including DBE firms on A&E task orders. The committee consisted of representatives from various SANDAG departments and included the Office of Small Business Development, Contracts and Procurement, Engineering and Construction and a large A&E prime who had recently graduated from the DBE program.

The committee researched how other agencies handle similar on-call task order work and specifically reviewed the LA Metro Bench Program which was made up of Prime Consultants and awarded work on a revolving basis. They discussed the nature of on-call work and the requirements for naming DBE subcontractors when the work is not clearly defined. The committee discussed creating a Bench for Prime Consultants to access DBE firms and SBs that were within the required scope of work (SOW) and North American Industry Classification System (NAICS) codes and were interested in performing work on task orders.

The Bench program was developed to create opportunities for small and disadvantaged businesses to participate in SANDAG on-call contracts. The Bench is composed of firms that are certified as a Small Business (SB) by the California Department of General Services (DGS) or a DBE certified by the California Unified Certification Program (CUCP). The Bench is open to SB and DBE firms that provide a variety of A&E professional services that serve as a pool of certified firms that prime consultants will be able to access for work on SANDAG projects.

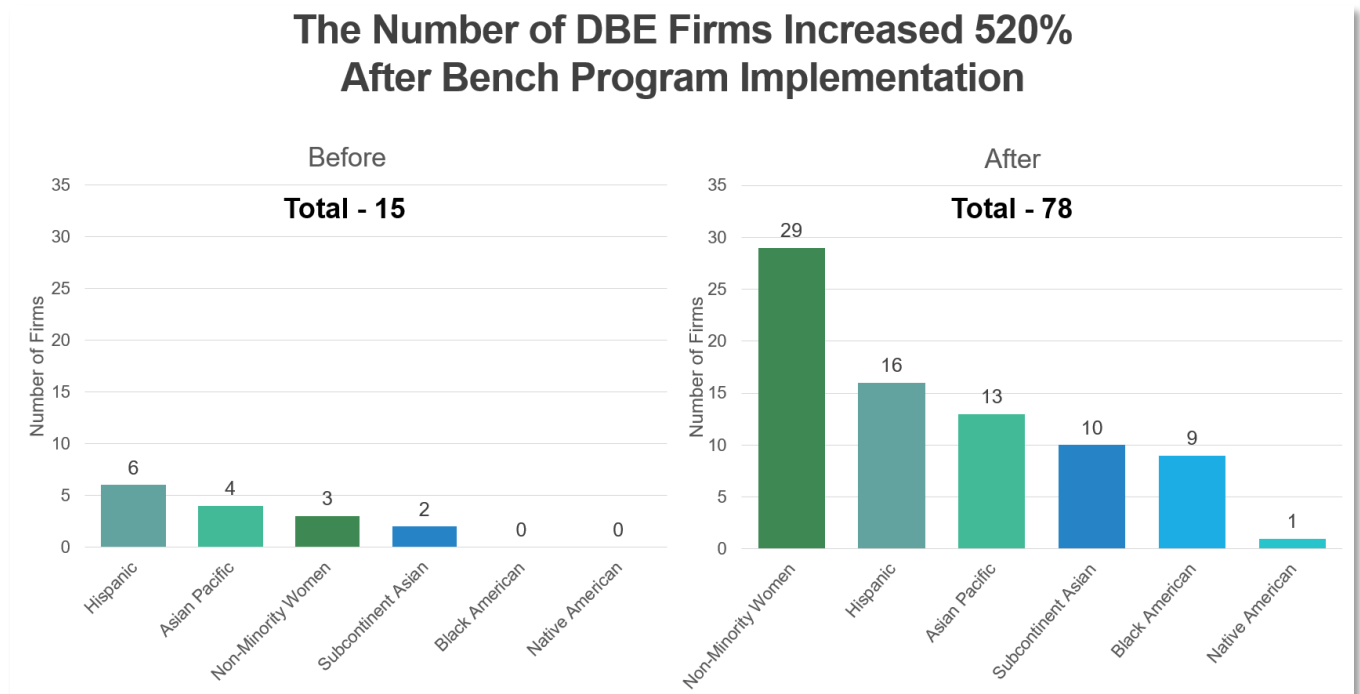
The Bench Program provides prime consultants with a pool of SB and DBE firms for consideration on various task orders that require DBE participation. It also increases small and disadvantaged business opportunities, promotes and fosters diversity, and acts as a conduit for creating partnerships between large and small firms.

In 2012, SANDAG awarded another procurement of A&E On-Call Contracts utilizing the new process and it allowed SANDAG to develop task order DBE goals. Within months, both the primes and DBE firms reported the process was significantly improved and SANDAG experienced a tremendous increase in DBE participation on the A&E On-Call contracts.

## A&E Contracts Before & After Bench Implementation

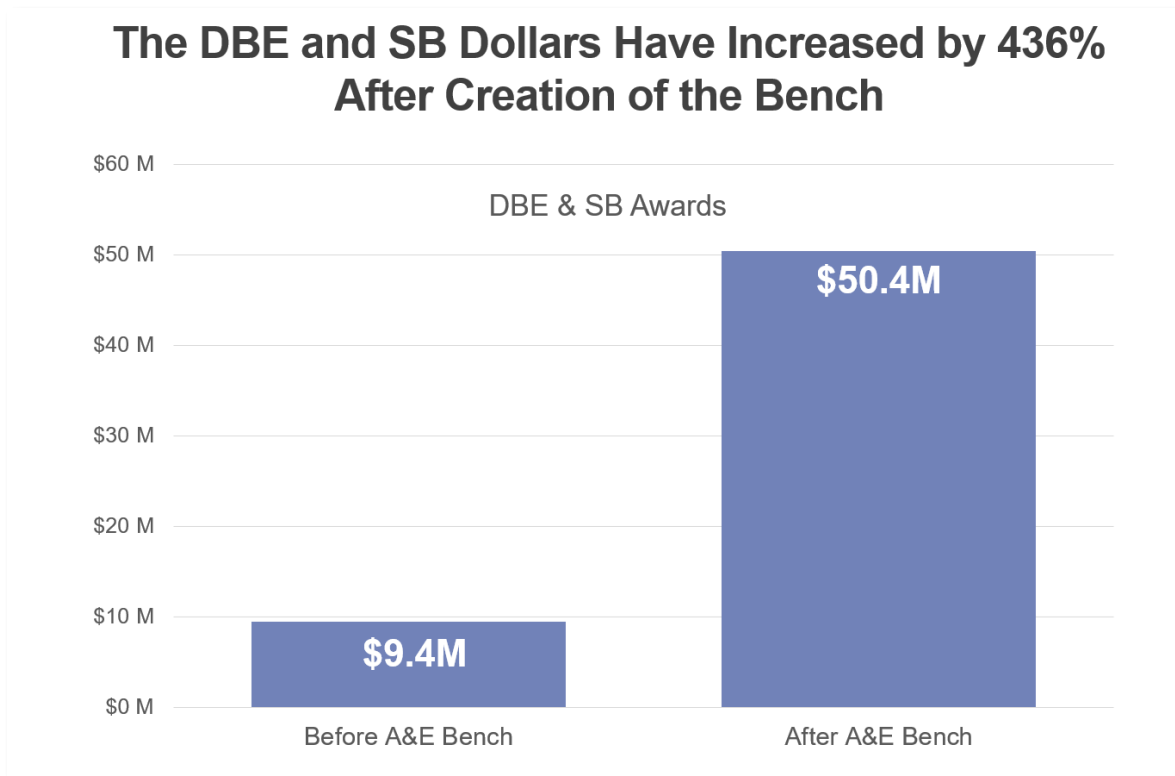
ODE analyzed the utilization of DBE firms on A&E contracts both before and after the implementation of the Bench program. The number of DBE firms used increased dramatically, as shown in Chart 4-1. The number of subcontracts awarded to DBEs increased 520 percent.

Chart 4-1



The value of subcontracts awarded to DBE firms on the A&E on-call procurements also increased dramatically after the Bench was established, as shown in Chart 4-2.

Chart 4-2



### Current Bench Status

SANDAG performed an internal audit that measured and validated the success of the Bench Program. It documented that the amount of work allocated to DBE/SB Primes and subconsultants on Bench projects was significantly higher than contracts that did not have a Bench Program.

#### *A&E On-Call Bench*

SANDAG has released two A&E On-Call Bench procurements; the 2012 A&E On-Call which was completed in June 2019, and the 2017 A&E On-Call that is ongoing until 2021. Together, these procurements awarded \$74 million to 135 DBE and SB firms as shown in Table 1 below.

Table 4-1

	2012 A&E On-Call	2017 A&E On-Call	Total A&E On-Calls
Number of On-Call Contracts	15	17	32
Total Executed Task Order Value	\$306M	\$142M	\$448M
Number of Bench Firms Used	103	47	135*
DBE+SB Commitment	\$50M	\$24M	\$74M
DBE+SB Utilization	16.5%	16.7%	16.5%

\*This represents the number of unique firms across both A&E On-Call Contracts for 2012 and 2017.

SANDAG is scheduled to release a new A&E On-Call procurement in 2021.



#### *CM On-Call Bench*

The success of the A&E Bench led to ODE creating a Construction Management (CM) Bench. In 2016, SANDAG awarded eight (8) On-Call Contracts for Construction Management Services with an estimated value of \$125 million. In addition, two On-Call CM Contracts were executed to support the Mid-Coast Corridor Transit Project and are valued at an estimated \$120 million. The CM On-Call contracts awarded \$43 million to 21 DBE and SB firms as shown in Table 2 below.

**Table 4-2**

	CM On-Call
Number of On-Call Contracts	10
Total Executed Task Order Value	\$155M
Number of Bench Firms Used	21
DBE+SB Commitment	\$43M
DBE+SB Utilization	28.1%

SANDAG is scheduled to release a new CM On-Call procurement in 2021.

#### *Planning On-Call Bench*

A new Planning Bench was created by the request of Planning Project management and consultants. In 2020, SANDAG executed ten On-Call Planning Services contracts that are estimated up to \$40 million.

# Mid-Coast Project

## Overview

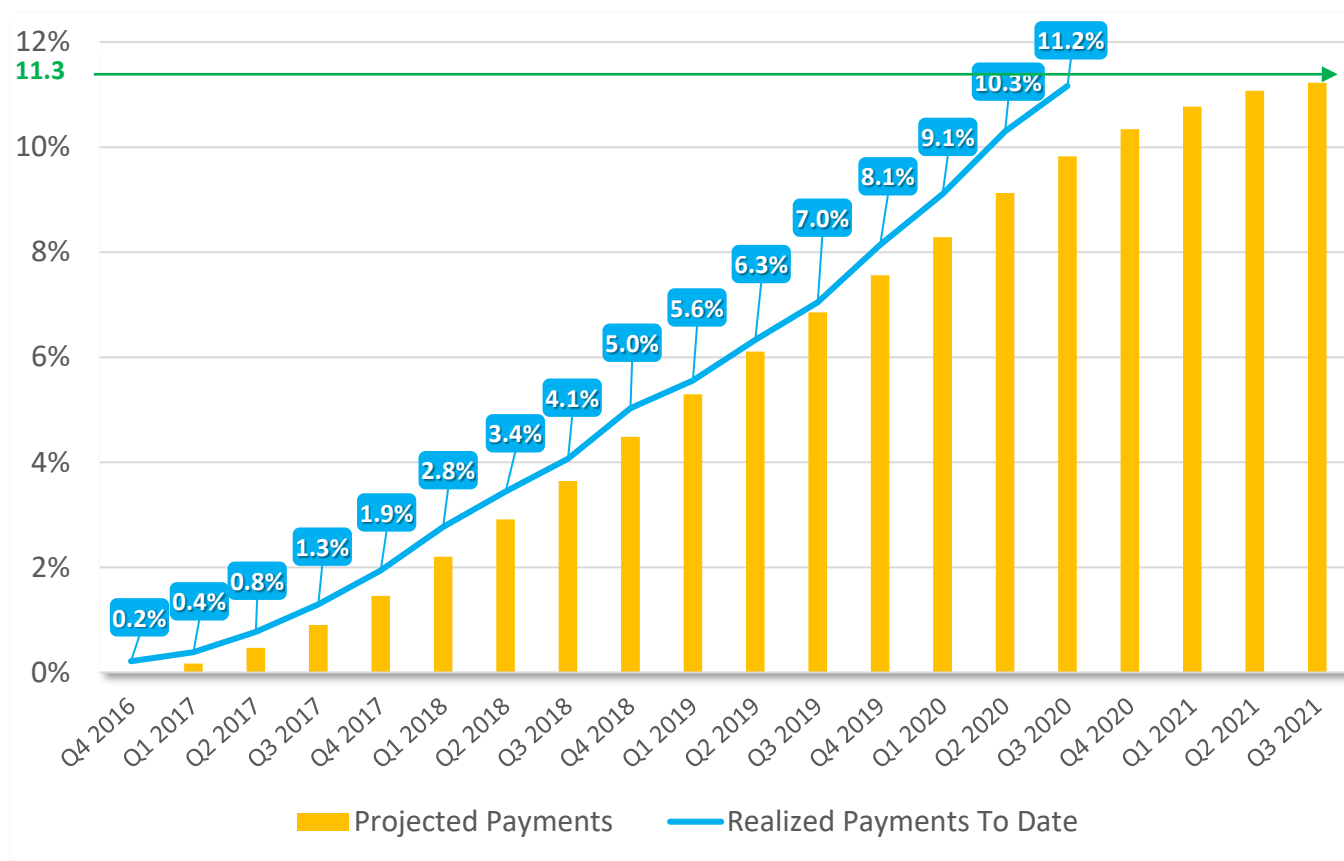
The Mid-Coast Corridor Transit Project (Mid-Coast) is a full-funding grant agreement and as such the Federal Transit Administration (FTA) requires a project DBE goal that is separate from the overall program DBE goal. SANDAG established a Mid-Coast project DBE goal of 11.3 percent and in support of this goal, individual goals have been assigned to various phases of the Mid-Coast Project. SANDAG awarded the Construction Manager/General Contractor (CM/GC) contract for Mid-Coast to Mid-Coast Transit Constructors (MCTC) in September 2014. This is the first CM/GC project undertaken by SANDAG and it was the first instance where a DBE/SB subcontracting plan was used as a guide for how MCTC would meet their DBE goal.

The Plan requires a commitment/spend schedule, technical assistance, and supportive services. SANDAG monitors the Subcontracting Plan to ensure MCTC is maximizing the use of DBEs and small businesses on the project. The objective is to provide access to contracting opportunities to as many DBE and small businesses as possible so that SANDAG may meet or exceed the project's DBE goal.

## Project Status

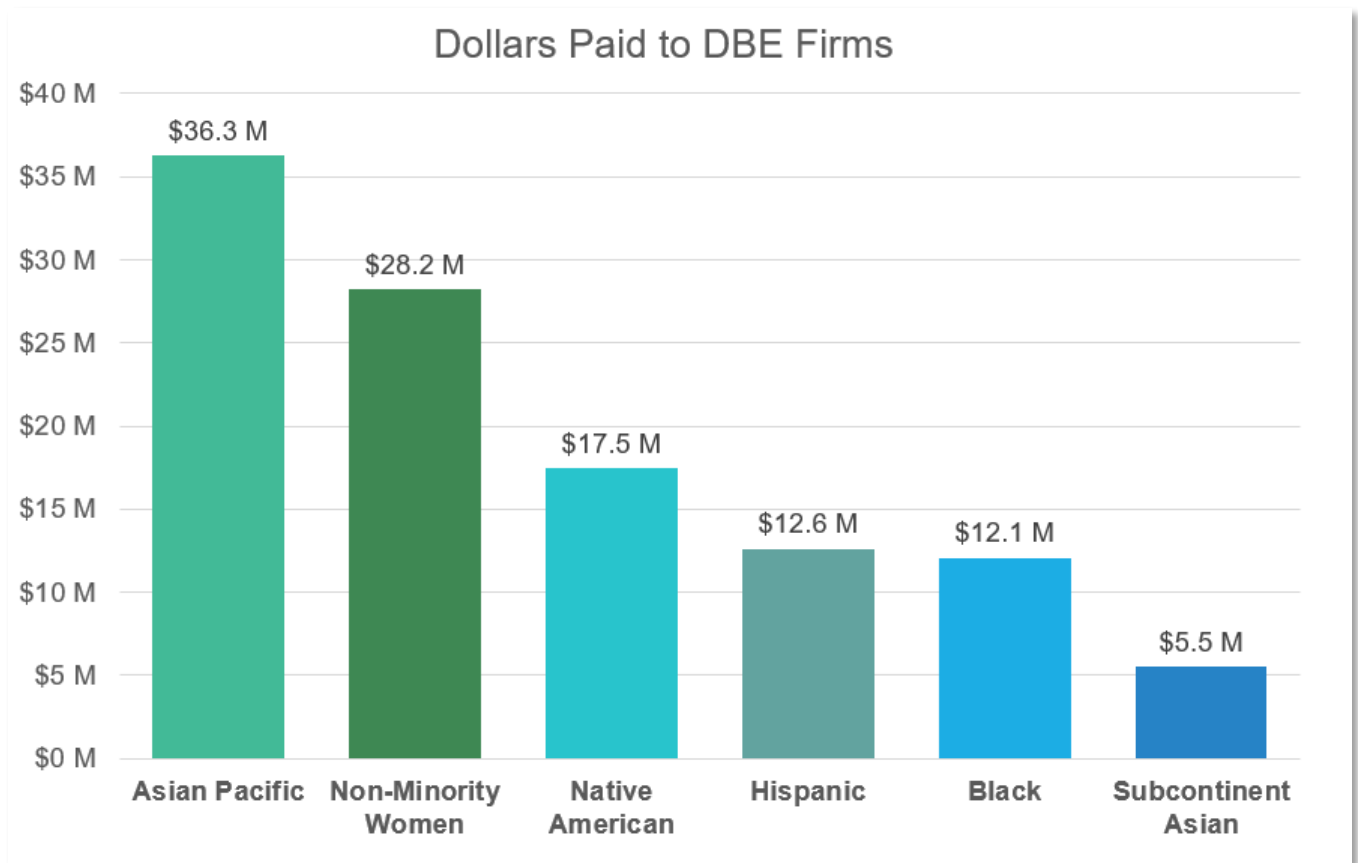
The construction phase of the Mid-Coast Project has a DBE goal of 11.3 percent and is scheduled to be completed in July 2021. MCTC has achieved 11.2 percent DBE participation through FFY 2020 as shown on Chart 5-1.

Chart 5-1



MCTC awarded 159 subcontracts to 108 DBEs and has paid more than \$115 million to DBE firms through September 30, 2020. The breakdown of payments by DBE category is shown in Chart 5-2 below.

Chart 5-2



### Mid-Coast DBE Success Stories



Moor Electric (Moor) is an electrical services subcontractor and is DBE certified as a Black American owned firm and a small business. The firm was awarded an initial \$25,000 contract in June of 2017 and started with the owner, the only employee, working on the contract. Moor's participation has grown to over \$1.3 million and now has 6 staff working on the project. With the experience gained from working on the Mid-Coast project, Moor was able to increase their scope of work to include meter pedestal installs, lighting installs,

and troubleshooting. Moor also gained access to larger projects with the City of San Diego and new construction for the Bay Terrace Senior Center and Bud Kearns.



Ace Fence Company (Ace) is a fencing services company that is DBE certified as a female Asian-Pacific owned and small business. Ace was awarded a \$709,000 contract on Mid-Coast in September 2016 with 15 employees providing services. Throughout the project their award has increased to \$6.5 million and they are now utilizing 96 workers on the project. Ace has gained 14 new change orders and has been able to purchase nine (9) new vehicles. They have been able to add experience to their resume that has assisted them in gaining new contracts with the West Mission Bay Drive Bridge Project, Flatiron, and All American Asphalt.

## **LEINAIA'S TRANSPORTATION**

Leinaia's Transportation began as a one-woman business with a single truck that she purchased at a salvage yard and conducted her business out of the cab of her truck. In 2013, she attended numerous small business outreach and workshop events hosted by SANDAG in the four corners of the region. By attending these events, Leinaia learned the importance of becoming DBE certified. She also

attended an eight-week training workshop hosted by SANDAG and the Department of Transportation where she was seated next to MCTC's Senior Vice President. The connection between Leinaia and MCTC at this training meeting was the catalyst that increased her business exponentially.

Leinaia's initial contract on the Mid-Coast project was \$500,000 using just her one truck. Today she has 18 trucks and 20 employees, and her contract award is now over \$9 million. She has also been awarded additional work with other public agencies and between the two is valued at up to \$18 million.

## Workforce Utilization Program

Historically, ODE has successfully focused on creating opportunities for minority and women owned firms. The next phase of the ODE program is workforce utilization. SANDAG partnered with the San Diego Workforce Partnership and the San Diego (SD) County Building and Construction Trades Council to apply for the SB 1 grant to establish the required pre-apprenticeship program. This partnership formed the Apprenticeship Readiness Collaborative (ARC) and in November 2020, was awarded \$1.5 million for the San Diego region. The pre-apprenticeship program is being created to assist underserved individuals in under-represented communities. SANDAG is a recipient of SB 1 funding from the state and is required “to participate in, invest in, or partner with new or existing pre-apprenticeship training programs.”

The upcoming 24-month pre-apprenticeship program will provide more than 160 individuals throughout the San Diego region with the resources necessary to successfully complete the program. Participants will receive internships on jobsites and be provided the tools (hard hat, two pairs of work clothing, steel-toed boots, tool belt, tools, gloves, and vest) necessary for work on a construction site. Participants will also learn crucial soft skills necessary to maintain employment. Graduates will be job-ready and have the confidence and improved skills to apply for an apprenticeship program or a construction-related career.

Using an “earn and learn” strategy including a paid work component will be essential to the success of the students in the pre-apprenticeship program. Pre-apprenticeship increases access to high-quality careers in the trades for populations that face barriers to employment and/or remain under-represented in the industry (e.g., women, people of color, low-income, foster youth, and the formerly incarcerated).

For many program participants, this is the only way they can afford to advance their education while supporting themselves and their families. Supportive services, case management, and counseling will help participants overcome obstacles so they can enter and succeed in the workforce. The program will assist individuals with career counseling, resume building, job applications, practice interviews, apprenticeship entrance exam readiness, and college and financial aid applications.

ODE has been a champion for minority and women owned businesses and is now ready to support another segment of underserved residents. ODE is prepared to work with local communities to recruit and develop workers that have been marginalized or discriminated against so that all individuals are provided an opportunity to participate in SANDAG projects. Through programs such as ARC, SANDAG will actively participate in addressing past discrimination, inequities, and exclusion for people who previously have been unable to access opportunities and that would enable a brighter future for themselves and their families.

## **Equal Employment Opportunity Program**

### **Overview**

As SANDAG aspires to become a world class organization, priorities are shifting to reflect a stronger commitment to initiatives that advance equity and inclusion. Federal and state laws describe obligations SANDAG must follow to ensure fairness in its employment related practices, and beyond this, SANDAG strives to embed the principles of diversity, equity, and inclusion in our everyday actions to create an environment where employees can do their best work. There is a shared philosophy among the Board of Directors, management, and employees that placing a greater emphasis on how we recruit and develop our employees will help to build a more inclusive team better able to engage, represent, and serve all residents of the San Diego region.

### **Action: Information**

In accordance with SANDAG Board Policy No. 007, this report summarizes employment results for FY 2020 and reviews Equal Employment Opportunity Program goals for the upcoming year.

### **FY 2020 Employment Results**

[SANDAG Board Policy No. 007](#): Equal Employment Opportunity (EEO) Program reflects the agency's commitment to fair and equitable employment practices. We seek to build a team that represents a variety of diverse backgrounds, perspectives, and skills. We firmly believe the more inclusive we are, the better our work will be. The following summary highlights results from employment-related actions between July 1, 2019 and June 30, 2020.

#### *Recruitments and New Employees*

- 29 recruitments were conducted to fill 72 positions; 66% of job openings were advertised externally and available to both internal and external candidates; the balance were internal-only opportunities.
- Job availability notices were sent to more than 200 regional contacts for each full-time job opening, in addition to other advertising strategies, to specifically reach qualified female, racial and ethnically diverse, and veteran candidates.
- Approximately 760 employment applications were received. Data voluntarily provided indicates 46% of applicants were female and 47% belong to a diverse racial or ethnic group.
- 72 new employees were hired. 36 individuals filled core positions, the remaining 36 filled contingent positions.
- Of the 72 new employees hired, 51% were female and 62% belong to a diverse racial or ethnic group.

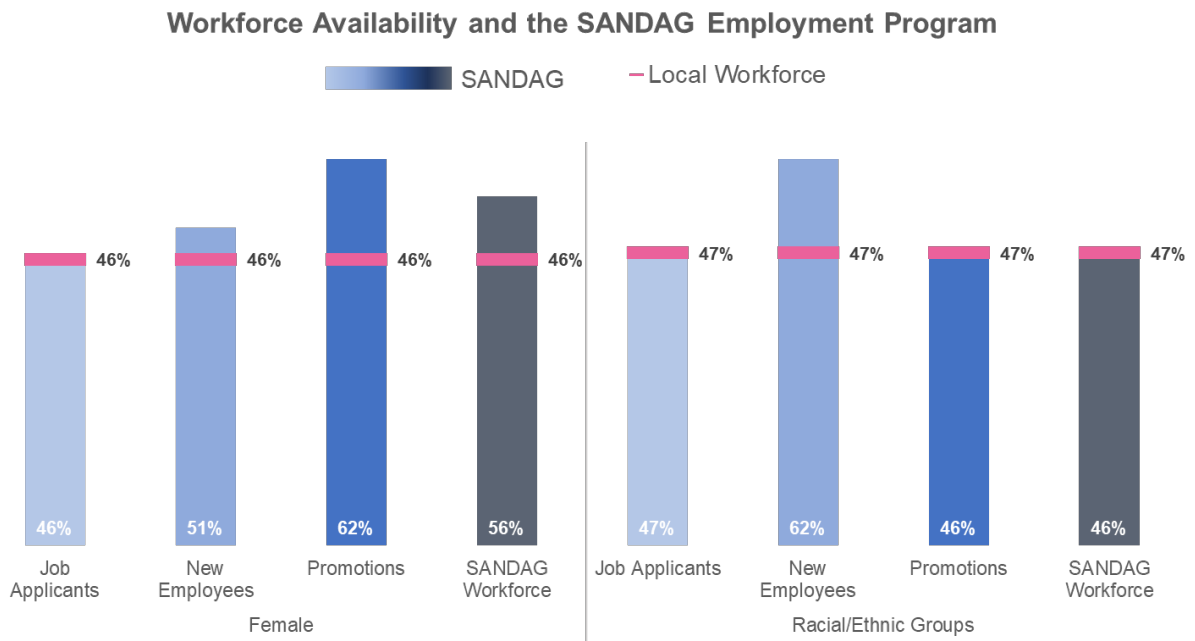
#### *Promotions*

- 74 employees were promoted; 15 individuals (20%) were promoted after successfully competing in either an internal or external recruitment; 34 employees (46%) were promoted into higher-level flexibly-staffed positions consistent with the agency's classification program; and the remaining 25 employees (34%) were appointed or reclassified to higher level positions as part of the reorganization that began in 2019.
- Of the 74 promoted employees, 62% were female, and 46% belong to a diverse racial or ethnic group.

### Employee Demographics

- As of June 30, 2020, 56% of SANDAG employees are female and 46% belong to a diverse racial or ethnic group.

SANDAG uses the San Diego Region Civilian Labor Force data, an estimate of worker availability in the region, as a benchmark for evaluating its employment results. Based on 2010 Census data, 46% of the available workforce is female and 47% belong to a diverse racial or ethnic group. The EEO Program results from FY 2020 compare favorably to these benchmarks.

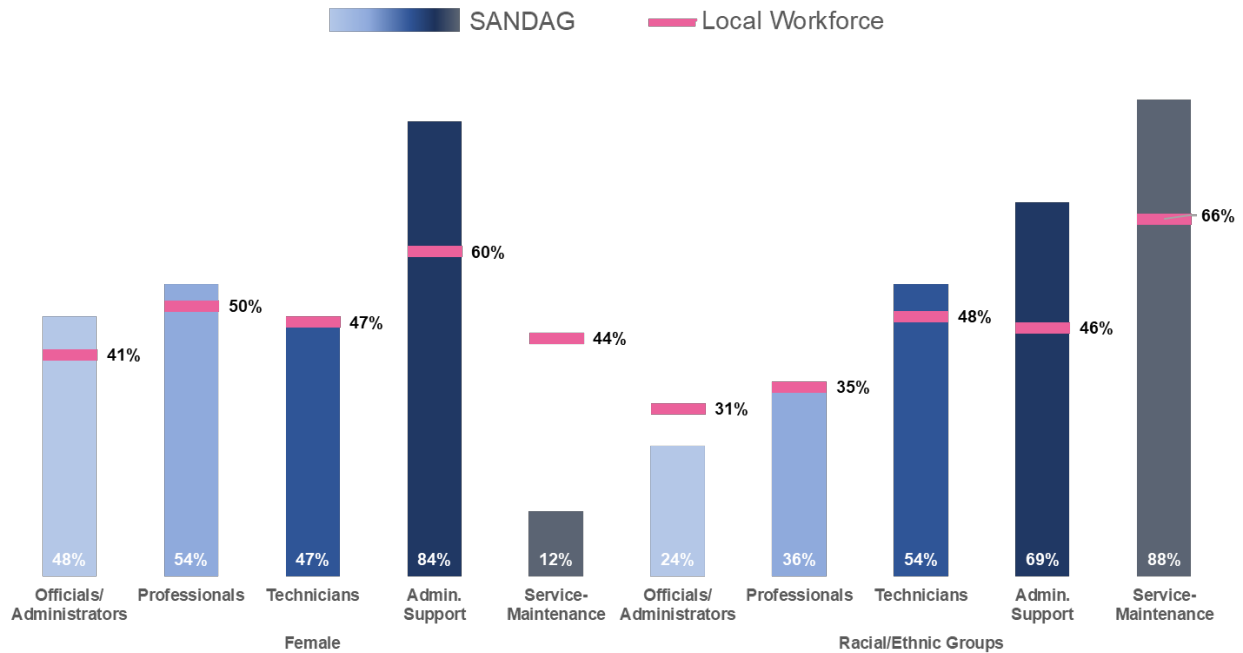


\* Source: U.S. Census Bureau. Census 2006-2010 EEO Tabulation; compiled by SANDAG, December 2012

### EEO Program Goals

In addition to reviewing annual employment results, SANDAG evaluates the effectiveness of its EEO Program by comparing the proportion of women and individuals who belong to racial or ethnic groups in each of five defined job categories. The following chart represents FY 2020 EEO Program results compared to local workforce availability. The agency's FY 2021 goal is for females and individuals who belong to racial or ethnic groups to be represented in approximately the same proportion as the availability within the San Diego Region Labor Force.

## Workforce Availability by Employment Category



\* Source: U.S. Census Bureau. Census 2006-2010 EEO Tabulation; compiled by SANDAG, December 2012

### Next Steps

Parity is the goal of the SANDAG EEO Program, and consistent with the Board's recent action to adopt the Commitment to Equity statement, SANDAG is renewing and elevating its commitment to diversity and equity in employment. On behalf of the people who want to work for SANDAG, and for the talented group of employees who are already part of the SANDAG team, management, working in conjunction with the newly established employee DEI Council, will evaluate existing policies and practices, explore program enhancements, and undertake activities that seek to build a foundation of respect and appreciation for diversity in all its forms.

**Hasan Ikhata, Executive Director**

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## FY 2021 Revision and FY 2022 to FY 2026 *TransNet* Program and Transit-Related Revenues

### Overview

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

### Key Considerations

#### ***Proposed FY 2021 TransNet and TDA Revised Estimates***

For FY 2021, anticipated revenues are higher than those [approved by the Board of Directors in May 2020](#). Based on actual revenues received in both FY 2020 and for the first two quarters of FY 2021, an adjustment to both the *TransNet* and TDA estimates is recommended, bringing the proposed FY 2021 revised totals to \$308.2 million and \$149.1 million, respectively. This change represents an increase of approximately 7% over the May 2020 Board-approved estimates of \$285.7 million and \$140.1 million for *TransNet* and TDA, respectively.

This means that transit operators will receive approximately \$211.~~3~~<sup>4</sup> million FY 2021 TDA and *TransNet* funding and local jurisdictions will receive approximately \$98.5 million (an increase of \$7.2 million over the previous estimate) in FY 2021 *TransNet* funding. For FY 2021, SANDAG will receive approximately \$11.~~3~~<sup>1</sup> million in TDA and *TransNet* funding for administrative and planning functions. The *TransNet* Major Corridors, Independent Taxpayer Oversight Committee, Bike, Pedestrian, and Neighborhood Safety Programs, and TDA bike program will receive approximately \$136 million.

#### ***FY 2022 TransNet, TDA, and FTA Estimates***

For FY 2022, the *TransNet* estimate is approximately \$319.8 million and reflects a growth rate of 3.76% over anticipated revenues for FY 2021 of \$308.2 million. Of this total, the *TransNet* Transit System Improvements, which includes funding for transit operations and capital improvements, Americans with Disabilities (ADA) and competitive grant program funding for senior transportation services, estimate is approximately \$49.3 million.

The TDA estimate for FY 2022 is approximately \$154.8 million and reflects similar growth as confirmed by the County of San Diego.

### Action: **Approve**

The Board of Directors is asked to approve the FY 2021 apportionment revision and FY 2022 to FY 2026 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and *TransNet* funds.

### Fiscal Impact:

SANDAG estimates that approximately \$592 million will be available in Transportation Development Act, Federal Transit Administration, and *TransNet* funds in FY 2022.

### Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2022 to FY 2026 Transportation Development Act, Federal Transit Administration, and *TransNet* estimates to inform the FY 2022 budget development process. The transit operators also would use the FY 2021 Transportation Development Act and *TransNet* revised estimates to inform any amendments to their Capital Improvement Program budgets and amend their FY 2021 TDA claims.

The FTA estimate for FY 2022 is approximately \$117.6 million. Estimates for FY 2022 are based on the actual apportionment for FY 2021. The Fixing America's Surface Transportation Act provides funding through FY 2021. Currently, there is no federal legislation past FY 2021, so remaining years, shown in the five-year estimate (FY 2023 – FY 2026), assume the same amount as FY 2022.

### ***Forecast Methodology***

The forecast methodology used to develop the *TransNet* and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2022 through FY 2026 and the revised FY 2021 estimates for *TransNet* and TDA are shown in Attachment 3.

Based on a request by the *TransNet* Independent Taxpayer Oversight Committee and consistent with the [SANDAG Data Accuracy and Modeling Work Plan](#), on January 13, 2021, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel, was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology.

### ***Next Steps***

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2022 budget development process and any proposed FY 2021 amendments to Capital Improvement Program budgets and/or TDA claims.

### ***Hasan Ikhata, Executive Director***

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Attachments:

1. Funding Programs
2. Forecast Methodology for Transportation Development Act and *TransNet* Forecasts
3. FY 2021 Revised Estimates, FY 2022 Apportionment and Estimates for FY 2023 to FY 2026

## Funding Programs

### Transportation Development Act

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

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

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

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

### TransNet

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

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

The *TransNet* Independent Taxpayer Oversight Committee (ITOC) reviews the *TransNet* estimates for the entire program at its meeting in February each year. Significant comments from the ITOC are shared with the Transportation Committee and Board.

### **Federal Transit Administration Formula Programs**

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

The Fixing America's Surface Transportation (FAST) Act includes a provision that requires the transit agencies to maintain equipment and facilities in accordance with the transit asset management plan and that transit agencies are no longer required to expend 1% for associated transit improvements. These requirements did not substantively impact how SANDAG or the transit agencies use this program.

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

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

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

## Forecast Methodology for Transportation Development Act and *TransNet* Forecasts

### Forecast Methods

The San Diego Association of Governments (SANDAG) uses a two-step method to forecast sales tax revenues including long-term estimates beyond FY 2022 and a near-term forecast (FY 2021 and FY 2022).

In the long term, sales tax revenue forecasts are based on three variables: (1) the population forecast from the California Department of Finance; (2) a consensus (simple average) of three independent nationally recognized forecasts of real rates of growth in per capita retail sales (IHS Markit, Moody's, and Oxford Economic Forecasting); and (3) the average projected inflation rates from the same independent sources.<sup>1</sup> The real per-capita growth rate is considered as the best way to form a consensus of how retail sales (and *TransNet* revenues) will behave because individual forecasts differ substantially in the assumptions about population, CPI, and even current levels of taxable sales.

While the consensus forecast was previously derived from annual data, the fast-changing economy resulting from the restrictions associated with the COVID-19 pandemic warrants the use of quarterly data. Quarterly data allows the economic situation and the timing of key events such as restrictions, fiscal stimulus measures, or vaccine progress to be considered. External forecasts are based on sales rather than revenues and there is delay between the sales and the actual collection of the associated tax revenue. For that reason, a 1 ½ month delay is applied to the quarterly retail sales forecasts.

The first quarters of the forecast are adjusted based on SANDAG professional judgment informed by the monthly forecast provided by SANDAG sales tax revenue consultant Muni Services, current general economic conditions, and COVID related restrictions. In particular:

- The forecast includes the impact of the Wayfair ruling<sup>2</sup> which had a one-time permanent impact on the level of revenues from Q4 2020 onwards. The annual impact on FY 2020 is estimated at 2.6%, instead of 1.5% initially expected, and at over 4% in FY 2021, which is attributable to the surge in online sales.
- Despite the pandemic, sales tax revenue collections have been higher in the first half of FY 2021 than the prior year. Besides the impact of the Wayfair ruling, revenues have benefited from higher-than-expected spending on taxable items as a result of public income support (stimulus check and supplemental unemployment benefits), the fast recovery in high-paying jobs, and the strong stock market. Behavior changes that have led to strong increases in spending on goods, when spending on services decreased due to COVID-related restrictions, have also contributed. This has more than compensated for the revenue losses on food and beverage services.
- New restrictions have affected the region since December 2020. Revenue forecasts [from the Consensus estimates](#) have been adjusted downward in Q1 2021 and the rebound in sales has been postponed to the second half of 2021.

The recent changes in the methodology, the underlying assumptions, and the resulting forecasts were reviewed on January 13, 2021, in a Peer Review Process (PRP) meeting including external experts. The review panel concluded that the methodology is valid and the forecast is reasonable.

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<sup>1</sup> The Woods and Poole and Caltrans forecasts are only available in calendar years and updated once a year (July for Woods and Poole and November for Caltrans); therefore, these are not included in the consensus forecast.

<sup>2</sup> The U.S. Supreme Court's Ruling in *South Dakota v. Wayfair Inc.* ruled that states have the right to tax online sales and broadened their ability to tax online sales when the seller is located in another state.

Overall sales tax revenues are expected to increase by 0.8% in FY2021. Revenue growth is then expected to accelerate to around 4% in FY 2022 and FY 2023 as the economy reopens and confidence returns. This forecast remains relatively conservative because of the short-term economic uncertainty and a desire to be cautious with revenue projections. Moreover, it is conditional to COVID-19 vaccines being effective and largely rolled out by summer 2021.

In the long-term, annual revenues are expected to increase between 2.7 and 3.2% annually. A notable change since the previous long-term forecast is the lower inflation forecast. Previous forecasts had inflation at 2.8% in the long term. This primarily resulted from the inclusion of the Woods and Poole forecast, which had consistently forecast higher levels of inflation than any of the other forecast providers, at 3.9%. While the 2021 PRP considered that the new inflation forecast maybe on the high side, it also concluded it was still realistic.

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

***Growth in TransNet Extension Ordinance Sales Tax Receipts***

<b>Fiscal Year</b>	<b>Amount</b>	<b>Percent Change</b>
2009 (Actual)	\$221.0M	-9.2%
2010 (Actual)	\$204.2M	-8.0%
2011 (Actual)	\$221.3M	8.4%
2012 (Actual)	\$236.9M	7.1%
2013 (Actual)	\$247.2M	4.3%
2014 (Actual)	\$260.1M	5.2%
2015 (Actual)	\$268.8M	3.4%
2016 (Actual)	\$275.5M	2.5%
2017 (Actual)	\$284.5M	3.3%
2018 (Actual)	\$301.5M	6.0%
2019 (Actual)	\$305.3M	1.3%
2020 (Actual)	\$305.9M	0.2%
2021 (Estimate)	\$308.2M	0.8%
2022 (Estimate)	\$319.8M	3.8%
2023 (Estimate)	\$332.9M	4.1%
2024 (Estimate)	\$344.5M	3.5%
2025 (Estimate)	\$355.7M	3.2%
2026 (Estimate)	\$366.4M	3.0%

### ***Economic Conditions***

The longest U.S. expansion on record was put to an end by the COVID-19 pandemic. Necessary protection measures related to the pandemic brutally plunged the world and the U.S. economies into recession in the first quarter of the year, despite quick and strong monetary and fiscal stimulus. The U.S. GDP contracted by 5%, annualized, in the first quarter of 2020 and 31.4% in the second quarter. Notwithstanding a strong 33% rebound in the third quarter, U.S. GDP was 3.5% below its pre-COVID level. Available national forecast updates suggest a 3.5% contraction in U.S. GDP in 2020 and a 4% recovery in 2021. Risks remain high for 2021, both on the upside (with probable additional fiscal stimulus and in the event of faster than expected vaccine rollout) and the downside (with the virus variants spreading and in the event of lower-than-expected vaccine rollout and effectiveness of the vaccines).

The recession hit a strong and healthy San Diego economy. The COVID-19–related recession resulted in massive job and income losses that exacerbated the immediate impact of social distancing on the economy. High-frequency data on consumer spending and visit to stores, restaurants, and other businesses suggest that the economy is still operating about 10% below normal. The improvements observed during the fall were reversed after a surge in COVID cases triggered new business activity restrictions in December. The unemployment rate, at 6.8% in November, remains more than twice as high as a year ago. The tourism sector, which employed 13% of the local labor force before the pandemic, is especially affected, accounting for about 45% of the job losses. Retail and education are the second and third most affected sectors.

**Transportation Development Act  
FY 2021 Board-Approved and Revised Apportionment**

	Board-approved FY 2021 Apportionment	Revised FY 2021 Apportionment	Difference	Revised FY 2021 Apportionment	Difference
Total Apportionment <sup>1,2</sup>	<b>\$140,069,215</b>	<b>\$149,146,645</b>	<b>\$9,077,429</b>	<b>\$149,146,645</b>	<b>\$9,077,429</b>
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(50,000)	0	(50,000)	0
Less SANDAG Administration (PUC 99233.1)	(514,859)	<del>(698,755)</del>	<del>183,896</del>	(546,195)	(31,336)
Less 3% Planning Funds (PUC 99233.2)	(4,185,131)	<del>(4,451,937)</del>	<del>266,806</del>	(4,456,514)	(271,383)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(2,706,385)	<del>(2,878,919)</del>	<del>172,535</del>	(2,881,879)	(175,494)
Less 5%Community Transit Service (PUC 99233.7)	(6,630,642)	<del>(7,053,352)</del>	<del>422,710</del>	(7,060,603)	(429,961)
<b>Subtotal</b>	<b>\$125,982,199</b>	<b>\$134,013,682</b>	<b>\$8,031,484</b>	<b>\$134,151,454</b>	<b>\$8,169,255</b>
Total Available for MTS	89,547,151	<del>95,255,866</del>	<del>5,708,715</del>	95,353,794	5,806,643
Less Regional Planning/Capital Projects <sup>3</sup>	(478,688)	(478,688)	0	(478,688)	0
Less Transferred Functions <sup>4</sup>	(1,803,277)	<del>(1,918,238)</del>	<del>114,961</del>	(1,920,210)	(116,933)
Total Community Transit Service	4,618,748	<del>4,913,197</del>	<del>294,450</del>	4,918,248	299,500
<b>Total Available to Claim</b>	<b>\$91,883,934</b>	<b>\$97,772,138</b>	<b>\$5,888,204</b>	<b>\$97,873,144</b>	<b>\$5,989,210</b>
Total Available for NCTD	36,435,047	<del>38,757,816</del>	<del>2,322,769</del>	38,797,661	2,362,614
Less Regional Planning/Capital Projects <sup>3</sup>		0	0	0	0
Less Transferred Functions <sup>4</sup>	(610,287)	<del>(649,000)</del>	<del>38,713</del>	(650,000)	(39,713)
Total Community Transit Service	1,879,281	<del>1,999,087</del>	<del>119,806</del>	2,001,143	121,862
<b>Total Available to Claim</b>	<b>\$37,704,042</b>	<b>\$40,107,903</b>	<b>\$2,403,861</b>	<b>\$40,148,804</b>	<b>\$2,444,762</b>
Total Available for SANDAG:					0
Regional Planning/Capital Projects	478,688	478,688	0	478,688	0
Transferred Functions	2,413,564	<del>2,567,238</del>	<del>153,674</del>	2,570,210	156,646
SANDAG Expenses	514,859	<del>698,755</del>	<del>183,896</del>	546,195	31,336
3% Planning Funds	4,185,131	<del>4,451,937</del>	<del>266,806</del>	4,456,514	271,383
Prior Year Carryover	0	0	0	0	0
<b>Total Available to Claim</b>	<b>\$7,592,242</b>	<b>\$8,196,617</b>	<b>\$604,375</b>	<b>\$8,051,607</b>	<b>\$459,365</b>
Total Community Transit Service (CTSA)	<b>\$132,613</b>	<del>\$141,067</del>	<del>\$8,454</del>	\$141,212	\$8,599
Prior Year Carryover	<u>\$0</u>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total Available to Claim</b>	<b>\$132,613</b>	<b>\$141,067</b>	<b>\$8,454</b>	<b>\$141,212</b>	<b>\$8,599</b>

\*Totals may not add up due to rounding.

\*Percent change for *TransNet* and TDA may be different. *TransNet* estimates based on application of growth rate over anticipated revenues for current year. TDA estimates based on an applied growth rate over an adjusted estimate accounting for prior year actual receipts.

<sup>1</sup>The County Auditor provided the revised apportionment for FY 2021.

<sup>2</sup>Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2019 - approximately 71% for MTS and 29% for NCTD.

<sup>3</sup>Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2021 transit CIP as provided by MTS and NCTD.

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



**TransNet Program**  
**FY 2021 Board-Approved and Revised Estimates (in \$000s)**

	Board-approved	Revised	Difference
<b>TransNet Program Revenues</b>	<b>FY 2021</b>	<b>FY 2021</b>	
Estimated Sales Tax Receipts	<b>\$285,655</b>	<b>\$308,165</b>	<b>\$22,511</b>
<b>TransNet Program Allocations</b>			
Administrative Allocations <sup>1</sup>	\$2,857	\$3,082	\$225
Independent Taxpayer Oversight Committee <sup>2</sup>	\$433	\$433	\$0
Bike, Pedestrian & Neighborhood Safety <sup>3</sup>	\$5,713	\$6,163	\$450
Total off-the-top Programs	\$9,003	\$9,678	\$675
<b>Net Available for Subprograms*</b>	<b><u>\$276.652</u></b>	<b><u>\$298.487</u></b>	<b><u>\$21.835</u></b>
<b>Program Allocations</b>			
Major Corridors Program <sup>4</sup>	\$117,301	\$126,559	\$9,258
New BRT/Rail Operations <sup>5</sup>	\$22,409	\$24,177	\$1,769
Transit System Improvements <sup>6</sup>	\$45,648	\$49,250	\$3,603
Local System Improvement <sup>7</sup>	\$91,295	\$98,501	\$7,206
<b>Total Program Allocations*</b>	<b><u>\$276.652</u></b>	<b><u>\$298.487</u></b>	<b><u>\$21.835</u></b>

\*Totals may not add up due to rounding

**NOTES:**

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

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

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

<sup>3</sup>Total of 2% shall be allocated for bicycle facilities.

<sup>4</sup>42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

<sup>5</sup>8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

<sup>6</sup>16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

<sup>7</sup>33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

\**TransNet* estimates based on application of growth rate over anticipated revenues for current year. TDA estimates based on an applied growth rate over an adjusted estimate accounting for prior year actual receipts.

**TransNet Revenue Forecast - Transit System Improvement Program**  
**FY 2021 Board-Approved and Revised Estimates (in \$000s)**

	<b>FY 2021 Board-Approved</b>	<b>FY 2021 Revised</b>	<b>Difference</b>
Total Available For Transit Purposes <sup>1,2</sup> :	\$45,648	\$49,250	\$3,602
Less 2.5% for ADA-related Services	(\$1,141)	(\$1,231)	(\$90)
Less 3.25% for Senior Services	(\$1,484)	(\$1,601)	(\$117)
<b>Subtotal</b>	<b>\$43,023</b>	<b>\$46,419</b>	<b>\$3,396</b>

<b>MTS Projects And Services:</b>			
Transit Service Improvements (Operations and Supporting Capital)	\$30,580	\$32,994	\$2,414
ADA Services	\$811.15	\$875.17	\$64.02

<b>NCTD Projects And Services:</b>			
Transit Service Improvements (Operations and Supporting Capital)	\$12,443	\$13,425	\$982
ADA Services	\$330	\$356	\$26

<b>Regional Discretionary Programs<sup>3</sup>:</b>			
Competitive Grant Program for Senior Transportation Services	\$1,484	\$1,601	\$117

\*Totals may not add up due to rounding

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

<sup>2</sup>Distribution between the 2 agencies is based on Jan. 2019 population.

<sup>3</sup>The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

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

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

**TransNet Revenue Forecast - Local Street Improvement Program<sup>1</sup>**  
**FY 2021 Estimate Revision (in \$000s)**

<b>Jurisdiction</b>	<b>FY 2021 Approved</b>	<b>FY 2021 Revised</b>	<b>Difference</b>
Carlsbad	\$2,996	\$3,231	\$235
Chula Vista	\$5,949	\$6,420	\$471
Coronado	\$605	\$650	\$44
Del Mar <sup>4</sup>	\$4	\$16	\$12
El Cajon	\$2,365	\$2,550	\$185
Encinitas	\$1,605	\$1,729	\$124
Escondido	\$3,567	\$3,848	\$281
Imperial Beach <sup>4</sup>	\$591	\$642	\$51
La Mesa <sup>4</sup>	\$971	\$1,087	\$116
Lemon Grove	\$688	\$739	\$51
National City	\$1,381	\$1,487	\$106
Oceanside <sup>4</sup>	\$2,881	\$3,223	\$342
Poway	\$1,409	\$1,517	\$109
San Diego	\$32,384	\$34,966	\$2,582
San Marcos <sup>4</sup>	\$1,243	\$1,413	\$171
Santee <sup>4</sup>	\$399	\$504	\$105
Solana Beach <sup>4</sup>	\$86	\$115	\$29
Vista	\$2,224	\$2,398	\$174
County <sup>4</sup>	\$13,381	\$14,547	\$1,166
Subtotal Street & Road**	\$74,729	\$81,083	\$6,354
Distributed Debt Service***	\$5,777	\$5,777	\$0
Local EMP <sup>5</sup>	\$4,980	\$5,373	\$393
Local Smart Growth <sup>5</sup>	\$5,810	\$6,268	\$459
<b>TOTAL</b>	<b>\$91,295</b>	<b>\$98,501</b>	<b>\$7,206</b>

\*Revenue estimates for planning purposes only. Payments will be based on actual sales tax monthly receipts from the State Board of Equalization.

\*\* Totals may not add up due to rounding

\*\*\* Debt service is deducted from each jurisdiction participating in the TransNet debt program. The distributions above are net of debt service.

1.Projection of revenues are based on estimate of growth rate on taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

2. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan and apportioned as follows: (a) \$50,000 annual base per agency; (b) balance distributed on a formula of 2/3 population and 1/3 maintained miles.

3. Population numbers are based on state Department of Finance (DOF) report of January 2019 population (May 2019); Maintained miles figures are based on Caltrans 2018 California Public Road Data (November 2019).

4. Revenues are net of estimated commercial paper and/or bond debt service payments

5. EMP to be distributed on a project by project basis; Smart Growth to be allocated based on Call for Projects process.

### SUMMARY OF FY 2022 TRANSIT RELATED REVENUES (\$1000s)

	Transportation Development Act TDA <sup>1</sup>	<i>TransNet</i> Transit System Improvements	Federal Transit Administration (FTA) 2022 <sup>1</sup>	Total
<b>Total Estimated</b>	<b>\$ 154,761</b>	<b>\$ 51,109</b>	<b>\$ 117,574</b>	<b>\$ 323,445</b>
<b>County Administration Fee</b>	\$ (50)			\$ (50)
<b>Amounts Distributed</b>	<b>\$ 154,711</b>	<b>\$ 51,109</b>	<b>\$ 117,574</b>	<b>\$ 323,395</b>
<b>Metropolitan Transit System</b>	\$ 101,678	\$ 35,126	\$ 78,565	\$ 215,369
<b>North County Transit District</b>	\$ 41,682	\$ 14,322	\$ 34,041	\$ 90,045
<b>SANDAG</b>	\$ 8,218		\$ 4,968	\$ 13,186
<b>Community Transit Services (CTSA)</b>	\$ 146			\$ 146
<b>Discretionary Programs<sup>2</sup></b>	\$ 2,987	\$ 1,661		\$ 4,648

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

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

\*Totals may not add up due to rounding.

**Transportation Development Act**  
**FY 2022 Apportionment and Estimates from FY 2023 - FY 2026**

	<b>FY 2022 Apportionment</b>	<b>FY 2023 Estimate (\$000s)</b>	<b>FY 2024 Estimate (\$000s)</b>	<b>FY 2025 Estimate (\$000s)</b>	<b>FY 2026 Estimate (\$000s)</b>
Total Apportionment <sup>1,2</sup>	<b>\$154,761,478</b>	<b>\$161,094</b>	<b>\$166,737</b>	<b>\$172,135</b>	<b>\$177,337</b>
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1) <sup>3</sup>	(720,879)	(564)	(583)	(789)	(626)
Less 3% Planning Funds (PUC 99233.2)	(4,619,718)	(4,814)	(4,983)	(5,139)	(5,300)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(2,987,418)	(3,113)	(3,222)	(3,323)	(3,427)
Less 5%Community Transit Service (PUC 99233.7)	(7,319,173)	(7,628)	(7,895)	(8,142)	(8,396)
<b>Subtotal</b>	<b>\$139,064,290</b>	<b>\$144,924</b>	<b>\$150,001</b>	<b>\$154,690</b>	<b>\$159,533</b>
Total Available for MTS	98,785,170	102,948	106,554	109,885	113,325
Less Regional Planning/Capital Projects <sup>4</sup>	(212,957)	(213)	(213)	(213)	(213)
Less Transferred Functions <sup>5</sup>	(1,989,310)	(2,073)	(2,146)	(2,213)	(2,282)
Total Community Transit Service	5,095,235	5,310	5,496	5,668	5,845
<b>Total Available to Claim</b>	<b>\$101,678,138</b>	<b>\$105,972</b>	<b>\$109,691</b>	<b>\$113,127</b>	<b>\$116,675</b>
Total Available for NCTD	40,279,120	41,976	43,447	44,805	46,208
Less Regional Planning/Capital Projects <sup>4</sup>					
Less Transferred Functions <sup>5</sup>	(674,675)	(703)	(728)	(750)	(774)
Total Community Transit Service	2,077,555	2,165	2,241	2,311	2,383
<b>Total Available to Claim</b>	<b>\$41,682,000</b>	<b>\$43,439</b>	<b>\$44,960</b>	<b>\$46,366</b>	<b>\$47,817</b>
Total Available for SANDAG:					
Regional Planning/Capital Projects	212,957	213	213	213	213
Transferred Functions	2,663,985	2,776	2,874	2,963	3,056
SANDAG Expenses <sup>3</sup>	720,879	564	583	789	626
3% Planning Funds	4,619,718	4,814	4,983	5,139	5,300
Prior Year Carryover	0				
<b>Total Available to Claim</b>	<b>\$8,217,538</b>	<b>\$8,367</b>	<b>\$8,653</b>	<b>\$9,104</b>	<b>\$9,195</b>
Total Community Transit Service (CTSA)	<b>\$146,383</b>	\$153	\$158	\$163	\$168
Prior Year Carryover	\$0				
<b>Total Available to Claim</b>	<b>\$146,383</b>	<b>\$153</b>	<b>\$158</b>	<b>\$163</b>	<b>\$168</b>

\*Totals may not add up due to rounding

<sup>1</sup>The County Auditor provided the apportionment for FY 2022. The projected estimates for FY 2023 to FY 2026 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

<sup>2</sup>Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2020 - approximately 71% for MTS and 29% for NCTD.

<sup>3</sup>The SANDAG Administration cost rises in FY 2022 and FY 2025 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

<sup>4</sup>Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2022 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2022 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

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

**TransNet Program**  
**Estimates from FY 2022 to FY 2026 (in \$000s)**

<b>TransNet Program Revenues</b>	<b>FY 2021</b>	<b>105%</b>	<b>FY 2022</b>	<b>95%</b>	<b>105%</b>	<b>FY 2023</b>	<b>95%</b>	<b>105%</b>	<b>FY 2024</b>	<b>95%</b>	<b>105%</b>	<b>FY 2025</b>	<b>95%</b>	<b>105%</b>	<b>FY 2026</b>	<b>95%</b>
Estimated Sales Tax Receipts	<b>\$308,165</b>	\$335,755	<b>\$319,766</b>	\$303,778	\$349,494	<b>\$332,851</b>	\$316,208	\$361,735	<b>\$344,510</b>	\$327,284	\$373,447	<b>\$355,664</b>	\$337,881	\$384,731	<b>\$366,411</b>	\$348,090
<b>TransNet Program Allocations</b>																
Administrative Allocations <sup>1</sup>			\$3,198			\$3,329			\$3,445			\$3,557			\$3,664	
Independent Taxpayer Oversight Committee <sup>2</sup>			\$422			\$430			\$439			\$448			\$456	
Bike, Pedestrian & Neighborhood Safety <sup>3</sup>			\$6,395			\$6,657			\$6,890			\$7,113			\$7,328	
Total off-the-top Programs			\$10,015			\$10,416			\$10,774			\$11,118			\$11,449	
<b>Net Available for Subprograms*</b>			<b><u>\$309,752</u></b>			<b><u>\$322,435</u></b>			<b><u>\$333,735</u></b>			<b><u>\$344,546</u></b>			<b><u>\$354,962</u></b>	
<b>Program Allocations</b>																
Major Corridors Program <sup>4</sup>			\$131,335			\$136,712			\$141,504			\$146,088			\$150,504	
New BRT/Rail Operations <sup>5</sup>			\$25,090			\$26,117			\$27,033			\$27,908			\$28,752	
Transit System Improvements <sup>6</sup>			\$51,109			\$53,202			\$55,066			\$56,850			\$58,569	
Local System Improvement <sup>7</sup>			\$102,218			\$106,404			\$110,133			\$113,700			\$117,138	
<b>Total Program Allocations*</b>			<b><u>\$309,752</u></b>			<b><u>\$322,435</u></b>			<b><u>\$333,735</u></b>			<b><u>\$344,546</u></b>			<b><u>\$354,962</u></b>	

\*Totals may not add up due to rounding

NOTES:

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

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

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

<sup>3</sup>Total of 2% shall be allocated for bicycle facilities.

<sup>4</sup>42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

<sup>5</sup>8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

<sup>6</sup>16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

<sup>7</sup>33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

**TransNet Revenue Forecast - Transit System Improvement Program**

Estimates for FY 2022 to FY 2026 (in \$000s)

	FY 2021	FY 2022 (Proposed)	FY 2023 (Estimate)		FY 2024 (Estimate)		FY 2025 (Estimate)		FY 2026 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes <sup>1,2</sup> :	\$49,253	\$51,109	\$53,202	\$50,542	\$55,066	\$52,313	\$56,850	\$54,008	\$58,569	\$55,640
Less 2.5% for ADA-related Services	(\$1,231)	(\$1,278)	(\$1,330)	(\$1,264)	(\$1,377)	(\$1,308)	(\$1,421)	(\$1,350)	(\$1,464)	(\$1,391)
Less 3.25% for Senior Services	(\$1,601)	(\$1,661)	(\$1,729)	(\$1,643)	(\$1,790)	(\$1,700)	(\$1,848)	(\$1,755)	(\$1,903)	(\$1,808)
<b>Subtotal</b>	<b>\$46,421</b>	<b>\$48,170</b>	<b>\$50,143</b>	<b>\$47,636</b>	<b>\$51,900</b>	<b>\$49,305</b>	<b>\$53,581</b>	<b>\$50,902</b>	<b>\$55,201</b>	<b>\$52,441</b>
<b>MTS Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting Capital)	\$32,996	\$34,218	\$35,619	\$33,838	\$36,868	\$35,025	\$38,062	\$36,159	\$39,212	\$37,251
ADA Services	\$875	\$907.64	\$944.81	\$898	\$977.92	\$929	\$1,009.60	\$959	\$1,040.12	\$988
<b>NCTD Projects And Services:</b>										
Transit Service Improvements (Operations and Supporting Capital)	\$13,425	\$13,952	\$14,524	\$13,798	\$15,032	\$14,280	\$15,519	\$14,743	\$15,989	\$15,190
ADA Services	\$356	\$370	\$385	\$366	\$399	\$379	\$412	\$391	\$424	\$403
<b>Regional Discretionary Programs<sup>3</sup>:</b>										
Competitive Grant Program for Senior Transportation Services	\$1,601	\$1,661	\$1,729	\$1,643	\$1,790	\$1,700	\$1,848	\$1,755	\$1,903	\$1,808

\*Totals may not add up due to rounding

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

<sup>2</sup>Distribution between the 2 agencies for FY 2022 through 2026 are based on Jan. 2020 population.

<sup>3</sup>The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

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

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

**Federal Transit Administration Formula Programs**  
**FY 2022 Apportionment and Estimates from FY 2023 - FY 2026**

	FY 2021	FY 2022			FY 2023 (\$000s)			FY 2024 (\$000s)			FY 2025 (\$000s)			FY 2026 (\$000s)		
	Carryover Apportionment	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning	Apportion- ment <sup>1</sup>	Regional Capital Projects	Regional Planning
<b>Section 5307 Urbanized Area Formula Funds</b>																
MTS	\$1,567	\$46,781,397	\$0	(\$851,828)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)	\$46,781	\$0	(\$852)
NCTD	\$672	\$20,049,170	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A	\$20,049	\$0	N/A
SANDAG (Vanpool Program) <sup>2</sup>		\$4,116,577	N/A	\$851,828	\$4,117	N/A	\$852	\$4,117	N/A	\$852	\$4,117	N/A	\$852	\$4,117	N/A	\$852
SANDAG (Capital Projects) <sup>3</sup>					\$0			\$0			\$0			\$0		
<b>Total</b>	<b>\$2,239</b>	<b>\$70,947,144</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,947</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,947</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,947</b>	<b>\$0</b>	<b>\$0</b>	<b>\$70,947</b>	<b>\$0</b>	<b>\$0</b>
<b>Section 5337 State of Good Repair/ High Intensity</b>																
MTS		\$28,317,866	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A	\$28,318	\$0	N/A
NCTD	\$1,393,987	\$12,141,061	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A	\$12,141	\$0	N/A
<b>Total</b>	<b>\$1,393,987</b>	<b>\$40,458,927</b>	<b>\$0</b>	<b>N/A</b>	<b>\$40,459</b>	<b>\$0</b>	<b>N/A</b>	<b>\$40,459</b>	<b>\$0</b>	<b>N/A</b>	<b>\$40,459</b>	<b>\$0</b>	<b>N/A</b>	<b>\$40,459</b>	<b>\$0</b>	<b>N/A</b>
<b>Section 5339 Bus/Bus Facilities</b>																
MTS	\$0	\$4,317,716	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A	\$4,318	\$0	N/A
NCTD	\$0	\$1,850,450	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A	\$1,850	\$0	N/A
<b>Total</b>	<b>\$0</b>	<b>\$6,168,166</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,168</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,168</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,168</b>	<b>\$0</b>	<b>N/A</b>	<b>\$6,168</b>	<b>\$0</b>	<b>N/A</b>

<sup>1</sup> At this time there is no federal legislation past FY 2021, therefore, revenues for FY 2021 are based on continuing resolutions and the remaining years remain constant. This amount does not include the additional \$371M allocated to MTS and NCTD from the CARES Act.

<sup>2</sup> SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies.

<sup>3</sup> Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2021 MTS/NCTD Capital budget. The specific projects and funding recommendation were presented to the Transportation Committee/Board of Directors as part of the FY 2021 Transit Capital Improvement Program at their respective meetings in March.

Note:

SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).



## Quarterly FY 2021 Program Budget Update: Proposed Budget Amendment

### Overview

The outlook for sales tax related revenues is better today than was contemplated when the Board of Directors approved the FY 2021 Program Budget in June 2020. The additional and unexpected revenues described in Item No. 16 (February 26, 2021, Board of Directors) enables the Board to allocate additional revenue to member agencies, along with SANDAG's various *TransNet* related programs, e.g., Major Corridors, and allows these agencies to restore elements of their respective budgets that were previously reduced or curtailed due to the sales tax-related revenue forecast back in May 2020.

Pending approval of Item No. 16, the Metropolitan Transit System and the North County Transit District will receive an additional \$11.~~89~~ million in FY 2021 funding through the standard distribution process. Similarly, the member jurisdictions will receive an additional \$7.2 million.

The remaining *TransNet*-funded programs, will receive a \$11.5 million increase for FY 2021, that can be added or applied to projects in each program.

SANDAG receives 1% of *TransNet* revenue for administration of the program and Transportation Development Act (TDA) funds for planning and administrative efforts. The increase in revenues would provide additional funding flexibility to the agency to support a mid-year SANDAG employee compensation adjustment. As you may recall, the Board elected to remove funding that would have supported a merit pool as part of the FY 2020 budget and directed staff to return with quarterly updates on sales tax collections for further review and direction. Given the latest positive trend in sales tax collections, the Board is asked to consider amending the budget to add these funds, approximately ~~\$800,000~~ \$675,000, into the FY 2021 Annual Program Budget, to support this employee compensation adjustment.

### Action: **Approve**

The Board of Directors is asked to approve:

1. an amendment to the FY 2021 Program Budget for a 2% compensation adjustment pool funded by increased Transportation Development Act and *TransNet* sales tax revenue; and
2. the use of up to \$280,000 from the Contingency Reserve Fund for remote work expenses, equipment expenses, and health/safety office supplies due to COVID-19.

### Fiscal Impact:

Approval of the proposed budget amendments will add ~~\$1,099,000~~ \$955,000 to the FY 2021 Program Budget to fund a compensation adjustment pool and cover unexpected COVID-19 related expenses.

### Schedule/Scope Impact:

Approval of this action will not have any schedule nor scope impacts on the FY 2021 Program Budget.

### Key Considerations

#### Second Quarter Budget Update

There are three primary components of the Program Budget - the Overall Work Program, Regional Operations and Services, and the Capital Program. The table below shows the approved and amended budget along with expenditures through the second quarter for all of the components, including the Administration and Board Budgets. Expenditures are less than the 50% that may be expected for the second quarter; however, this is not unusual since many contracts are awarded in the first quarter and may not get under way until the

third quarter. In addition, expenditures are only accrued at the end of a fiscal year, and not on a quarterly basis.

<b>Program Budget</b>	<b>FY 2021 Approved Budget (in \$ millions)</b>	<b>FY 2021 Amended Budget* (in \$ millions)</b>	<b>FY 2021 Expenditures through Quarter 2 (in \$ millions)</b>	<b>Expended % of Amended Budget</b>
Overall Work Program	\$46.3	\$50.5	\$17.1	34%
Regional Operations and Services	\$62.9	\$64.1	\$17.2	27%
Capital Budget **	\$775.7	\$860.0	\$293.7	34%
Administration Budget***	\$18.5	\$18.5	\$9.0	48%
Board of Directors Budget	\$0.6	\$0.4	\$0.1	29%

\*Increase in funding primarily reflects carryover funds from FY 2020.

\*\*The FY 2021 Multi-Year capital budget is \$9.2 billion.

\*\*\*Includes budgets for the Office of the Independent Performance Auditor and Information Technology Services

#### Proposed FY 2021 Program Budget Amendment

##### *Compensation Adjustment Pool*

The FY 2021 Program Budget was considered and approved last year amid economic uncertainty due to the COVID-19 pandemic. The Budget was balanced using several cost-containment strategies, including elimination of a compensation adjustment pool to be used for employee performance rewards and changes to the employee benefits program. The Budget also reflected a 10% decrease in the SANDAG workforce (achieved through the elimination of 40 vacant staff positions) although the scope of agency responsibilities and obligations did not significantly decrease. In management's opinion, SANDAG is on track to meet agency goals for FY 2021 due to the efforts of staff.

Modest improvements to the health care coverage benefits provided to employees were implemented effective January 1, 2021; the Executive Director provided a verbal update to the Board of Directors at its January meeting. These changes were funded using program savings; they did not result in an increase to the approved budget. To acknowledge and reward staff for their recent contributions to the agency, a 2% compensation adjustment pool is proposed to be added as a mid-year FY 2021 Budget amendment. SANDAG uses a pay-for-performance compensation program and the approved pool would be used to provide merit increases and/or performance bonuses to eligible employees. SANDAG does not award COLAs or general salary increases as part of its compensation program; employees have not received performance-based pay increases since July 2019. Based on research conducted by SANDAG's compensation consultant, the average base pay increases awarded in 2020, across a variety of industries, range from 2% to 3%. The recommended 2% adjustment pool is consistent with market conditions.

The anticipated total cost of the compensation adjustment pool is \$871,600. This includes approximately \$685,300 in salary expenses – this is the amount available for performance rewards (merit increases and bonuses) for employees. In conjunction with the proposed pay increases, there would a corresponding increase to the benefits budget of approximately \$186,300 due to increased costs for salary-based benefits such as pension plan contributions, workers compensation, and Medicare taxes (Attachment 1). The compensation adjustment pool would be funded by the proposed ~~\$819,000~~ \$675,000 budget increase and salary saving would be used for the remaining ~~\$52,600~~ \$197,000.

### Contingency Reserves for COVID-19 Related Expenses

Consistent with the health orders issued by State and local public officials, a majority of SANDAG employees are currently teleworking. Due to the prolonged nature of the COVID-19 pandemic, remote work expenses are higher than anticipated when the FY 2021 Program Budget was prepared. An additional \$280,000 is needed for employee home office stipends and equipment allowances, as well as additional IT equipment and health and safety supplies for the SANDAG offices. [SANDAG Board Policy No. 030](#), permits the Board to approve the use of Contingency Reserve Funds for unanticipated needs relating to a crucial existing commitment. If this request is approved, the projected remaining balance for the Contingency Reserve Fund would be \$5.5 million. This balance represents 11% of the FY 2021 Overall Work Program budget, exceeding the 10% minimum target as set forth in [SANDAG Board Policy No. 030](#).

### **Next Steps**

Staff will continue to monitor revenue from federal and state agencies. Staff will come back to the Board at the May meeting and discuss third quarter budget results and recommend any amendments, if necessary.

### ***Hasan Ikhata, Executive Director***

Key Staff Contact: André Douzjian, (619) 699-6931, [andre.douzjian@sandag.org](mailto:andre.douzjian@sandag.org)

Attachments: 

1. Amended FY 2021 Personnel Cost Summary
2. Work Element No. 8000145: COVID-19 Budget Amendment

## Amended FY 2021 Personnel Cost Summary

Attachment 1

	FY 2020 Revised Estimate		FY 2021 Approved Budget		FY 2021 Amended Budget		Year-to-Year Change FY 2021 Appr vs Amend	
	FY 2020 Draft Budget	Benefits % of Salaries	FY 2021 Draft Budget	Benefits % of Salaries	FY 2021 Amended Budget	Benefits % of Salaries	Amount of Change	Change in Benefits % of Salaries
Authorized and Budgeted Full-Time Positions	394		354		354		-	
Temporary, Interns, Part-Time, Seasonal (TIPS) Positions	33.1		33.1		33.1		-	
Full-Time Employee Salary	\$34,682,735		\$32,917,426		\$33,575,927		658,501	2.0%
TIPS Employee Salary	1,305,011		1,338,863		\$1,365,640		26,777	2.0%
	<b>\$35,987,746</b>		<b>\$34,256,289</b>		<b>\$34,941,567</b>		<b>\$685,278</b>	<b>2.0%</b>
					(\$197,220)			
					<del>(\$52,590)</del>			
					<b>\$34,744,347</b>			
					<b>\$34,888,977</b>			
Less Salary Savings*								
<b>Employee Benefit Package:</b>								
Retirement (PERS+PARS)	\$8,779,077	24.4%	\$8,661,880	25.3%	\$8,833,018	25.3%	171,138	1.9%
Section 115 Pension Savings Fund	1,000,000	2.8%	1,000,000	2.9%	1,000,000	2.9%	-	0.0%
Combined Health Insurance Plan	4,815,000	13.4%	4,969,860	14.5%	5,071,551	14.5%	101,691	2.0%
Dental/Vision Insurance Plan	498,000	1.4%	442,819	1.3%	471,419	1.3%	28,600	6.1%
Short-/Long-Term Disability	262,000	0.7%	355,303	1.0%	326,703	0.9%	(28,600)	-8.8%
Workers Compensation	239,090	0.7%	364,171	1.1%	267,730	0.8%	(96,442)	-36.0%
Social Security Hospital Tax - Medicare	521,822	1.4%	496,298	1.4%	506,224	1.4%	9,926	2.0%
Life/Accident Insurance	48,000	0.1%	59,628	0.2%	59,628	0.2%	-	0.0%
Employee Assistance Program	8,359	0.0%	8,207	0.0%	8,207	0.0%	-	0.0%
Section 125 Flexible Spending Account Administration	9,583	0.0%	9,000	0.0%	9,000	0.0%	-	0.0%
Transportation Demand Management Program	28,000	0.1%	28,000	0.1%	28,000	0.1%	-	0.0%
Post-Employment Health Care	525,499	1.5%	599,402	1.7%	599,402	1.7%	-	0.0%
Management Benefit	258,235	0.7%	385,647	1.1%	385,647	1.1%	-	0.0%
Automotive Allowance	12,000	0.0%	12,000	0.0%	12,000	0.0%	-	0.0%
Computer Purchase/Loan Program	5,000	0.0%	10,000	0.0%	10,000	0.0%	-	0.0%
<b>Total Employee Benefits</b>	<b>\$17,009,666</b>	<b>47.3%</b>	<b>\$17,402,215</b>	<b>50.8%</b>	<b>\$17,588,528</b>	<b>50.3%</b>	<b>\$186,313</b>	<b>1.1%</b>
Cost Recovery Carry Forward from Prior Years	-	0.0%	-	0.0%	-	0.0%	-	
Carryover Funding for Section 115 Contribution	-	0.0%	-	0.0%	-	0.0%	-	
<b>Total Employee Benefits to be Allocated</b>	<b>\$17,009,666</b>	<b>47.3%</b>	<b>\$17,402,215</b>	<b>50.8%</b>	<b>\$17,588,528</b>	<b>50.3%</b>	<b>\$186,313</b>	<b>1.1%</b>
<b>Employee Benefits By Position Type:</b>								
Benefits - Full-Time Employees	\$16,671,268	48.1%	\$17,017,230	51.7%	\$17,199,421	51.2%	\$182,191	1.1%
Benefits - TIPS Employees	338,398	25.9%	384,986	28.8%	389,107	28.5%	\$4,122	1.1%
<b>Total Employee Benefits</b>	<b>\$17,009,666</b>	<b>47.3%</b>	<b>\$17,402,215</b>	<b>50.8%</b>	<b>\$17,588,528</b>	<b>50.3%</b>	<b>\$186,313</b>	<b>1.1%</b>
<b>Total Personnel Cost (Salaries and Benefits)</b>	<b>\$52,997,412</b>		<b>\$51,658,505</b>		<b>\$52,332,875</b>		<b>\$674,370</b>	<b>1.6%</b>
					<del>\$52,477,505</del>		<del>\$819,000</del>	

\* Salary savings will be used to contribute the proposed compensation adjustment pool.

**WORK ELEMENT: 8000145 HR - COVID19 Expenses**

**FY 2021 BUDGET: ~~\$284,000~~ \$564,000**

**AREA OF EMPHASIS: Administrative Overhead**

Amendment Title: Request Contingency Funds to increase budget for continued unexpected business expenses directly related to COVID-19

Funds Application		
	FY 2021	Total
Other Direct Costs	<del>\$150,000</del> \$395,000	<del>\$150,000</del> \$395,000
Materials and Equipment	<del>\$134,000</del> \$169,000	<del>\$134,000</del> \$169,000
<b>TOTAL</b>	<b><del>\$284,000</del> \$564,000</b>	<b><del>\$284,000</del> \$564,000</b>

## OBJECTIVE

Fund expenses related to COVID19, starting March 2020. Examples are laptops, masks, sanitizing/cleaning supplies, and other protection, employee stipends for cell phone and internet service, and equipment allowances.

Note: Due to continued remote work conditions, increased budget is needed for stipends/allowances, health and safety supplies, IT equipment, and Paid Leave benefits.