EXECUTIVE COMMITTEE
AGENDA

Friday, February 9, 2018
8 to 8:45 a.m.

Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040

AGENDA HIGHLIGHTS

• PRELIMINARY DEVELOPMENT OF THE FY 2019 PROGRAM BUDGET

• DRAFT 2018 LEGISLATIVE PROGRAM

PLEASE SILENCE ALL ELECTRONIC DEVICES DURING THE MEETING

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

San Diego Association of Governments  ·  401 B Street, Suite 800, San Diego, CA 92101-4231
(619) 699-1900  ·  Fax (619) 699-1905  ·  sandag.org
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Both agenda and non-agenda comments should be sent to SANDAG via comment@sandag.org. Please include the committee name and meeting date, agenda item, your name, and your organization. Any comments, handouts, presentations, or other materials from the public intended for distribution at the Committee meeting should be received by the Committee Clerk no later than 12 noon, two working days prior to the meeting. All public comments and materials received by the deadline become part of the official project record, will be provided to the members for their review at the meeting, and will be posted to the agenda file as a part of the handouts following each meeting.

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DIRECTIONS TO MEETING LOCATION

Meeting Location:
Barona Resort Golf Event Center
1932 Wildcat Canyon Road
Lakeside, CA 92040

Driving Directions:
From Downtown San Diego
Take I-8 East toward El Centro
Merge onto CA-67 North
Turn right onto Mapleview
Turn left onto Ashwood/Wildcat Canyon Road
Proceed approximately 6 miles
Turn left onto Founders Way

From South Bay
Take I-805 North
Merge onto CA-84 East
Continue onto CA-125 North
Exit 18A to merge onto I-8 East
Merge onto CA-67 North
Turn right onto Mapleview Street
Turn left onto Ashwood Street/Wildcat Canyon Road
Proceed approximately 6 miles
Turn left onto Founders Way

From North County
Take I-15 South toward San Diego
Use right two lanes to exit 22 for Camino Del Norte
Continue onto Twin Peaks Road
Turn right onto Espola Road
Turn Left onto Poway Road
Turn right onto CA-67 South
Turn left onto Willow Road
Turn left onto Wildcat Canyon Road
Turn left onto Founders Way

From East of Alpine
Take Interstate 8 West toward San Diego
Take exit 23 for Lake Jennings Park Road
Turn right onto Lake Jennings Park Road
Continue onto Mapleview Street
Turn right onto Ashwood Street
Continue onto Wildcat Canyon Road
Turn left onto Founders Way

The Barona Valley Ranch Resort Golf Events Center is accessible by public transit.
1. APPROVAL OF MEETING MINUTES

The Executive Committee is asked to review and approve the minutes from its January 12, 2018, meeting.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Executive Committee on any issue within the jurisdiction of the Committee that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk prior to speaking. Public speakers should notify the Clerk if they have a handout for distribution to Committee members. Public speakers are limited to three minutes or fewer per person. Committee members also may provide information and announcements under this agenda item.

REPRESENTATIONS

+3. REVIEW OF DRAFT BOARD AGENDAS (Victoria Stackwick) APPROVE

+3A. Draft Board Business Agenda – February 23, 2018

+3B. Draft Board Policy Agenda – March 9, 2018

+4. PRELIMINARY DEVELOPMENT OF THE FY 2019 PROGRAM BUDGET (André Douzdjian and Sandi Craig) DISCUSSION

Staff will provide preliminary information on the development of the FY 2019 Program Budget, including strategic goals, project objectives, and preliminary revenue estimates.

+5. DRAFT 2018 LEGISLATIVE PROGRAM (Victoria Stackwick) RECOMMEND

The Executive Committee is asked to recommend that the Board of Directors approve the draft 2018 Legislative Program.

+6. LEGISLATIVE STATUS REPORT (Victoria Stackwick; Peter Peyser, Peyser Associates) INFORMATION

Periodic status reports on legislative activities are reported to the Executive Committee throughout the year. Peter Peyser, Peyser Associates, will provide a summary of the various federal activities.
7. CONTINUED PUBLIC COMMENTS

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

8. UPCOMING MEETINGS

The next meeting of the Executive Committee is scheduled for Friday, March 9, 2018, at 9 a.m.

9. ADJOURNMENT

+ next to an agenda item indicates an attachment
EXECUTIVE COMMITTEE DISCUSSION AND ACTIONS

JANUARY 12, 2018

Chair Terry Sinnott (North County Coastal) called the meeting of the SANDAG Executive Committee to order at 9:01 a.m.

1. APPROVAL OF MEETING MINUTES (APPROVE)

Action: Upon a motion by Mayor Ron Morrison (South County), and a second by Supervisor Bill Horn (County of San Diego), the minutes of the December 1, 2017, Executive Committee meeting were approved. Yes: Chair Sinnott, Vice Chair Steve Vaus (North County Inland), Mayor Morrison, Mayor Bill Wells (East County), and Supervisor Horn. No: None. Abstain: None. Absent: City of San Diego.

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS (INFORMATION)

Ernie Martinez, Cybersecurity Governance Apprenticeship USA, spoke regarding an apprenticeship program for local businesses.

REPORTS

3. REVIEW OF DRAFT BOARD AGENDA (APPROVE)

The Executive Committee was asked to approve the draft agenda for the January 26, 2018, Board Business meeting.

Victoria Stackwick, Principal Legislative Analyst, presented the item.

Action: Upon a motion by Mayor Wells, and a second by Mayor Morrison, the Executive Committee approved the draft agenda for the January 26, 2018, Board Business meeting, as amended. Yes: Chair Sinnott, Vice Chair Vaus, Mayor Morrison, Mayor Wells, Council President Myrtle Cole (City of San Diego), and Supervisor Horn. No: None. Abstain: None. Absent: None.

7. FY 2017 AUDITED COMPREHENSIVE ANNUAL FINANCIAL REPORT (INFORMATION)

Leeanne Wallace, Finance Manager, introduced the item.

Jennifer Farr, Davis Farr, LLP, provided an overview of the FY 2017 Comprehensive Annual Financial Report and other matters in compliance with the Statement of Auditing Standards No. 114.

Action: This item was presented for information.
4. PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS: ASSEMBLY BILL 805 IMPLEMENTATION (DISCUSSION/POSSIBLE ACTION)

The Executive Committee was asked to: (1) discuss the proposed amendments to Board Policies and Bylaws and either recommend that the Board of Directors approve the proposed amendments or direct staff to return to the Executive Committee for further discussion or review; and (2) approve the use of up to $42,600 from the Contingency Reserve for Assembly Bill 805 (AB 805) (Gonzalez Fletcher) implementation expenses.

Julie Wiley, Special Counsel, presented the item.

Action: Upon a motion by Supervisor Horn, and a second by Mayor Morrison, the Executive Committee recommended that the Board of Directors approve the proposed amendments, as revised; and approved the use of up to $42,600 from the Contingency Reserve for AB 805 implementation expenses. Yes: Chair Sinnott, Vice Chair Vaus, Mayor Morrison, Mayor Wells, Council President Cole, and Supervisor Horn. No: None. Abstain: None. Absent: None.

5. DRAFT 2018 LEGISLATIVE PROGRAM (RECOMMEND)

This item was continued to the next meeting.

6. UPDATE ON 2018 ANNUAL BOARD RETREAT (INFORMATION)

David Hicks, Communications Director, and Trudy Sopp, The Centre for Organization Effectiveness, presented an overview of the agenda for the SANDAG Board of Directors Annual Retreat, scheduled to be held at the Barona Resort on February 7-9, 2018.

Action: This item was presented for information.

8. LEGISLATIVE STATUS REPORT (INFORMATION)

This item was continued to the next meeting.

9. CONTINUED PUBLIC COMMENTS

There were no continued public comments.

10. UPCOMING MEETINGS

Please Note: The next meeting of the Executive Committee, scheduled for Friday, February 9, 2018, at 8 a.m., will be held at the following location:

Barona Resort
1932 Wildcat Canyon Road
Lakeside, CA 92040

11. ADJOURNMENT

Chair Sinnott adjourned the meeting at 10:01 a.m.
CONFIRMED ATTENDANCE
SANDAG EXECUTIVE COMMITTEE MEETING
JANUARY 12, 2018

<table>
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<tr>
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<th>NAME</th>
<th>MEMBER/ ALTERNATE</th>
<th>ATTENDING OPEN SESSION</th>
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<tr>
<td>North County Inland</td>
<td>Steve Vaus, Vice Chair</td>
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<td>Sam Abed</td>
<td>Alternate</td>
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<tr>
<td>North County Coastal</td>
<td>Terry Sinnott, Chair</td>
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<td>East County</td>
<td>Jerry Jones</td>
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<td></td>
<td>Bill Wells</td>
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<td>City of San Diego</td>
<td>Myrtle Cole</td>
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<td>Barbara Bry</td>
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<td></td>
<td>Lorie Zapf</td>
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<tr>
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<td>Bill Horn</td>
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<td>Ron Roberts</td>
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<td>Policy Advisory Committee Chairs</td>
<td>Serge Dedina</td>
<td>Advisory</td>
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<td>John Minto</td>
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<td></td>
<td>Mary Salas</td>
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<td>Jim Desmond</td>
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EXECUTIVE COMMITTEE
FEBRUARY 9, 2018

ACTION REQUESTED: APPROVE

FEBRUARY 23, 2018, DRAFT BOARD BUSINESS AGENDA

ITEM NO.  RECOMMENDATION

+1. APPROVAL OF MEETING MINUTES  APPROVE
   +1A. January 12, 2018, Board Policy Meeting Minutes
   +1B. January 26, 2018, Board Business Meeting Minutes

2. PUBLIC COMMENTS/COMMUNICATIONS/MEMBER COMMENTS
   Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Other public comments will be heard during the items under the heading “Reports.” Anyone desiring to speak shall reserve time by completing a “Request to Speak” form and giving it to the Clerk of the Board prior to speaking. Public speakers should notify the Clerk of the Board if they have a handout for distribution to Board members. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item.

+3. ACTIONS FROM POLICY ADVISORY COMMITTEES, INCLUDING CALIFORNIA ENVIRONMENTAL QUALITY ACT EXEMPTION APPROVAL FOR HOWARD AVENUE PORTION OF HOWARD–ORANGE BIKEWAY PROJECT (Victoria Stackwick)  APPROVE
   This item summarizes the actions taken by the Policy Advisory Committees since the last Board Business Meeting including California Environmental Quality Act exemption approval for the Howard Avenue portion of the Howard–Orange Bikeway Project. The Board of Directors is asked to ratify these actions.

CONSENT

+4. APPROVAL OF PROPOSED SOLICITATIONS AND CONTRACT AWARDS  APPROVE
   (Laura Coté)
   The Board of Directors is asked to review and approve the proposed solicitations and contract awards summarized in the attached reports.
   +4A. Solicitations
   +4B. Contract Awards
+5. **TransNet REGIONAL TRANSPORTATION CONGESTION IMPROVEMENT PROGRAM FEE ADJUSTMENT** (Ray Major and Ariana zur Nieden)*

The **TransNet** Extension Ordinance requires that the Regional Transportation Congestion Improvement Program (RTCIP) fee charged by local jurisdictions be adjusted every year on July 1 to maintain the purchasing power of the program for improvements to the Regional Arterial System. The Board of Directors is asked to approve a 3.3 percent adjustment to the RTCIP, raising the minimum fee from $2,404.14 to $2,483.48 beginning July 1, 2018.

+6. **PROPOSED 2018 LEGISLATIVE PROGRAM** (Victoria Stackwick)

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

+7. **STATE OF GOOD REPAIR PROGRAM: NORTH COUNTY TRANSIT DISTRICT PROJECT LIST** (Ariana zur Nieden)

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

+8. **SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN -EMERGING TECHNOLOGIES WHITE PAPER** (Phil Trom)

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

+9. **APPOINTMENT OF POLICY ADVISORY COMMITTEE MEMBERS AND DESIGNATION OF TRANSIT REPRESENTATIVES TO THE BOARD OF DIRECTORS** (Victoria Stackwick)

This item summarizes the voting and advisory members appointed to the Policy Advisory Committees, including the Committee Chairs and Vice Chairs appointed by the SANDAG Chair, and the designation of Board members as transit representatives for the purpose of meeting federal requirements.


This quarterly report provides an overview of various finance-related items, including: (1) a quarterly report of investments, including all money under the direction or care of SANDAG; (2) an update on the SANDAG debt portfolio; and (3) information about the latest developments in the financial markets, the economy, and sales tax revenues.
+11. QUARTERLY PROGRESS REPORT ON TRANSPORTATION PROJECTS – OCTOBER THROUGH DECEMBER 2017 (Lamont Dowell)*

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

+12. REPORT ON MEETINGS AND EVENTS ATTENDED ON BEHALF OF SANDAG (Victoria Stackwick)

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

+13. REPORT SUMMARIZING DELEGATED ACTIONS TAKEN BY THE EXECUTIVE DIRECTOR (André Douzdjian)*

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

**CHAIR’S REPORTS**

14. SUMMARY OF ANNUAL SANDAG BOARD OF DIRECTORS RETREAT (David Hicks)

Staff will provide a summary of the discussion at the annual SANDAG Board of Directors Retreat held on February 7-9, 2018.

15. UPDATE ON SANDAG EXECUTIVE DIRECTOR RECRUITMENT

An update on the status of recruitment efforts to fill the SANDAG Executive Director position will be provided.

**REPORTS**

+16. BUENA VISTA LAGOON ENHANCEMENT PROJECT (Keith Greer)*

The Board of Directors is asked to adopt Regional Transportation Commission (RTC) Resolution No. RTC-2018-02 regarding the Buena Vista Lagoon, approving the Saltwater Alternative as the project, certifying the Final Environmental Impact Report, and adopting the Findings, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program.
+17. **PROPOSED AMENDMENTS TO BOARD POLICIES AND BYLAWS**
   (Vice Chair Steve Vaus; John Kirk and Julie Wiley)*
   
   The Executive Committee recommends that the Board of Directors: (1) approve the proposed Board Policy and Bylaw amendments; (2) renew the annual delegation of authority to the Executive Director pursuant to SANDAG Board Policy No. 003: Investment Policy; and (3) renew its approval of SANDAG Board Policy No. 032: San Diego County Regional Transportation Commission Interest Rate Swap Policy.

+18. **FY 2019 – FY 2023 TransNet AND TRANSIT RELATED REVENUES**
   (Mayor Jim Desmond, Transportation Committee Chair; Dawn Vettese and Ray Major)*
   
   The Transportation Committee recommends that the Board of Directors approve the FY 2019 - FY 2023 Transportation Development Act, Federal Transit Administration, and TransNet estimates and apportionments.

   (Mayor Jim Desmond, Transportation Committee Chair; José Nuncio, Susan Huntington, and Phil Trom)
   
   The Board of Directors is asked to provide feedback on various funding scenarios that could be used for the development of San Diego Forward: The 2019-2050 Regional Plan.

+20. **REGIONAL HOUSING NEEDS ASSESSMENT DETERMINATION FOR SAN DIEGO REGION**
   (Mayor Mary Salas, Regional Planning Committee Chair and Seth Litchney)
   
   Staff will provide an overview of the draft Regional Housing Needs Assessment Determination for the San Diego region, which includes the number of housing units needed to meet projected growth from 2021-2028.

+21. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL TO DISCUSS EXISTING LITIGATION TO ACQUIRE PROPERTY FOR THE MID-COAST CORRIDOR TRANSIT PROJECT**
   (Ryan Kohut)
   
   The Board of Directors will be briefed on existing eminent domain litigation to acquire property from the Malone Edward C & Barbara J Family Trust for the Mid-Coast Corridor Transit Project.

+22. **CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL TO DISCUSS EXISTING LITIGATION TO ACQUIRE PROPERTY FOR THE MID-COAST CORRIDOR TRANSIT PROJECT**
   (Ryan Kohut)
   
   The Board of Directors will be briefed on existing eminent domain litigation to acquire property from La Jolla Canyon Gardens, LLC for the Mid-Coast Corridor Transit Project.
23. **CONTINUED PUBLIC COMMENTS**

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

24. **UPCOMING MEETINGS**

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

25. **ADJOURNMENT**

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item
MARCH 9, 2018, DRAFT BOARD POLICY AGENDA

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REPORTS

| +2.       | SAN DIEGO FORWARD: THE 2019-2050 REGIONAL PLAN - REGIONAL GROWTH FORECAST (Ray Major and Rachel Cortes) |
|           | Staff will present an overview of the Regional Growth Forecast population, housing, and job growth results that will be used in the development of San Diego Forward: The 2019-2050 Regional Plan. |

| +3.       | REGIONAL HOUSING NEEDS ASSESSMENT (Seth Litchney; Director Ben Metcalf, California Department of Housing and Community Development) |
|           | Ben Metcalf, Director of the California Department of Housing and Community Development, will provide information on the Regional Housing Needs Assessment and its impact on local government housing elements. |

| +4.       | SANDAG INDEPENDENT PERFORMANCE AUDITOR (Diane Eidam)* |
|           | The Board of Directors is asked to provide direction on the preferred alternative for staffing the SANDAG Independent Performance Auditor position. |
Staff will provide an overview of the proposed bond strategy and financing schedule for the issuance of up to $500 million in short-term, fixed-rate debt to advance implementation of the Mid-Coast Corridor Transit Project funding strategy.

6. CONTINUED PUBLIC COMMENTS

If the five-speaker limit for public comments was exceeded at the beginning of this agenda, other public comments will be taken at this time. Subjects of previous agenda items may not again be addressed under public comment.

7. UPCOMING MEETINGS

The next Board Business meeting is scheduled for Friday, March 23, 2018, at 9 a.m.
PRELIMINARY DEVELOPMENT OF THE FY 2019 PROGRAM BUDGET

File Number 1500400

Introduction

The process of developing the FY 2019 Program Budget is under way. SANDAG staff has reviewed regional priorities, Strategic Goals, and Areas of Emphasis based upon guidance and feedback from the Board of Directors over the last year. In preparing the budget, the current funding environment has been considered, including the economic outlook for the region, state, and nation as well as recent legislative developments on transportation funding.

This report provides a summary of these issues and presents highlights of the Overall Work Program (OWP), Regional Operations, and Capital components of the FY 2019 Program Budget. Other components will be presented as part of the Draft FY 2019 Program Budget in March. The Executive Committee is asked to review and provide comments on the proposed FY 2019 Program Budget project objectives for the OWP, Regional Operations, and Capital Program.

Discussion

The Program Budget includes a summary of the agency’s overall authority and mandates, detailed work element descriptions, Administration and Board budgets, TransNet Program, Regional Operations and Services, Capital Program, and a summary of the agency’s personnel and organizational structure. Included in the Program Budget is the OWP, which is a federally-required document to describe regional planning activities related to the development and funding of transportation infrastructure.

The first step in the development of the annual Program Budget is to review the Strategic Goals and Areas of Emphasis (Attachment 1). The Strategic Goals are long-term agencywide goals that remain relatively unchanged: (1) Implement the visions of San Diego Forward: The Regional Plan and the TransNet Ordinance; (2) Improve mobility by providing more transportation choices and efficiency; (3) Enhance organizational effectiveness both internally and externally; and (4) Pursue new funding and innovative solutions to fiscal, economic, and environmental challenges and opportunities.

The Areas of Emphasis—designed to support the Strategic Goals—are updated each year to highlight structural changes or particular areas of focus for the coming year. They include work in the areas of Modeling and Research; Regional Planning; Project Implementation; External Support and Communications; and Regional Operations and Services.

A key initiative during FY 2019 is the continued implementation of the SANDAG Board of Directors’ Plan of Excellence. The Plan focuses on improving the credibility and integrity of the organization
through changes to governance and oversight functions; reviewing organizational structure; defining performance expectations for programs and employees; implementing efficient and effective project delivery and operational practices; and ensuring transparent communication both within and outside the agency. The draft budget will identify the OWP and Administration budget items that will implement the Plan of Excellence.

Attachment 2 provides a summary of the objectives for each of the proposed OWP work elements categorized by Area of Emphasis and Attachment 3 provides a summary of each Capital project. Administration and Board budget components will be addressed in more detail as part of the Draft FY 2019 Program Budget document to be presented in March.

**Current Funding Environment**

*Local Sales Tax Revenue*

More than half of the recurring planning revenue that funds the OWP comes from sales tax-based sources (Transportation Development Act and TransNet). TransNet also is an important funding component of the Capital program, providing approximately 40 percent of the multi-year Capital budget. Taxable retail sales in San Diego County over the last four quarters (September 2016–September 2017, the most-recent available) increased 3.8 percent, which is strong, and receipts are running ahead of the budgeted 2.5 percent increase for FY 2018. The trend away from brick-and-mortar retail to online sales, as well as spending shifts toward non-taxable items, have been a drag on local retail sales. However, in light of the decline in the unemployment rate, increase in labor force, and small uptick in wages last year, taxable sales can be expected to remain steady as consumer confidence and economic status improve. For FY 2019, an increase of 3 percent growth is projected, based on a balance between current economic conditions, the forecast provided by MuniServices (2.7%), and the current strong pace of revenue growth. More details regarding transportation revenue estimates will be presented to the Board of Directors in February, including estimates for TransNet Major Capital and Environmental Mitigation programs.

*Federal and State Revenue*

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

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

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

With estimated growth rates of 6.5 percent and 4 percent, respectively, the outlook for the Interstate 15 (I-15) Express Lanes and State Route 125 (SR 125) Toll Road revenue appear robust enough to continue to fund these operations well into the future. Congestion Management and Air Quality and DMV Call Box revenue provide the remaining funding for the Transportation Demand Management and Intelligent Transportation Systems (ITS) programs.

Federal and local agencies continue to supply dedicated grant funding for SANDAG Applied Research functions, which include criminal justice research, economic analysis, and demographic forecasting. Member assessments, user fees, and discretionary grants from the Department of Justice continue to provide sufficient funding for Automated Regional Justice Information System (ARJIS) activities.

**Contingency Reserve**

The ending balance of the uncommitted Contingency Reserve as of December 31, 2017, was approximately $7.99 million. Recent approved uses of Contingency Reserve funds, including Assembly Bill 805 (Gonzalez Fletcher) implementation expenses, Executive Director recruitment efforts, and the 2050 Regional Transportation Plan settlement, have reduced the balance down to $6.04 million, representing approximately 13 percent of the FY 2018 OWP Budget, which exceeds the minimum target of 10 percent as required by SANDAG Board Policy No. 030: Contingency Reserve Policy. In addition, consistent with Board Policy, recommended levels of contingency reserves for other SANDAG programs, including the SR 125 Toll Road, Motorist Aid, I-15 FasTrak®, ARJIS, Administrative Services, and Capital Program, have been developed. Further details will be brought forth as part of the Draft FY 2019 Program Budget.

**Highlights of the Proposed FY 2019 OWP, Regional Operations, and Capital Program**

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

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\(^1\) Enterprise revenue consists of Service Bureau funds and State Route 125 and Interstate 15 FasTrak toll revenues.
Overall Work Program

New Efforts

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

Ongoing Efforts

As part of the FY 2019 Program Budget, SANDAG continues its efforts to improve mobility by supporting the piloting of innovative Connected and Autonomous Vehicle technologies that have the potential to reduce congestion and greenhouse gas emissions, and improve safety. In January 2017, the San Diego region was selected by the U.S. Department of Transportation as one of ten proving grounds for autonomous vehicles in the nation. The Connected and Autonomous Vehicle Deployment Program will support the continued development and administration of the Autonomous Vehicle Proving Ground; and the development of an operational concept and business plan for the deployment of Connected and Autonomous ‘ready’ infrastructure (3311800).

A major focus of the agency’s work in 2019 will be the continued development of San Diego Forward: The 2019-2050 Regional Plan (2019 Regional Plan), which is scheduled for adoption in fall 2019. This will include significant public outreach and engagement with the Board of Directors and the community to evaluate various transportation scenarios prior to the Board’s selection of a preferred scenario, that will meet regional greenhouse gas emission reduction targets established by the California Air Resources Board. As a part of the 2019 Regional Plan process, SANDAG also will work to prepare the Regional Housing Needs Assessment and the draft Environmental Impact Report for public review and comments (3100600, 3102000, 3320100, 3400500, 3320200, 3321000, 3321700).

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

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

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

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

Regional Operations and Services

Ongoing Efforts

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

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

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

Capital Projects

New Efforts

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

- I-5/Voigt Drive Improvements project, which will realign both Campus Point and Voigt Drive between I-5 and Genesee Avenue (1200507).
- Segment 2A of SR 11 and Otay Mesa East Port of Entry, a four-lane (future) toll highway between Enrico Fermi Drive and the future Port of Entry (1201103).
- Uptown Bikeways: Fourth and Fifth Avenue Bikeways, San Diego River Trail: Stadium Segment, Bayshore Bikeway: Barrio Logan, North Park/Mid-City Bikeways: Landis Bikeway, North Park/Mid-City Bikeways: Georgia-Meade Bikeway, and Inland Rail Trail - Phase 2 - these six segments of the TransNet Regional Bikeway Program will provide 17.1 new miles to the bikeway network (1223022, 1223052, 1223055, 1223078, 1223082, 1223023).
The Coastal Rail Trail San Diego: Rose Creek Segment (1223016), Coastal Rail Trail Encinitas: E Street to Chesterfield Drive Segment (1223017), and the San Diego River Trail: Stadium Segment (1223052) also are scheduled for opening to users in FY 2019.

Ongoing Efforts

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

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

- I-5/Gilman Drive Bridge project, which will construct a new overcrossing over I-5 between Gilman Drive and Medical Center Drive (1200508).
- Final six SuperLoop transit stations on the SuperLoop Rapid circulator in University City (1041502).
- South Bay Rapid, which when completed, will include 11 stations along a 21-mile-long corridor from the Otay Mesa border area, through Chula Vista, and along the Interstate 805 Corridor and State Route 94 Corridor, to Downtown San Diego (1280504).

Next Steps

Staff will seek authorization from the Executive Committee at its March meeting to distribute the Draft FY 2019 Program Budget to funding agencies for review. Pending recommendation from the Executive Committee, the Board of Directors is scheduled to review and take action on the Draft FY 2019 Program Budget in March.

In April and May 2018, staff will provide additional reviews, as needed, to the Executive Committee. Action by the Board of Directors on the Final FY 2019 Program Budget is scheduled for May 2018.

ANDRÉ DOUZDJIAN
Director of Finance

Attachments: 1. FY 2019 Strategic Goals and Areas of Emphasis (Draft)
2. FY 2019 Preliminary Planning and Operations Work Element Objectives
3. FY 2019 Preliminary Capital Project Scopes

Key Staff Contact: Sandi Craig, (619) 699-6998, sandi.craig@sandag.org
FY 2019 STRATEGIC GOALS AND AREAS OF EMPHASIS (DRAFT)

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

**Strategic Goals**

1. **Implement the visions of San Diego Forward: The Regional Plan and the TransNet Ordinance** with the goal of optimizing the efficient movement of people and goods, contributing to a healthy and sustainable region, promoting public safety, increasing housing choices, supporting a vibrant economy, and helping to protect and improve the quality of life for everyone in the region.

2. **Improve mobility by providing more transportation choices and efficiency** through implementation of San Diego Forward: The Regional Plan, including improvements that provide congestion relief, public transportation, goods movement, Transportation Demand Management, innovation through emerging technologies, regional operations, and active transportation.

3. **Enhance organizational effectiveness both internally and externally** through continuous improvements; technological solutions; employee engagement; fiscal discipline; effective communications; and partnerships with local, state, and federal agencies.

4. **Pursue new funding and innovative solutions to fiscal, economic, and environmental challenges and opportunities.**

**Areas of Emphasis**

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

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

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

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

- **External Support and Communications:** Expand and improve agency communications to more effectively engage the public and communicate essential information regarding the development of regional projects and programs, including deploying innovative technologies through public outreach programs supporting the Regional Plan development; project development; project construction; and marketing services for iCommute, South Bay Expressway, and Interstate 15 FasTrak®. Pro-actively support Board members and member agencies in efforts to communicate with partner agencies and constituencies about SANDAG initiatives.

- **Regional Operations and Services.** Implement service management and optimize operational programs and customer services to deliver enhanced mobility and public safety services for the region. Provide operations, maintenance, and support of regional data systems for transportation and law enforcement that support travelers and public safety agencies in the San Diego region.
Area of Emphasis: Modeling and Research

2300000  Transportation Analysis and Modeling

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

2300400  Economic and Demographic Analysis and Modeling

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

2300600  Data Solutions and Geographic Information System for Research, Planning, and Project Delivery

Objective
The objectives of this work element are to (1) acquire, create, update, document, maintain, and disseminate data that supports a wide range of agency goals, objectives, plans and projects; (2) coordinate the implementation of standards, strategies, and tools that support agency data governance objectives and departmental data delivery needs; and (3) maintain and support SANDAG enterprise data delivery systems and Geographic Information System (GIS) platform.

Emphasis in FY 2019 will be to (1) develop and implement the Data Acquisition and Management Strategic Plan; (2) implement standards and best practices for accessing, disseminating, and visualizing data; (3) ensure quality assurance/quality control procedures are followed throughout the data acquisition, maintenance, input/output and dissemination lifecycle; and (4) maintain secure, accessible, state-of-the-art data centers to support SANDAG suite of economic, demographic, transportation, and GIS models and tools.

2300700  Data Solutions – Data Visualization, Dissemination, and Analysis Methods

Objective
The objective of this work element is to provide analysis and visualization tools and processes to produce graphic products that help policymakers, stakeholders, and staff to better understand issues, make informed decisions, and communicate SANDAG efforts. Emphasis in FY 2019 will be the (1) coordination of map production for Regional Plan documents and outreach efforts; (2) development of datasets for visualization products, including a region-wide 3D basemap; and (3) development and implementation of standard methodologies, best practices, and templates for analysis and display of data.
Technology Solutions – Database Administration

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

Applied Research Division – Transportation Surveys and Other Primary Data Collection

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

Economic and Demographic Analysis and Modeling – Regional Economic and Finance Services and Research Services

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

Data Solutions – Regional Census Data Center Operations

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

Economic and Demographic Analysis and Modeling – Fresh Look at Economic Impacts of Border Delays

Objective
The objective of this grant-funded study is to estimate the effects of delays at the ports of entry in the counties of San Diego and Imperial on the regional, statewide, and national economies of the United States and Mexico. Emphasis in FY 2019 will be to finalize the report that documents the study’s findings and disseminate information to partner agencies and stakeholders.
**Data Solutions – Regional Land Inventory System**

**Objective**

Land inventory data is an essential input for SANDAG land use and transportation models. The objectives of this work element are to (1) ensure the SANDAG regional land inventory system (SPACECORE) will meet the requirements of the SANDAG suite of modeling and forecasting tools; (2) streamline workflow and perform Quality Assurance and Quality Control to ensure data accuracy and integrity through the regional growth forecasting process; and (3) enhance the spatial and content quality of the data to allow for the production of higher quality maps. Emphasis in FY 2019 will be to (1) support the data needs for regional demographic and economic estimates, the Series 14 Regional Growth Forecast, binational planning, and the 2019 Regional Plan; (2) complete the 2019 land inventory update; and (3) develop the automated process to integrate data sets such as employment and building information into the SPACECORE system.

**NEW – Office of Program and Quality Management (OPQM) – Peer Review Process**

**Objective**

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

**NEW – OPQM – Quality Assurance and Control**

**Objective**

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

**NEW – OPQM – Program Management**

**Objective**

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

**Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse**

**Objective**

The objectives of this work element are to (1) support local criminal justice planning and policymaking by providing analysis of crime and other public safety data; (2) maintain current and historical information about crime and public safety strategies; (3) serve as the infrastructure for developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and (4) support the Public Safety Committee. Emphasis in FY 2019 will be to improve the distribution of timely, relevant, and informative publications to the community, including 7 to 8 CJ Bulletins and 12 CJ Flashes.

**CJAM – Substance Abuse Monitoring**

**Objective**

The objective of this work element is to support practitioners and policymakers in assessing the effectiveness of prevention activities and changes in drug trends. Emphasis in FY 2019 will be to continue to measure drug use and other behavior trends among arrested adults and juveniles, and to conduct interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall on a biannual basis about their alcohol and other drug use history.
2345000  CJAM – Adult Criminal Justice Projects (Group Program)
Objective  The objective of this grant-funded work element is to provide quality research and evaluation in support of local law enforcement and public safety agencies. Emphasis in FY 2019 will be to provide timely and relevant information to practitioners and policy makers regarding effective policy regarding adult offender rehabilitation.

2350000  CJAM – Youth Evaluation Projects (Group Program)
Objective  The objective of this work element is to continue to partner with local jurisdictions to evaluate grant-funded programs, ranging from prevention to graduated sanctions for youth. SANDAG also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services to youth. Emphasis in FY 2019 will be to provide timely and relevant information to practitioners on these ongoing grant projects.

7500000  OPQM – SANDAG Service Bureau
Objective  The SANDAG Service Bureau is a fee-based operation that includes work conducted through SourcePoint, the nonprofit public benefit corporation chartered by SANDAG in 1982. The objective of this work element is to provide customized data and reports to member agencies, nonmember government agencies, tribal governments, private organizations, and individuals. Emphasis in FY 2019 will be to provide professional products and services in the areas of feasibility studies and strategic planning, Geographic Information System mapping and analysis, demographic data and analysis, economic services, transportation modeling and analysis, and survey design and analysis to established and new clients. Activities also could include providing member and government partner agencies access to SANDAG on-call contractors and consultants to support projects needing job order contracting, construction management, and architectural and engineering services, or other professional services for planning purposes. As approved by the Executive Committee on December 1, 2017, this work will be conducted according to the following priority order:

First priority: San Diego Forward: The 2019-2050 Regional Plan and other agency priorities. Second priority: Member and other government agency project requests. Third priority: Private-sector development project requests.
Area of Emphasis: Regional Planning

3100400 Regional Plan Implementation

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

3100600 Air Quality Planning and Transportation Conformity

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

3100700 Goods Movement Planning

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

3101800 Chula Vista Light Rail Trolley Improvement Study

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

3102000 San Diego Forward: The Regional Plan

Objective The objective for this work element is to continue work on the development of San Diego Forward: The 2019-2050 Regional Plan for adoption in fall 2019. Emphasis in FY 2019 will be to finalize the preferred transportation network; develop the draft Plan, including draft air quality analysis; perform social equity and economic impact analyses; prepare the draft Environmental Impact Report; and continue to conduct public outreach.

3102200 Implement the Regional Complete Streets Policy

Objective The objective of this work element is to continue implementation of the Regional Complete Streets Policy adopted by the Board of Directors in 2014. Emphasis in FY 2019 will be on preparing complete streets certification forms for regional transportation projects, enhancing the regional database/mapping tool, developing a framework for performance monitoring, and beginning work on visual simulations and training opportunities.
**Regional Habitat Conservation Planning**

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

**Regional Shoreline Management Planning**

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

**Regional Energy/Climate Change Planning**

**Objective**
The objective of this work element is to implement measures identified in the Regional Plan to save energy, reduce greenhouse gas emissions, and address climate change mitigation and adaptation. Emphasis in FY 2019 will be to support local and regional climate action planning, implementation, and monitoring activities related to transportation, renewable energy, and climate adaptation by performing technical services and analysis, monitoring and analyzing State activities, and participating in collaborative regional climate planning activities.

**Plug-in SD: Implementation of Regional Electric Vehicle Plan**

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

**Energy Roadmap Program Continuation: SDG&E**

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

**Advancing Climate Action Plans with Data-Driven Transportation Strategies**

**Objective**
The objective of this grant-funded work element is to (1) support greenhouse gas emissions reduction goals in the transportation sector; (2) enable regionally consistent planning, monitoring, and reporting of transportation strategies in local climate action plans; (3) create an interactive web-based portal with best available transportation, energy, and other regional and local climate planning data; and (4) complement the Energy Roadmap Program offerings with expanded transportation and climate action related services for member agencies.
San Diego Regional Electric Vehicle Infrastructure Charging Program

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

Regional Sea-Level Rise Adaptation Guidance for Transportation Infrastructure

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

TransNet Smart Growth Incentive and Active Transportation Grant Programs

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

Intergovernmental Review

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

Interregional Planning: Imperial, Orange, and Riverside Counties

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

Imperial County: Emphasis in FY 2019 will be to continue collaboration efforts with the Imperial County Transportation Commission, Southern California Association of Governments (SCAG), and Caltrans on joint planning activities between the two regions, including development of interregional elements of the Regional Plan and Imperial County Long Range Transportation Plan and completion of the Impacts of Border Delays Study.
Orange County: Emphasis in FY 2019 will be to continue collaboration efforts with the Orange County Transportation Authority (OCTA), SCAG, and Caltrans to exchange information on long-range planning activities and participate in the OCTA Interstate 5 Corridor Study between Pico and the San Diego County line.

Riverside County: Emphasis in FY 2019 will be to coordinate with the Riverside County Transportation Commission and SCAG on the Inter-Regional Park and Ride Strategy.

**3400200  Interregional Planning: Binational Planning and Coordination**

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

**3400500  Interregional Planning: Tribal Liaison Program**

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

330020  Active Transportation Planning and Programs

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

3310000  Smart Mobility Services to the Public (Group Program)

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

3310500  511 Advanced Traveler Information Service

Objective  The objective of this work element is to operate and maintain the existing 511 Advanced Traveler Information Service for the region. Emphasis in FY 2019 will be on examining and reviewing the existing 511 system, both website and phone, to determine the improvements that can be made through cost effective upgrades.

3310700  Transportation Demand Management Program

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

3310701  Transportation Demand Management – Planning Studies/Pilot Projects

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

3310702  Transportation Demand Management – Employer Services

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

3310703  Transportation Demand Management – Program and Service Delivery

Objective  The objective of this work element is to assist with demand management on the regional transportation system by providing commuter programs and support services that promote transportation alternatives to driving alone. Emphasis in FY 2019 will be on upgrading the mechanical bike locker inventory with on-demand, electronic bike lockers where warranted; completing a Regional Bike Parking Program Administration Plan to improve operational efficiency; administering the Guaranteed Ride Home program to continue to grow membership; and promoting regional Park & Ride facilities to encourage ridesharing.
3310704 **Transportation Demand Management – Regional Vanpool Program**

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

3310711 **Transportation Demand Management – Outreach Program**

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

3311700 **Transportation Performance Monitoring and Reporting**

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

3311800 **Connected and Autonomous Vehicle Development Program**

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

3320000 **Transit Service Planning (Group Program)**

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

3320100 **Short-Range Transit Service Activities**

**Objective**
The objectives of this work element are to (1) fulfill the short-range transit planning functions of SANDAG, including preparation of the Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Transportation Development Act (TDA) performance monitoring, federal Title VI monitoring and reporting, fare policy development, and fare setting; (2) prepare annual TransNet New Major Corridor Transit Operations Program operations and maintenance funding plan; (3) prepare transit area studies, operations plans, and planning input for TransNet projects; (4) provide assistance to transit operators; and (5) oversee the Consolidated Transportation Services Agency. Emphasis in FY 2019 will be to conduct the FY 2016-FY 2018 Triennial TDA Performance Audit, implement changes from a regional fare study, and develop the Specialized Transportation Strategic Plan.
**3320200 Specialized Transportation Grant Program**

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

**3320300 Passenger Counting Program**

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

**3321000 2050 Regional Transportation Plan Transit Plan – Advance Planning**

**Objective**
The objective of this work element will be to re-evaluate projects within the existing Urban Area Transit Study for inclusion in the next update of the Regional Plan and to coordinate with local developments and plans to ensure transit options are considered and preserved. Emphasis in FY 2019 will be on the development of high and low transit technology network alignments to be run for possible inclusion in the Regional Plan.

**3321100 Veterans Transportation and Community Living Initiative Grant**

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

**3321400 Enhanced Mobility for Seniors and Disabled Pass Through**

**Objective**
The objective of this work element is to facilitate pass-through funding for Federal Transit Administration (FTA) Section 5310 grants. The administration and oversight of these grants is funded separately in Work Element 3320200 (Specialized Transportation Grant Program). Emphasis in FY 2019 will be on monitoring and oversight of subrecipients, providing technical assistance to grantees, internal process improvement, and overseeing vehicle awards.

**3321600 Mid-Coast Corridor Mobility Hub Implementation Strategy**

**Objective**
The objective of this granted-funded work element is to develop the Mid-Coast Mobility Hub Implementation Strategy in partnership with the City of San Diego and Metropolitan Transit System that will identify a package of recommended services and amenities that would enhance Trolley ridership beyond the first and last mile. Emphasis in FY 2019 will be on preparing visual simulations for all nine Mid-Coast Trolley stations and Old Town Transit Center and supporting public outreach activities.
**3321700 Interregional Park & Ride Strategy**

**Objective**
The objective of this grant-funded work element is to develop regional management strategies for existing and future Park & Ride facilities in San Diego and Western Riverside counties. Emphasis in FY 2019 will be to gather market research and stakeholder feedback, develop the web mapping tool, complete survey analysis, and finalize recommended strategies for the San Diego and Western Riverside regions.

**3330700 Transportation System Management – Integrated Corridor Management Programs**

**Objective**
The objective of this work element is to coordinate with regional partners to develop regional Transportation System Management strategies for implementation. Emphasis in FY 2019 will be on completing the Regional Transportation System Management and Operations strategy; developing recommendations for the update of the Regional Plan; and conducting the interagency management of the I-15 Integrated Corridor Management System.

**3330900 Transportation Demand Management and Transportation System Management Analysis Toolbox**

**Objective**
The objective of this grant-funded work element is to provide a consistent approach for integrating Transportation Demand Management (TDM) and Transportation System Management (TSM) into the development review and traffic impact analysis process. Emphasis in FY 2019 will be to develop the regional framework that establishes a standard methodology for assessing TDM and TSM measures as traffic mitigation, develop the web-based toolbox, and conduct outreach to member agencies.

**3331000 San Diego Regional Military Multimodal Access Strategy**

**Objective**
The objective of this grant-funded work element is to assemble and prioritize a list of projects, operational improvements, and programs that could be implemented to address traffic congestion at key military base and port access points and identify travel options to driving alone. Emphasis in FY 2019 will be to facilitate access while reducing greenhouse gas emissions in alignment with the Regional Plan and California climate legislation.

**3331100 Data Management Solution for Analytics**

**Objective**
This grant-funded project focuses on establishing a data governance and management program to support ongoing Transportation System Performance Monitoring and Traffic Systems Management and Operations activities. In FY 2019, the emphasis will be to develop and implement a standards-based data governance and management program.

**3400600 Los Angeles – San Diego – San Luis Obispo Rail Corridor and High-Speed Rail Corridor Planning**

**Objective**
The objective of this work element is to coordinate planning and project development along the San Diego segment of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor and San Diego’s future high-speed rail corridor. Emphasis in FY 2019 will be on continued participation in the LOSSAN Rail Corridor Agency at both the board and staff levels and preparation of potential rail planning and project grant applications.
Area of Emphasis: External Support and Communications

1500000  Project Monitoring and Oversight

Objective The objective of this work element is to coordinate with partner, funding and oversight state and federal agencies on jointly funded projects to ensure that projects stay on schedule, keep within scope and budget, and meet all relevant federal, state, and local requirements, including the timely use of funds. Emphasis in FY 2019 will be on: (1) activities related to monitoring, reporting, and documentation requirements of the Transportation Infrastructure Finance and Innovation Act loan for the Mid-Coast Corridor Transit Project; (2) allocation of various state and federal funds; and (3) monitoring and reporting for the North Coast Corridor highway and intercity rail projects.

1500100  TransNet Financial Management

Objective The objective of this work element is to manage and administer the TransNet local sales tax revenues consistent with the TransNet Extension Ordinance. Emphasis in FY 2019 will be to continue to implement the TransNet Early Action Program and future considerations from the first TransNet Ten-Year Comprehensive Review.

1500200  Independent Taxpayer Oversight Committee Program

Objective The objective of this work element is to fulfill the requirements of the TransNet Extension Ordinance, which authorizes the Independent Taxpayer Oversight Committee to oversee a number of functions relating to independent oversight of the TransNet Program. Emphasis in FY 2019 will be on reviewing the 2018 TransNet Plan of Finance update, overseeing implementation of recommendations from the FY 2018 TransNet Triennial Performance Audit, and providing oversight for the continued implementation of the TransNet Early Action Program.

1500300  Funds Management and Oversight

Objective The objective of this work element is to provide funding oversight for regional transportation projects and programs by (1) estimating, administering, and allocating local, state, and federal funds; (2) preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); and (3) ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources, including conducting audits, submitting required federal and state reports, and ongoing tracking and monitoring of expenditures of San Diego-Coronado Bridge toll revenues. Emphasis in FY 2019 will be on adoption of the 2018 RTIP.

1500400  Overall Work Program and Budget Programs Management

Objective The objective of this work element is to provide the overall development, management, and coordination of the annual SANDAG Program Budget, including the Overall Work Program (OWP). Emphasis in FY 2019 will be to monitor the OWP for consistency with agency priorities and ensure that available funding sources are utilized and meet eligibility requirements. Development of the FY 2020 budget will include adding information to the annual Program Budget to meet best practices standards to achieve the Distinguished Budget Award by Government Financial Officers Association.
2300800 Data Solutions – Regional Geographic Information Systems Data Warehouse

Objective
The objectives of this work element are to (1) continue initiatives to develop and maintain the regional Geographic Information Systems (GIS) spatial data infrastructure; (2) continue ongoing collaboration with the San Diego Geographic Information Source (SanGIS); and (3) collaborate with SanGIS to provide web hosting for its online mapping application and web services. Emphasis in FY 2019 will be to (1) implement an open data portal for enhanced access to regional GIS data, services and applications; (2) initiate coordination activities for the 2019/2020 regional aerial imagery acquisition project; and (3) develop the Regional Topography Viewer application for the dissemination of LiDAR based elevation data to member agencies and the public.

3311100 Regional Intelligent Transportation Systems Program Management

Objective
The objectives of this work element are to (1) provide ongoing management support and strategic planning for the region's Intelligent Transportation Systems (ITS) Program; (2) conduct liaison activities and explore development opportunities with federal, state, tribal, and local agencies; and (3) provide oversight of the region's various ITS deployments, ensuring consistency and compliance with regional ITS architecture and federal mandates. Emphasis in FY 2019 will be to complete the update of the ITS Strategic Plan and Regional ITS Architecture.

7300000 TransNet Public Information Program

Objective
The objectives of this work element are to (1) implement a public information program to update the public, elected officials, and other stakeholders on TransNet Program activities; and (2) conduct public information activities to obtain input and feedback on TransNet projects. Emphasis in FY 2019 will be on continuing to create public information materials that educate the public on TransNet projects and programs, and that provide transparency to the public on the expenditure of TransNet funds.

7300100 Public Involvement Program

Objective
The objectives of this work element are to inform and involve citizens in the agency's various programs, projects, and work activities. Emphasis in FY 2019 will be on collaborating with Caltrans, the Metropolitan Transit System, and the North County Transit District, as well as with federal and state agencies on regional transportation and transit events and projects, and providing ongoing support of agency initiatives. Emphasis in FY 2019 will be on the continued implementation of outreach for the 2019 Regional Plan update, and on meeting federal standards for social equity and environmental justice programs.

7300200 Marketing Coordination and Implementation

Objective
The objectives of this work element are to implement a marketing program to support major work efforts such as the Regional Plan, Mid-Coast Corridor Transit Project, Rapid transit services, 511, iCommute, and FasTrak®, and to coordinate marketing efforts among Caltrans and SANDAG corridor directors, the Service Bureau, and other projects. Emphasis in FY 2019 will be to support outreach and engagement for the 2019 Regional Plan, launch a redesigned website for sandag.org, and implement an educational marketing campaign to support the Motorist Aid program.
**PC, Internet, and Database Applications**

**Objective**
The objectives of this work element are to (1) improve work and productivity through the application of database and programming technologies; (2) increase the accessibility of the SANDAG data stores by developing, enhancing, and documenting custom software and database solutions for agency functions; and (3) provide direct, comprehensive technical support to transit, iCommute, FasTrak®, SANDAG websites, and SANDAG Intranet. Emphasis in FY 2019 will be to provide (1) direct technical support to update various internal applications; (2) support for budget development and the agency’s financial software application (ONESolution) reporting; (3) direct technical support for the in-house hosting and maintenance of the TransNet dashboard; and (4) direct technical support to maintain the current SANDAG website and its ancillary sites, and develop or assist in the creation of new SANDAG website using responsive design techniques.

**Government Relations**

**Objective**
The objective of this work element is to manage federal and state legislative activities in accordance with the SANDAG Legislative Program. Emphasis in FY 2019 will be on the implementation of Senate Bill 1 funding programs; pursuing additional resources such as State Cap and Trade Program and federal freight and infrastructure funds; and facilitation of the development of the San Diego Regional Proving Ground.

**Interagency Coordination**

**Objective**
The objective of this work element is to support the Board of Directors and Policy Advisory Committees by developing and communicating interagency solutions concerning regional issues, transportation project/program implementation, conflict resolution, and other coordination needs. Emphasis in FY 2019 will be to continue to enhance coordination activities with the public and member agencies to advance SANDAG issues and initiatives.

**Social Equity Program**

**Objective**
The objective of this work element is to support the concepts of environmental justice and social equity, which involve analysis of the benefits and burdens of plans, policies, and projects to ensure they do not disproportionately affect low-income populations or cause a disparate impact for minority communities. Emphasis in FY 2019 will be to begin use of the new Social Equity Analysis Tool, evaluate any proposed modifications by the transit operators to the Comprehensive Fare Ordinance, and plan for an update to the agency’s Language Assistance Plan.
Area of Emphasis: Regional Operations and Services

3310200  Motorist Aid Services – Freeway Service Patrol

Objective  The objective of this work element is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated urban freeways and assists/removes stranded or disabled vehicles. Emphasis in FY 2019 will be to implement a Pilot FSP service supported by Senate Bill 1 funding, begin operation of the new fleet management system and continue to provide cost-effective roadside assistance service for the San Diego region.

3310300  Interstate 15 FasTrak® Value Pricing Program

Objective  The objectives of this work element are to (1) maximize utilization of the Interstate 15 (I-15) Express Lanes by allowing FasTrak customers to pay a toll/fee to use the excess capacity of the facility; (2) cost-effectively manage the program; and (3) utilize price controls to maintain performance levels in the lanes. Emphasis in FY 2019 will be to oversee roadway and business operations while meeting all financial commitments, and to complete the implementation of the regional back office and roadway toll collection systems.

3311000  Intelligent Transportation Systems Operation

Objective  The objective of this work element is to address the ongoing operations, system administration, network communications and maintenance needs of regional Intelligent Transportation Systems deployments. Emphasis in FY 2019 will be to complete the deployment of enhancements to the Integrated Corridor Management System; and to complete the upgrade to the communications system and back office for the Regional Arterial Management System.

3312100  State Route 125 Facility Operations

Objective  The objective of this work element is to maintain and operate the State Route 125 Toll Road, collecting tolls and project revenue to pay for operations, maintenance, and the debt. Emphasis in FY 2019 will be to continue to oversee roadway and business operations while meeting all financial commitments and debt obligations; and to complete the implementation of the regional back office and roadway toll collection systems.

3312200  Motorist Aid – Call Box Program

Objective  The objective of this work element is to improve the safety of the public and highway system by providing lifeline assistance to stranded motorists. Emphasis in FY 2019 will be to complete the implementation the right-sizing plan and enhanced marketing of 511 Roadside Assistance to meet the changing needs of motorists.

3312300  Centralized Trolley Control Maintenance

Objective  The objective of this work element is to provide software and hardware maintenance of the Metropolitan Transit System Centralized Trolley Control system, as well as remote monitoring and control of traction power systems, railway signaling systems, and other related features. Emphasis in FY 2019 will be to complete supervisory control and monitoring enhancements currently being implemented and start work on MTS-funded computer equipment, monitor, and software upgrades at the San Diego Trolley Operations Control Center.

3312400  Freeway Service Patrol – Traffic Mitigation Program

Objective  The objective of this ongoing program is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated construction zones and assists/removes stranded or disabled vehicles. Emphasis in FY 2019 will be on continued support for Caltrans construction projects.
Santa Fe Street Building Management

Objective
The objective of this work element is to provide general services and maintenance of 5965 and 5975 Santa Fe Street, San Diego to support construction of the Mid-Coast Corridor Transit Project.

ARJIS: Services to Member Agencies (Group Program)

Group Objective
The objective of this group program is to provide Automated Regional Justice Information System services to member agencies and other law enforcement jurisdictions in the region. The projects in this group include a variety of automated services and programs in support of this overall objective.

ARJIS: Maintenance and Support

Objective
The objective of this work element is to provide ongoing support and maintenance for the Automated Regional Justice Information System (ARJIS) Enterprise and applications used by member agencies. Emphasis in FY 2019 will be to (1) provide 24/7 technical support by implementing new redundancy and security protocols for data storage, disaster recovery, and physical and virtual servers; (2) enhance systems by procuring and installing license upgrades for ARJIS applications; (3) increase performance of 50+ interfaces and add new validation tables as needed to ensure regional data standardization; and (4) develop and implement a new back-up solution to enhance stability of the ARJIS databases.

ARJIS: Project Management and Administration

Objective
The objective of this work element is to manage operations and administration for the Automated Regional Justice Information System (ARJIS) Division and enhancing ARJIS systems according to priorities set by the SANDAG Board of Directors, Public Safety Committee, Chiefs'/Sheriff's Management Committee, and the ARJIS Business Working Group. Emphasis in FY 2019 will be to (1) update the advisory committees on the ARJIS network upgrade, changes to regional crime reporting and other pertinent policies; (2) develop new templates for member agency management reports (3) outreach to the public to obtain feedback on new crime statistics applications; (4) research available grant opportunities and assess the ARJIS cost model; and (5) develop policies to address the use of new technologies.

ARJIS: Enterprise System

Objective
The objective of this work element is to continue to support and enhance the Automated Regional Justice Information System Enterprise (ARJIS). Emphasis in FY 2019 will be to (1) upgrade the COGNOS reporting application with new dashboard driven report capabilities and provide training for member agencies; (2) upgrade applications that use Adobe Flash technologies to include the State, Regional, Federal Enterprise Retrieval System and the Officer Notification System; (3) continue to support and enhance Enterprise applications with a focus on regional mapping and geographic services; and (4) assess ARJIS Enterprise equipment needs and procure replacement hardware/software including virtual servers to ensure continued high performance and reliability of the ARJIS Enterprise.

ARJIS: Graffiti Tracker

Objective
The objective of this work element is to provide regional support to the Graffiti Tracker Program, which serves to enhance the quality of life for the citizens of San Diego by combatting graffiti across the region. Emphasis in FY 2019 will be to (1) initiate a pilot project to assess graffiti tracking algorithms for identifying a series of similar graffiti incidents; (2) determine the best mechanism for users to query/access graffiti data from the Automated Regional Justice Information System Enterprise Operational Stores, and (3) develop advanced metrics reports for member agencies.
Objective
The objective of this work element is to provide ongoing support and maintenance for Automated Regional Justice Information System (ARJIS) network infrastructure, including all wired and wireless connectivity between ARJIS, the data center(s), member agencies, and the ARJIS Wireless Mobile environment, in accordance with the Federal Bureau of Investigation Criminal Justice Information Services policy. Emphasis in FY 2019 will be to (1) complete the upgrade of the existing ARJISnet network with higher speed circuits and new network equipment to enhance performance and reliability; (2) execute a new network services contract; and (3) develop new mobile applications that can be deployed to both the iOS and Android operating platforms.

Objective
The objective of this grant-funded work element is to implement a variety of regional programs that assist in crime prevention activities. Emphasis in FY 2019 will be to (1) provide support for the bar code scanner product, which enables officers to swipe an individual’s official identification barcode to assist in confirming their identity, and (2) complete the NetRMS dual interface project, which sends records back to agency specific records management systems.

Objective
The objective of this work element is to develop regional NIBRS reporting capabilities, in partnership with the San Diego Police and Sheriff’s Departments, for utilization by Automated Regional Justice Information System (ARJIS) member agencies, resulting in significant cost savings to the region. Emphasis in FY 2019 will be to (1) modify the primary ARJIS incident database and add missing data elements identified from the NIBRS gap analysis; (2) based on an updated schema, modify the ARJIS-NetRMS interfaces to ensure they are in compliance with NIBRS; (3) modify the reporting database based on NIBRS requirements; (4) initiate the development of NIBRS mandated reports; (5) begin developing the interface for submitting NIBRS data to the State and Federal Bureau of Investigations; and (6) modify the ARJIS Operational Storage database and add missing elements based on results from the NIBRS gap analysis completed in FY 2018.

Objective
The objective of this work element is to provide standardized, consistent, relevant training on a variety of systems and tools to any of the 4,700+ Automated Regional Justice Information System (ARJIS) users at no cost to member agencies. Emphasis in FY 2019 will be to continue training users on ARJIS applications and to expand the program by developing new curriculum and conducting classes on the National Incident Based Reporting System.

Objective
The objective of this work element is to coordinate, develop, and implement technologies that enhance public safety throughout the San Diego region. Emphasis in FY 2019 is to: (1) enhance the State, Regional, Federal, Enterprise Retrieval System and the Officer Notification Systems by merging the two applications; (2) procure entity resolution software, which is used to identify records within the same database or disparate databases that refer to the same entity; (3) develop a mobile citation application that will allow officers in the field to use their smartphones to issue citations and electronically send the citations to the Automated Regional Justice Information System (ARJIS) and/or the Courts; and; (4) implement the Desktop Experience which will expand the ARJIS Mobile Program by supporting in-car, in station, and in-field operations capabilities with a single smartphone device.
Habitat acquisition, restoration, creation, enhancement, and management and monitoring necessary to meet regional transportation project mitigation requirements.

Thirty-nine parcels totaling approximately 8,600 acres have been acquired and over 200 acres are currently under restoration. Major restoration of coastal lagoons has commenced to implement the North Coast Corridor Public Works Plan, as well as the Mid-Coast Light Rail projects.

PROJECT LIMITS
Regionwide
### Project Summary 1

**Project Number:** 1041502  
**RTIP Number:** SAN46  
**Project Name:** SuperLoop  
**Corridor Director:** Bruce Smith  
**Project Manager:** Angela Anderson  
**PM Phone Number:** (619) 699-6934

**PROJECT SCOPE**  
New rapid bus service, traffic signal priority measures, new signalized intersections, street modifications, new rapid bus vehicles, and new enhanced transit stops.

**PROJECT LIMITS**  
In University City along Voigt Drive, Genesee Avenue, Nobel Drive, Gilman Drive, and Executive Drive.

**SITE LOCATION**  
[Map Image]

**PROGRESS TO DATE**  
Phase I station repair, Phase II kiosk fabrication, and Phase III construction is complete.

**MAJOR MILESTONES**  
- Draft Environmental Document: Aug-07
- Final Environmental Document: Sep-09
- Ready to Advertise: Feb-11
- Begin Construction: Aug-11
- Open to Public: Jun-12
- Construction Complete: Dec-18

### Project Summary 2

**Project Number:** 1257001  
**RTIP Number:** SAN23  
**Project Name:** Mid-Coast Light Rail Transit (LRT)  
**Corridor Director:** John Haggerty  
**Project Manager:** Sharon Humphreys  
**PM Phone Number:** (619) 595-5350

**PROJECT SCOPE**  
A new 10.9-mile extension of the Trolley Blue Line with stations at Tecolote Road, Clairemont Drive, Balboa Avenue, Nobel Drive, Veterans Administration Medical Center, Pepper Canyon and Voigt Drive on the UC San Diego campus, Executive Drive, and Westfield UTC.

**PROJECT LIMITS**  
On and along existing coastal rail corridor from Old Town Transit Center to Gilman Drive, along I-5 from Gilman Drive to UC San Diego, and along Voigt Drive and Genesee Avenue to Westfield UTC.

**SITE LOCATION**  
[Map Image]

**PROGRESS TO DATE**  
Early utility relocations are substantially complete. Light rail construction is over 30% complete.

**MAJOR MILESTONES**  
- Draft Environmental Document: May-13
- Final Environmental Document: Nov-14
- Ready to Advertise: Jan-16
- Begin Construction: Jun-16
- Open to Public: Sep-21
- Construction Complete: Jun-26

### Project Summary 3

**Project Number:** 1200501  
**RTIP Number:** CAL09  
**Project Name:** I-5 North Coast: 4 Express Lanes  
**Corridor Director:** Allan Kosup  
**Project Manager:** Arturo Jacobo  
**PM Phone Number:** (619) 688-6816

**PROJECT SCOPE**  
Final environmental document and Public Works Plan for four managed lanes including direct access ramps at various locations.

**PROJECT LIMITS**  
On I-5 from La Jolla Village Drive to Vandegrift Boulevard.

**SITE LOCATION**  
[Map Image]

**PROGRESS TO DATE**  
Final environmental approval received. Close-out of the phase is in process.

**MAJOR MILESTONES**  
- Draft Environmental Document: Jun-10
- Final Environmental Document: Jan-15
- Ready to Advertise: TBD
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD
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<th>Corridor Director: Allan Kosup</th>
<th>Project Manager: Arturo Jacobo</th>
<th>PM Phone Number: (619) 688-6816</th>
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<td>Project Name: I-5 HOV: Birmingham Drive to Palomar Airport Drive</td>
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### PROJECT SCOPE
- **Construct one High-Occupancy Vehicle (HOV) lane in each direction and soundwalls.**

### SITE LOCATION

### PROGRESS TO DATE
- **Design of the HOV lanes is 100 percent complete.**
- **Applications for state funding have been submitted.**
- **Construction phase can begin when funding is identified.**

### MAP

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### PROJECT SCOPE
- **Final environmental document for west-to-north and south-to-east general purpose connectors including final design for one auxiliary lane on eastbound SR 56 from El Camino Real to Carmel Country Road.**

### SITE LOCATION

### PROGRESS TO DATE
- **Final environmental document is complete. Design of the auxiliary lane is 5 percent complete.**

### MAJOR MILESTONES
- **Draft Environmental Document:** May-12
- **Final Environmental Document:** Sep-17
- **Ready to Advertise:** Jul-20
- **Begin Construction:** TBD
- **Open to Public:** TBD
- **Construction Complete:** TBD

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### PROJECT SCOPE
- **Construct northbound High-Occupancy Vehicle (HOV) lane from Del Mar Heights Road to Manchester Avenue and southbound HOV lane from Sorrento Valley Boulevard to Manchester Avenue. Modify Lomas Santa Fe Avenue interchange and construct auxiliary lanes.**

### SITE LOCATION

### PROGRESS TO DATE
- **The HOV lanes are open to traffic. Landscaping is 98 percent complete.**

### MAJOR MILESTONES
- **Draft Environmental Document:** Sep-05
- **Final Environmental Document:** Sep-06
- **Ready to Advertise:** May-07
- **Begin Construction:** Aug-07
- **Open to Public:** Feb-09
- **Construction Complete:** Sep-18

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### PROJECT SCOPE
- **On I-5 from Sorrento Valley Boulevard to Manchester Avenue.**

### SITE LOCATION

### PROGRESS TO DATE

### MAJOR MILESTONES
- **Draft Environmental Document:** N/A
- **Final Environmental Document:** N/A
- **Ready to Advertise:** Jun-18
- **Begin Construction:** TBD
- **Open to Public:** TBD
- **Construction Complete:** TBD

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### PROJECT SCOPE
- **Final environmental document for west-to-north and south-to-east general purpose connectors including final design for one auxiliary lane on eastbound SR 56 from El Camino Real to Carmel Country Road.**

### SITE LOCATION

### PROGRESS TO DATE
- **Final environmental document is complete. Design of the auxiliary lane is 5 percent complete.**

### MAJOR MILESTONES
- **Draft Environmental Document:** May-12
- **Final Environmental Document:** Sep-17
- **Ready to Advertise:** Jul-20
- **Begin Construction:** TBD
- **Open to Public:** TBD
- **Construction Complete:** TBD

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### PROJECT SCOPE
- **On I-5 from Sorrento Valley Boulevard to Manchester Avenue.**

### SITE LOCATION

### PROGRESS TO DATE

### MAJOR MILESTONES
- **Draft Environmental Document:** N/A
- **Final Environmental Document:** N/A
- **Ready to Advertise:** Jun-18
- **Begin Construction:** TBD
- **Open to Public:** TBD
- **Construction Complete:** TBD
<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1200506</th>
<th>Corridor Director:</th>
<th>Allan Kosup</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>CAL75</td>
<td>Project Manager:</td>
<td>Arturo Jacobo</td>
</tr>
<tr>
<td>Project Name:</td>
<td>I-5/Genesee Interchange and Widening</td>
<td>PM Phone Number:</td>
<td>(619) 688-6816</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Construct longer and wider bridge and replace ramp connections on Genesee Avenue, construct retaining walls and a bike path between Voigt Drive and Sorrento Valley Road, and complete the follow-up landscaping project.

**PROJECT LIMITS**
On I-5 from Voigt Drive to Sorrento Valley Road.

**SITE LOCATION**
Project opened to users in spring 2018. Design on the long term plant establishment project is 100 percent complete.

**PROGRESS TO DATE**


<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1200507</th>
<th>Corridor Director:</th>
<th>Allan Kosup</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>V18/CAL398A</td>
<td>Project Manager:</td>
<td>Arturo Jacobo</td>
</tr>
<tr>
<td>Project Name:</td>
<td>I-5/Voigt Drive Improvements</td>
<td>PM Phone Number:</td>
<td>(619) 688-6816</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Design for the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.

**PROJECT LIMITS**
On I-5 between La Jolla Village Drive and Genesee Avenue.

**SITE LOCATION**
Environmental clearance completed under the I-5 North Coast: 4 Express Lanes project (1200501). Voigt Drive design is 100 percent complete.

**PROGRESS TO DATE**


<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1200508</th>
<th>Corridor Director:</th>
<th>Allan Kosup</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>V15</td>
<td>Project Manager:</td>
<td>Arturo Jacobo</td>
</tr>
<tr>
<td>Project Name:</td>
<td>I-5/Gilman Drive Bridge</td>
<td>PM Phone Number:</td>
<td>(619) 688-6816</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive.

**PROJECT LIMITS**
On I-5 between La Jolla Village Drive and the Voigt Drive overcrossing.

**SITE LOCATION**
Construction is 75 percent complete.

**PROGRESS TO DATE**


<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
<th>Nov-10</th>
<th>Jun-11</th>
<th>Jul-13</th>
<th>Dec-14</th>
<th>May-18</th>
<th>Mar-24</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
<td>Final Environmental Document</td>
<td>Ready to Advertise</td>
<td>Begin Construction</td>
<td>Open to Public</td>
<td>Construction Complete</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
<th>N/A</th>
<th>N/A</th>
<th>Oct-18</th>
<th>Jan-19</th>
<th>Jan-21</th>
<th>Jan-22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
<td>Final Environmental Document</td>
<td>Ready to Advertise</td>
<td>Begin Construction</td>
<td>Open to Public</td>
<td>Construction Complete</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
<th>N/A</th>
<th>N/A</th>
<th>Feb-16</th>
<th>Sep-16</th>
<th>Jan-19</th>
<th>Dec-19</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
<td>Final Environmental Document</td>
<td>Ready to Advertise</td>
<td>Begin Construction</td>
<td>Open to Public</td>
<td>Construction Complete</td>
<td></td>
</tr>
</tbody>
</table>
### Project Number: 1200509
**Corridor Director:** Allan Kosup  
**RTIP Number:** CAL09  
**Project Name:** I-5 HOV: San Elijo Bridge Replacement  
**PM Phone Number:** (619) 688-6816

**PROJECT SCOPE**
Construct one High Occupancy Vehicle (HOV) lane in each direction, soundwalls, bike trail, and replace the San Elijo Lagoon bridge.

**SITE LOCATION**

**PROJECT LIMITS**
On I-5 from Lomas Santa Fe Drive to Birmingham Drive.

**PROGRESS TO DATE**
Construction of bridge and HOV lanes is 30 percent complete. Design of the bike trail and multi-use facility is 45 percent complete.

### Project Number: 1200510
**Corridor Director:** Allan Kosup  
**RTIP Number:** CAL09  
**Project Name:** I-5 HOV: Carlsbad  
**PM Phone Number:** (619) 688-6816

**PROJECT SCOPE**
Construct one High Occupancy Vehicle (HOV) lane in each direction and soundwalls.

**SITE LOCATION**

**PROJECT LIMITS**
On I-5 from Palomar Airport Road to north of SR 78.

**PROGRESS TO DATE**
Design is 20 percent complete. The project is on hold until funding for design phase is identified. The anticipated expenditure plan in FY 19 is for efforts to secure state and/or federal funding.

### Project Number: 1200512
**Corridor Director:** Allan Kosup  
**RTIP Number:** V18  
**Project Name:** I-5 / Genesee Aux Lane  
**PM Phone Number:** (619) 688-6816

**PROJECT SCOPE**
Design and construction of southbound auxiliary lane on I-5 between Genesee Avenue and La Jolla Village Drive.

**SITE LOCATION**

**PROJECT LIMITS**
On I-5 between Genesee Avenue and La Jolla Village Drive.

**PROGRESS TO DATE**
Environmental clearance completed under the I-5 Genesee Interchange and Widening project (1200506). The project is fully designed. Construction is anticipated in FY 2019 as part of the Mid-Coast Light Rail Transit (LRT) project.

**MAJOR MILESTONES**

<table>
<thead>
<tr>
<th>Draft Environmental Document</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Final Environmental Document</td>
<td>N/A</td>
</tr>
<tr>
<td>Ready to Advertise</td>
<td>Jan-16</td>
</tr>
<tr>
<td>Begin Construction</td>
<td>Dec-16</td>
</tr>
<tr>
<td>Open to Public</td>
<td>Sep-20</td>
</tr>
<tr>
<td>Construction Complete</td>
<td>Nov-25</td>
</tr>
</tbody>
</table>

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

<p>| Draft Environmental Document | N/A |
| Final Environmental Document | N/A |
| Ready to Advertise           | Oct-18 |
| Begin Construction           | Jan-19 |
| Open to Public               | Jan-21 |
| Construction Complete        | Dec-21 |</p>
<table>
<thead>
<tr>
<th>Project Number: 1201501</th>
<th>Corridor Director: Richard Breyer</th>
<th>Project Name: I-15 Express Lanes South Segment</th>
<th>Project Manager: Andrew Rice</th>
<th>PM Phone Number: (619) 688-3284</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Location:</td>
<td>Project Scope: Construct four express lanes with moveable median barrier.</td>
<td>Site Location: Express Lanes opened to the public in June 2011. Landscaping is complete. Close-out is in process.</td>
<td>Major Milestones:</td>
<td>Draft Environmental Document Nov-02</td>
</tr>
<tr>
<td>Major Milestones:</td>
<td>On I-15 from SR 163 to SR 56.</td>
<td></td>
<td></td>
<td>Final Environmental Document Mar-03</td>
</tr>
<tr>
<td></td>
<td>Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.</td>
<td></td>
<td></td>
<td>Ready to Advertise Oct-07</td>
</tr>
<tr>
<td></td>
<td>Project opened to the public in 2014. Close-out is in process.</td>
<td></td>
<td></td>
<td>Begin Construction Feb-08</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Open to Public Jun-11</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete May-18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number: 1201504</th>
<th>Corridor Director: Richard Breyer</th>
<th>Project Name: I-15 FasTrak®</th>
<th>Project Manager: Ryan Ross</th>
<th>PM Phone Number: (619) 710-4006</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Location:</td>
<td>Project Scope: Deploy electronic tolling equipment, operating system, and construct toll operations office and customer service center.</td>
<td>Site Location: Remaining work includes closing fiber gaps and splicing fiber to create network connections from the I-15 corridor to the regional fiber network. The project is expected to be completed by summer 2018.</td>
<td>Major Milestones:</td>
<td>Draft Environmental Document Nov-02</td>
</tr>
<tr>
<td>Major Milestones:</td>
<td>On I-15 between SR 163 and SR 78.</td>
<td></td>
<td></td>
<td>Final Environmental Document Mar-03</td>
</tr>
<tr>
<td></td>
<td>Project opened to the public in 2014. Close-out is in process.</td>
<td></td>
<td></td>
<td>Ready to Advertise Oct-06</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Begin Construction Oct-07</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Open to Public Jan-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete Jul-18</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number: 1201506</th>
<th>Corridor Director: Richard Breyer</th>
<th>Project Name: I-15 Mira Mesa Direct Access Ramp - Bus Rapid Transit Station</th>
<th>Project Manager: Andrew Rice</th>
<th>PM Phone Number: (619) 688-3284</th>
</tr>
</thead>
<tbody>
<tr>
<td>Site Location:</td>
<td>Project Scope: Construct direct access ramps, transit station with bus staging platforms, bike lockers, and station amenities.</td>
<td>Site Location: Project opened to the public in 2014. Close-out is in process.</td>
<td>Major Milestones:</td>
<td>Draft Environmental Document Oct-08</td>
</tr>
<tr>
<td>Major Milestones:</td>
<td>Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.</td>
<td></td>
<td></td>
<td>Final Environmental Document Mar-09</td>
</tr>
<tr>
<td></td>
<td>Project opened to the public in 2014. Close-out is in process.</td>
<td></td>
<td></td>
<td>Ready to Advertise Jan-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Begin Construction Apr-12</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Open to Public Oct-14</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Construction Complete Oct-18</td>
</tr>
</tbody>
</table>
### Project Number: 1201507
**Corridor Director:** Richard Breyer
**RTIP Number:** SAN26C
**Project Name:** SR 15 BRT: Mid-City Centerline Stations
**Project Manager:** Andrew Rice
**PM Phone Number:** (619) 688-3284

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construct two BRT stations in the median of SR 15. Portions of the BRT station at El Cajon Boulevard will be constructed by the Mid-City Rapid Bus project (1240001).</td>
<td>The project is open to the public. Landscaping is 35 percent complete.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
</table>

- On SR 15 at University Avenue and El Cajon Boulevard.

### Project Number: 1201509
**Corridor Director:** Richard Breyer
**RTIP Number:** SAN26B
**Project Name:** Downtown BRT Stations
**Project Manager:** Omar Atayee
**PM Phone Number:** (619) 699-6923

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>New and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard.</td>
<td>Project opened to the public in 2016. Close-out is in process.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
</table>

- Along Broadway in San Diego.

### Project Number: 1201511
**Corridor Director:** Richard Breyer
**RTIP Number:** SAN131
**Project Name:** Mira Mesa Blvd BRT Priority Treatments
**Project Manager:** April Petonak
**PM Phone Number:** (619) 699-7322

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Signal Priority (TSP) measures and preliminary engineering for queue jumpers and new bus shelters.</td>
<td>Installation of shelters is complete. Coordinating with the City of San Diego to install upgraded traffic controllers.</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
</table>

- On Mira Mesa Boulevard from I-15 to UC San Diego.
## Project Number: 1201513
**Corridor Director:** Bruce Schmith  
**RTIP Number:** SAN133  
**Project Manager:** Pete d’Ablaing  
**Project Name:** South Bay BRT Maintenance Facility  
**PM Phone Number:** (619) 699-1906

### PROJECT SCOPE
Expansion of the South Bay Maintenance Facility to accommodate maintenance of bus rapid transit vehicles, including property acquisition, site preparation, lighting, parking, fencing, and bus servicing facilities.

### SITE LOCATION
![Map of South Bay Maintenance Facility](image)

### PROGRESS TO DATE
Construction is complete. Close-out is in process.

### MAJOR MILESTONES
- Draft Environmental Document: Nov-11
- Final Environmental Document: Jun-12
- Ready to Advertise: Jul-12
- Begin Construction: Jan-13
- Open to Public: Oct-14
- Construction Complete: Jul-18

## Project Number: 1201514
**Corridor Director:** Laura Cote  
**RTIP Number:** SAN129  
**Project Manager:** Richard Chavez  
**Project Name:** Downtown Multiuse and Bus Stopover Facility  
**PM Phone Number:** (619) 699-6989

### PROJECT SCOPE
Environmental certification and land acquisition for a bus stopover and potentially a multiuse facility that could include office, residential, retail, usable outdoor space and underground parking for automobiles as part of a mixed-use development.

### SITE LOCATION
![Map of Downtown Multiuse and Bus Stopover Facility](image)

### PROGRESS TO DATE
Preliminary engineering and property acquisition efforts continue.

### MAJOR MILESTONES
- Draft Environmental Document: N/A
- Final Environmental Document: Jun-16
- Ready to Advertise: Jan-19
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD

## Project Number: 1201515
**Corridor Director:** Richard Breyer  
**RTIP Number:** SAN208  
**Project Manager:** Omar Atayee  
**Project Name:** Clairemont Mesa Blvd BRT Stations  
**PM Phone Number:** (619) 699-6923

### PROJECT SCOPE
Traffic Signal Priority (TSP) on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design and construction of five additional transit stations.

### SITE LOCATION
![Map of Clairemont Mesa Blvd BRT Stations](image)

### PROGRESS TO DATE
Ruffin Road stop is open to the public. Design is 95 percent complete for the final 5 stations. Construction phase can begin when funding is identified.

### MAJOR MILESTONES
- Draft Environmental Document: N/A
- Final Environmental Document: Jul-14
- Ready to Advertise: TBD
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD
<table>
<thead>
<tr>
<th>Project Number: 1201518</th>
<th>Corridor Director: Richard Breyer</th>
<th>RTIP Number: CAL18B</th>
<th>Project Manager: Omar Atayee</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: I-15 Mira Mesa Transit Station Parking Structure</td>
<td>PM Phone Number: (619) 699-6923</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

Reimburse San Diego Miramar College for the construction of parking garage in order to provide Park and Ride near the transit center. Complete installation of Park and Ride signage.

**SITE LOCATION**

Along I-15 from Carroll Canyon Road to Mira Mesa Boulevard.

**PROGRESS TO DATE**

- Project is open to the public.

**MAJOR MILESTONES**

- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Feb-15
- Begin Construction: Apr-17
- Open to Public: Jan-18
- Construction Complete: Jul-18

---

<table>
<thead>
<tr>
<th>Project Number: 1207602</th>
<th>Corridor Director: Allan Kosup</th>
<th>RTIP Number: CAL29</th>
<th>Project Manager: Karen Jewel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: SR 76 Middle</td>
<td>PM Phone Number: (619) 688-6803</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

Reconstruct two-lane conventional highway as a four-lane conventional highway.

**SITE LOCATION**

On SR 76 from Melrose Drive to Mission Road.

**PROGRESS TO DATE**

- Landscaping is 100 percent complete. Close-out is in process.

**MAJOR MILESTONES**

- Draft Environmental Document: Oct-07
- Final Environmental Document: Nov-08
- Ready to Advertise: Sep-09
- Begin Construction: Dec-09
- Open to Public: Nov-19
- Construction Complete: May-19

---

<table>
<thead>
<tr>
<th>Project Number: 1207606</th>
<th>Corridor Director: Allan Kosup</th>
<th>RTIP Number: CAL29B</th>
<th>Project Manager: Karen Jewel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: SR 76 East</td>
<td>PM Phone Number: (619) 688-6803</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

Reconstruct two-lane conventional highway as a four-lane conventional highway and modify the SR 76A-15 Interchange.

**SITE LOCATION**

On SR 76 from Mission Road to I-15.

**PROGRESS TO DATE**

- The highway and interchange projects are open to the public. Landscaping is underway.

**MAJOR MILESTONES**

- Draft Environmental Document: Sep-10
- Final Environmental Document: Mar-12
- Ready to Advertise: May-12
- Begin Construction: Aug-12
- Open to Public: May-17
- Construction Complete: Sep-24

---
### Blue Line Station Rehab

**Project Number:** 1210030  
**RTIP Number:** SAN172 (Part of SAN66)  
**Project Name:** Blue Line Station Rehab  
**Corridor Director:** Bruce Smith  
**Project Manager:** Chip Finch  
**PM Phone Number:** (619) 699-5617  

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reconstruct station platforms for low-floor trolley vehicles and replace existing shelters. Install new rail, ties, grade crossings. Repair substations and wayside slopes.</td>
<td><img src="image" alt="Map of San Diego" /></td>
<td>Project opened to the public in summer 2015. Close-out is in process.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
</table>
| Blue Line: from 12th & Imperial to San Ysidro. | Draft Environmental Document: N/A  
Final Environmental Document: Sep-10  
Ready to Advertise: Aug-12  
Begin Construction: May-13  
Open to Public: Jun-15  
Construction Complete: Jul-19 |

### Orange and Blue Line Traction Power Substations

**Project Number:** 1210040  
**RTIP Number:** SAN173 (Part of SAN66)  
**Project Name:** Orange and Blue Line Traction Power Substations  
**Corridor Director:** Bruce Smith  
**Project Manager:** Chip Finch  
**PM Phone Number:** (619) 699-5617  

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install 17 new traction power substations; site improvements at stations and substations and network improvements.</td>
<td><img src="image" alt="Map of San Diego" /></td>
<td>Integration of remote monitoring and control features for the substations is underway. Landscape work at substations sites has been completed. Spare parts have been delivered. Transfer trip testing is in progress. Additional gates at traction power substation sites are being implemented.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
</table>
| Blue Line: from America Plaza to San Ysidro, Orange Line: from Santa Fe Depot to Grossmont, Green Line: from Old Town to 12th & Imperial. | Draft Environmental Document: N/A  
Final Environmental Document: Sep-10  
Ready to Advertise: May-12  
Begin Construction: Sep-12  
Open to Public: Nov-14  
Construction Complete: Dec-19 |

### Sorrento to Miramar Phase 1

**Project Number:** 1239801  
**RTIP Number:** SAN29  
**Project Name:** Sorrento to Miramar Phase 1  
**Corridor Director:** Bruce Smith  
**Project Manager:** Pete d'Ablaing  
**PM Phone Number:** (619) 699-1906  

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convert 1.1 miles of single-track to double-track, construct a new bridge, and install new signals.</td>
<td><img src="image" alt="Map of San Diego" /></td>
<td>Project is open to the public. Close-out is in process.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
</table>
| On coastal rail corridor from Control Point (CP) Pines near Roselle Street to CP Carroll near I-805. | Draft Environmental Document: Sep-09  
Final Environmental Document: Nov-09  
Ready to Advertise: Jun-11  
Begin Construction: Sep-11  
Open to Public: Apr-14  
Construction Complete: Jul-18 |
<table>
<thead>
<tr>
<th>Project Number: 1239803</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Tim Dewitt</th>
<th>PM Phone Number: (619) 699-1935</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN116 (Part of SAN114)</td>
<td>Project Name: Oceanside Station Pass-Through Track</td>
<td>Site Location</td>
<td>Progress to Date</td>
</tr>
<tr>
<td>Install third track at station to facilitate train passing and improve operations.</td>
<td>Project is open to the public. Close-out is in process.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT LIMITS**

On coastal rail corridor at Oceanside Transit Center.

<table>
<thead>
<tr>
<th>Project Number: 1239805</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Angela Anderson</th>
<th>PM Phone Number: (619) 699-6934</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN117 (Part of SAN114)</td>
<td>Project Name: Poinsettia Station Improvements</td>
<td>Site Location</td>
<td>Progress to Date</td>
</tr>
<tr>
<td>Construct a new grade-separated pedestrian crossing, install new platform, fence, reconfigure tracks, and install two crossovers, signals and track improvements.</td>
<td>Construction is underway.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT LIMITS**

On coastal rail corridor at Poinsettia Station.

<table>
<thead>
<tr>
<th>Project Number: 1239806</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Bruce Smith</th>
<th>PM Phone Number: (619) 699-1907</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN73</td>
<td>Project Name: San Elijo Lagoon Double Track</td>
<td>Site Location</td>
<td>Progress to Date</td>
</tr>
<tr>
<td>Install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point (CP) Cardiff with double crossovers, install new signals and drainage structures.</td>
<td>Construction is 50 percent complete.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT LIMITS**

On coastal rail corridor in Cardiff and across San Elijo Lagoon from MP 239.2 near Montgomery Ave to MP 241.3 in Solana Beach.

**MAJOR MILESTONES**

- Draft Environmental Document: Apr-11
- Final Environmental Document: Aug-11
- Ready to Advertise: Sep-15
- Begin Construction: Mar-16
- Open to Public: Nov-17
- Construction Complete: Dec-18

- Draft Environmental Document: Nov-11
- Final Environmental Document: Mar-12
- Ready to Advertise: Sep-17
- Begin Construction: Apr-18
- Open to Public: Dec-19
- Construction Complete: Dec-20

- Draft Environmental Document: Mar-12
- Final Environmental Document: Mar-12
- Ready to Advertise: Apr-16
- Begin Construction: Dec-16
- Open to Public: Oct-19
- Construction Complete: Oct-20
### Project Number: 1239807  
**Corridor Director:** Bruce Smith  
**RTIP Number:** SAN119  
**Project Manager:** Alexandra DeVaux  
**Project Name:** Sorrento Valley Double Track  
**PM Phone Number:** (619) 235-2635

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convert 1.1 miles of single-track to double-track, raise tracks, construct one new bridge and replace one bridge with a culvert, expand parking lot at Sorrento Valley Station, and install new signals.</td>
<td><img src="image1" alt="Sorrento Valley Double Track Map" /></td>
<td>Project opened to the public in 2015. Close-out is in process.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>On coastal rail corridor from Mile Post (MP) 247.8 to MP 248.9 just north of Sorrento Valley Station.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
</tr>
<tr>
<td>Final Environmental Document</td>
</tr>
<tr>
<td>Ready to Advertise</td>
</tr>
<tr>
<td>Begin Construction</td>
</tr>
<tr>
<td>Open to Public</td>
</tr>
<tr>
<td>Construction Complete</td>
</tr>
</tbody>
</table>

### Project Number: 1239809  
**Corridor Director:** Bruce Smith  
**RTIP Number:** SAN64  
**Project Manager:** Tim Dewitt  
**Project Name:** Eastbrook to Shell Double Track  
**PM Phone Number:** (619) 699-1935

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design 0.6 miles of double-track, a new bridge, and new signals.</td>
<td><img src="image2" alt="Eastbrook to Shell Double Track Map" /></td>
<td>Environmental permitting applications have been submitted.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>On coastal rail corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
</tr>
<tr>
<td>Final Environmental Document</td>
</tr>
<tr>
<td>Ready to Advertise</td>
</tr>
<tr>
<td>Begin Construction</td>
</tr>
<tr>
<td>Open to Public</td>
</tr>
<tr>
<td>Construction Complete</td>
</tr>
</tbody>
</table>

### Project Number: 1239810  
**Corridor Director:** Bruce Smith  
**RTIP Number:** SAN130 (Part of SAN114)  
**Project Manager:** Tim Dewitt  
**Project Name:** Carlsbad Village Double Track  
**PM Phone Number:** (619) 699-1935

<table>
<thead>
<tr>
<th>PROJECT SCOPE</th>
<th>SITE LOCATION</th>
<th>PROGRESS TO DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conduct feasibility study of two rail trench alternatives; prepare final environmental document and 30 percent design for 1.0 miles of double track, a new bridge across Buena Vista Lagoon, and new signals.</td>
<td><img src="image3" alt="Carlsbad Village Double Track Map" /></td>
<td>The draft environmental document is complete. Feasibility study of trench alternatives is complete.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>On coastal rail corridor from Mile Post (MP) 228.4 near Kelly Street to MP 229.5 near Carlsbad Boulevard across Buena Vista Lagoon and near Carlsbad Village Station.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Draft Environmental Document</td>
</tr>
<tr>
<td>Final Environmental Document</td>
</tr>
<tr>
<td>Ready to Advertise</td>
</tr>
<tr>
<td>Begin Construction</td>
</tr>
<tr>
<td>Open to Public</td>
</tr>
<tr>
<td>Construction Complete</td>
</tr>
</tbody>
</table>
### Elvira to Morena Double Track
- **Project Number:** 1239811
- **Corridor Director:** Bruce Smith
- **RTIP Number:** SAN132
- **Project Manager:** Pete d’Ablaing
- **Project Name:** Elvira to Morena Double Track
- **PM Phone Number:** (619) 699-1906

**PROJECT SCOPE**
Convert 2.6 miles of single-track to double-track and install new signals. Construct new/replacement bridges at MP 260.4, 259.6, 259.1 and 258.6. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52. Construct universal crossover at CP Rose and signaling.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is 60 percent complete.

**PROJECT LIMITS**
On coastal rail corridor from Central Point (CP) Elvira near SR 52 to CP Friar near Friars Road.

### Sorrento to Miramar Phase 2
- **Project Number:** 1239812
- **Corridor Director:** Bruce Smith
- **RTIP Number:** SAN29
- **Project Manager:** Tim DeWitt
- **PM Phone Number:** (619) 699-1935

**PROJECT SCOPE**
Prepare final environmental document, design, and initial right-of-way activities for 1.9 miles of double-track, curve straightening, and new signals.

**SITE LOCATION**

**PROGRESS TO DATE**
Draft environmental document is complete. Design is 30 percent complete.

**PROJECT LIMITS**
On Coastal Rail Corridor from Mile Post (MP) 251 near I-805 to MP 253 near Miramar Road.

### San Dieguito Lagoon Double Track and Platform
- **Project Number:** 1239813
- **Corridor Director:** Bruce Smith
- **RTIP Number:** SAN30 (Part of SAN114)
- **Project Manager:** Linda Culp
- **PM Phone Number:** (619) 699-6957

**PROJECT SCOPE**
Prepare final environmental document and 60 percent design for 2.1 miles of second track and San Dieguito Bridge replacement. Project includes construction of a special event platform at the Del Mar Fairgrounds.

**SITE LOCATION**

**PROGRESS TO DATE**
Final environmental document is complete. Design is 60 percent complete.

**PROJECT LIMITS**
On coastal rail corridor from north of Control Point (CP) Valley (Mile Post [MP] 242.2) in the City of Solana Beach to south of CP Del Mar (MP 243.8) in the City of Del Mar.
<table>
<thead>
<tr>
<th>Project Number: 1239814</th>
<th>RTIP Number: SAN149 (Part of SAN114)</th>
<th>Project Name: COASTER Preliminary Engineering</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Tim DeWitt</th>
<th>PM Phone Number: (619) 699-1935</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td>Conduct preliminary engineering for prioritization of COASTER improvement projects. Preparation of Project Study Reports, design criteria, standard plans and funding applications to better define future projects.</td>
<td><strong>SITE LOCATION</strong></td>
<td>Ongoing preliminary engineering and project prioritization of COASTER improvement projects.</td>
<td><strong>PROGRESS TO DATE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>On coastal rail corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility.</td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number: 1239815</th>
<th>RTIP Number: SAN182 (part of SAN114)</th>
<th>Project Name: San Diego River Bridge</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Pete d’Ablaing</th>
<th>PM Phone Number: (619) 699-1906</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td>Construct 0.9 miles of double-track and a new bridge.</td>
<td><strong>SITE LOCATION</strong></td>
<td></td>
<td></td>
<td><strong>PROGRESS TO DATE</strong></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>On coastal rail corridor over San Diego River from Mile Post (MP) 263.2 to MP 264.1.</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Number: 1239816</th>
<th>RTIP Number: SAN183 (part of SAN114)</th>
<th>Project Name: Batiquitos Lagoon Double Track</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Tim Dewitt</th>
<th>PM Phone Number: (619) 699-1935</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td>Construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon.</td>
<td><strong>SITE LOCATION</strong></td>
<td>Value engineering efforts are ongoing.</td>
<td><strong>PROGRESS TO DATE</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>On coastal rail corridor over Batiquitos Lagoon from Mile Post (MP) 234.5 to MP 235.5.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Number: 1239817</td>
<td>Corridor Director: Bruce Smith</td>
<td></td>
<td></td>
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<td>------------------------</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>RTIP Number: SAN73A</td>
<td>Project Manager: Danny Veeh</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Project Name: Chesterfield Drive Crossing Improvements</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 699-7317</td>
<td></td>
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</tr>
</tbody>
</table>

**PROJECT SCOPE**
Complete final design and construct at-grade crossing improvements including all bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is 50 percent complete.

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor.</td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Document Mar-12</td>
<td></td>
</tr>
<tr>
<td>Final Environmental Document Mar-12</td>
<td></td>
</tr>
<tr>
<td>Ready to Advertise Apr-16</td>
<td></td>
</tr>
<tr>
<td>Begin Construction Dec-16</td>
<td></td>
</tr>
<tr>
<td>Open to Public Oct-19</td>
<td></td>
</tr>
<tr>
<td>Construction Complete Oct-20</td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Project Number: 1240001</th>
<th>Corridor Director: Bruce Smith</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN78</td>
<td>Project Manager: Andre Tayou</td>
</tr>
<tr>
<td>Project Name: Mid-City Rapid Bus</td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 699-7340</td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Provide new Rapid bus service including: consolidated transit stops, SR 15 transit plaza and Mid-City Centerline, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improve waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak. Additional improvements include adding Traffic Signal Priority along Park Blvd.

**SITE LOCATION**

**PROGRESS TO DATE**
Mid-City Rapid opened for service in October 2014. SR 15 Bus Rapid Transit: Mid-City Centerline Stations construction is 95 percent complete. Design for additional improvements to implement TSP along Park Blvd. South is 95 percent complete.

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>From San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway, including Rapid stations located along SR 15 at the El Cajon Blvd. and University Ave. ramps.</td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Document Nov-08</td>
<td></td>
</tr>
<tr>
<td>Final Environmental Document Mar-09</td>
<td></td>
</tr>
<tr>
<td>Ready to Advertise Dec-12</td>
<td></td>
</tr>
<tr>
<td>Begin Construction May-13</td>
<td></td>
</tr>
<tr>
<td>Open to Public Oct-14</td>
<td></td>
</tr>
<tr>
<td>Construction Complete Dec-18</td>
<td></td>
</tr>
</tbody>
</table>

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<table>
<thead>
<tr>
<th>Project Number: 1280504</th>
<th>Corridor Director: Richard Breyer</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN47</td>
<td>Project Manager: Omar Atayee</td>
</tr>
<tr>
<td>Project Name: South Bay BRT</td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 699-6923</td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Develop new Rapid transit service from the I-805/Palomar Direct Access Ramp to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the Millenia development. Construction of seven new Rapid transit stations.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction of Segment 1B is complete. Construction for Segment 2 is 90 percent complete. Construction for Segment 3 is 90 percent complete. Construction of Segment 1A is 40 percent complete.

<table>
<thead>
<tr>
<th>PROJECT LIMITS</th>
<th>MAJOR MILESTONES</th>
</tr>
</thead>
<tbody>
<tr>
<td>From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94.</td>
<td></td>
</tr>
<tr>
<td>Draft Environmental Document Jan-13</td>
<td></td>
</tr>
<tr>
<td>Final Environmental Document Jul-13</td>
<td></td>
</tr>
<tr>
<td>Ready to Advertise May-15</td>
<td></td>
</tr>
<tr>
<td>Begin Construction Jan-16</td>
<td></td>
</tr>
<tr>
<td>Open to Public Mar-19</td>
<td></td>
</tr>
<tr>
<td>Construction Complete Mar-20</td>
<td></td>
</tr>
</tbody>
</table>
**PROJECT SCOPE**

**SITE LOCATION**

**PROGRESS TO DATE**

### Project 1280505

**Project Number:** 1280505  
**Corridor Director:** Allan Kosup  
**Project Manager:** Arturo Jacobo  
**PM Phone Number:** (619) 688-6816  
**RTIP Number:** CAL09C  
**Project Name:** I-805 HOV/Carroll Canyon Direct Access Ramp  

- **PROJECT SCOPE:** Construct two High-Occupancy Vehicle (HOV) lanes and north-facing Direct Access Ramp (DAR) at Carroll Canyon Road, and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.  
- **SITE LOCATION:**  
- **PROGRESS TO DATE:** HOV Lanes and DAR are open to the public. Landscaping is 90 percent complete.

### Project 1280508

**Project Number:** 1280508  
**Corridor Director:** Richard Breyer  
**Project Manager:** Andrew Rice  
**PM Phone Number:** (619) 688-3284  
**RTIP Number:** CAL67  
**Project Name:** SR 94 Express Lanes: I-805 to Downtown  

- **SITE LOCATION:**  
- **PROGRESS TO DATE:** Working with the local community to determine next steps.

### Project 1280510

**Project Number:** 1280510  
**Corridor Director:** Richard Breyer  
**Project Manager:** Ramon Martinez  
**PM Phone Number:** (619) 688-2516  
**RTIP Number:** CAL78C  
**Project Name:** I-805 South: 2HOV and Direct Access Ramp  

- **PROJECT SCOPE:** Construct two High-Occupancy Vehicle (HOV) lanes between Palomar Street and SR 94, north-facing Direct Access Ramps (DAR) and transit station at Palomar Street, and general purpose lanes between Plaza Boulevard and SR 54.  
- **SITE LOCATION:**  
- **PROGRESS TO DATE:** Highway landscaping for the Palomar DAR is complete. The project is currently in five year plant establishment.

### Project Limits

**Project Limits:**

- **On I-805 from Carroll Canyon Road to I-5 in Sorrento Valley:**  
- **On SR 94 from I-5 to I-805:**  
- **On I-805 from Palomar Street to SR 94:**  
- **On I-805 from Carroll Canyon Road to SR 94:**  

### Major Milestones

**MAJOR MILESTONES**

- **Draft Environmental Document:** Jan-09  
- **Final Environmental Document:** Apr-09  
- **Ready to Advertise:** Nov-10  
- **Begin Construction:** Jan-11  
- **Open to Public:** Apr-14  
- **Construction Complete:** Dec-19

- **Draft Environmental Document:** TBD  
- **Final Environmental Document:** TBD  
- **Ready to Advertise:** TBD  
- **Begin Construction:** TBD  
- **Open to Public:** TBD  
- **Construction Complete:** TBD

- **Draft Environmental Document:** N/A  
- **Final Environmental Document:** N/A  
- **Ready to Advertise:** Nov-11  
- **Begin Construction:** Mar-12  
- **Open to Public:** Jan-17  
- **Construction Complete:** Dec-22
### Project Number: 1280511
**RTIP Number:** CAL78B  
**Project Name:** I-805 North: 2 HOV Lanes  
**Corridor Director:** Richard Breyer  
**Project Manager:** Andrew Rice  
**PM Phone Number:** (619) 688-3284

#### Project Scope
Construct two High-Occupancy Vehicle (HOV) lanes and a south-facing direct access ramp at Carroll Canyon Road.

#### Site Location
SAN DIEGO

#### Progress to Date
- Project opened to traffic in September 2016. Project currently in plant establishment.

#### Major Milestones
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Oct-11
- Begin Construction: Mar-12
- Open to Public: Sep-16
- Construction Complete: Dec-22

### Project Number: 1280513
**RTIP Number:** SAN224  
**Project Name:** I-805 / SR-94 Bus on Shoulder Demonstration Project  
**Corridor Director:** Richard Breyer  
**Project Manager:** Jennifer Williamson  
**PM Phone Number:** (619) 699-1959

#### Project Scope
Design and construct new freeway shoulder in infrastructure on East Palomar, I-805 and SR 94. Implement technology improvements within the corridor to support Rapid operation. Procurement of 16 new Compressed Natural Gas Buses.

#### Site Location
I-805 / SR-94 Bus on Shoulder Demonstration Project

#### Progress to Date
- Vehicles have been purchased and delivery of the new buses began in spring 2018. Construction is 50 percent complete.

#### Major Milestones
- Draft Environmental Document: N/A
- Final Environmental Document: Dec-16
- Ready to Advertise: Mar-17
- Begin Construction: Dec-17
- Open to Public: Sep-18
- Construction Complete: Mar-22

### Project Number: 1280515
**RTIP Number:** CAL78C  
**Project Name:** I-805 South Soundwalls  
**Corridor Director:** Richard Breyer  
**Project Manager:** Ramon Martinez  
**PM Phone Number:** (619) 688-2516

#### Project Scope
Construct Soundwalls and Bridge Improvements.

#### Site Location

#### Progress to Date
- Design of the Soundwalls is complete and construction began in spring 2018. The Sweetwater River Bridge Improvements construction will begin in fall 2018.

#### Major Milestones
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jan-18
- Begin Construction: Mar-18
- Open to Public: Jun-20
- Construction Complete: Jun-23
<table>
<thead>
<tr>
<th>Project Number: 1201101</th>
<th>Corridor Director: Mario Orso</th>
<th>Project Manager: Jacqueline Appleton-Deane</th>
<th>PM Phone Number: (619) 491-3080</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RTIP Number:</strong> V11</td>
<td><strong>Project Name:</strong> SR 11 and Otay Mesa East Port of Entry</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Scope:</strong> Design and Right of Way for four-lane toll highway from SR 125 to proposed Port of Entry, including the proposed Commercial Vehicle Enforcement Facility and Port of Entry at Mexico border. Construction of Siempre Viva Interchange, Commercial Vehicle Enforcement Facility, Port of Entry and tolling system. Prepare Engineering Studies for the Otay Mesa East Port of Entry and tolling system.</td>
<td></td>
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</tr>
<tr>
<td><strong>Site Location:</strong> On new alignment from SR 125 to the U.S.-Mexico Border.</td>
<td></td>
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</tr>
<tr>
<td><strong>Progress to Date:</strong> Design and Right of Way were complete on four-lane highway from SR 125 to Enrico Fermi Drive. Design for four-lane toll highway from Enrico Fermi Drive to the Port of Entry is 95 percent complete. Design of the Port of Entry is 10 percent complete. The studies for the Port of Entry and tolling systems are 60 percent complete.</td>
<td></td>
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</tr>
<tr>
<td><strong>Major Milestones:</strong> Draft Environmental Document Apr-11</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Final Environmental Document Mar-12</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Ready to Advertise Jul-13</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Begin Construction N/A</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Open to Public N/A</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Construction Complete N/A</td>
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<thead>
<tr>
<th>Project Number: 1201102</th>
<th>Corridor Director: Mario Orso</th>
<th>Project Manager: Jacqueline Appleton-Deane</th>
<th>PM Phone Number: (619) 491-3080</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RTIP Number:</strong> V11</td>
<td><strong>Project Name:</strong> SR 11 and Otay Mesa East Port of Entry: Segment 1 Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Scope:</strong> Construct SR 11 four-lane highway from SR 125 to Enrico Fermi Drive.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Site Location:</strong> On new alignment from SR 125 to Enrico Fermi Drive.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Progress to Date:</strong> Project opened to the public in March 2016. Close-out is in process.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Major Milestones:</strong> Draft Environmental Document N/A</td>
<td></td>
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<td></td>
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<tr>
<td></td>
<td>Final Environmental Document N/A</td>
<td></td>
<td></td>
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<td></td>
<td>Ready to Advertise N/A</td>
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<tr>
<td></td>
<td>Begin Construction Nov-13</td>
<td></td>
<td></td>
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<tr>
<td></td>
<td>Open to Public Mar-16</td>
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<tr>
<td></td>
<td>Construction Complete Jan-19</td>
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<table>
<thead>
<tr>
<th>Project Number: 1201103</th>
<th>Corridor Director: Mario Orso</th>
<th>Project Manager: Jacqueline Appleton-Deane</th>
<th>PM Phone Number: (619) 491-3080</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RTIP Number:</strong> V11</td>
<td><strong>Project Name:</strong> SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Project Scope:</strong> Construct SR 11 four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Site Location:</strong> On new alignment from Enrico Fermi Drive to Otay Mesa East Port of Entry.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td><strong>Progress to Date:</strong> Design is 100 percent complete. The project is ready to advertise for construction.</td>
<td></td>
<td></td>
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<tr>
<td><strong>Major Milestones:</strong> Draft Environmental Document N/A</td>
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<tr>
<td></td>
<td>Final Environmental Document N/A</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Ready to Advertise N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Begin Construction Feb-19</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Open to Public Feb-21</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Construction Complete Feb-23</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Project 1300601
**Corridor Director:** Bruce Smith  
**Project Manager:** Pete d’Ablaing  
**PM Phone Number:** (619) 699-1906  
**Project Name:** San Ysidro Intermodal Freight Facility  
**RTIP Number:** SAN27  
**Project Number:** 1300601

**PROJECT SCOPE**  
Purchase right-of-way, add storage tracks, and construct truck-loading staging area.

**SITE LOCATION**

**PROGRESS TO DATE**  
Construction is 95 percent complete. Slope remediation and Close-Out are in process.

**PROJECT LIMITS**  
At San Ysidro freight yard near East San Ysidro Boulevard and U.S. Port of Entry.

**MAJOR MILESTONES**  
- Draft Environmental Document: Jul-10  
- Final Environmental Document: Apr-11  
- Ready to Advertise: Sep-12  
- Begin Construction: Dec-12  
- Open to Public: Mar-16  
- Construction Complete: Dec-18

### Project 1300602
**Corridor Director:** Bruce Smith  
**Project Manager:** Pete d’Ablaing  
**PM Phone Number:** (619) 699-1906  
**Project Name:** South Line Rail Freight Capacity  
**RTIP Number:** SAN27  
**Project Number:** 1300602

**PROJECT SCOPE**  
Install communication enhancements, crossovers, and signals.

**SITE LOCATION**

**PROGRESS TO DATE**  
All construction phases complete. Close-out is in process.

**PROJECT LIMITS**  
On Trolley system from Palomar Street station to San Ysidro station.

**MAJOR MILESTONES**  
- Draft Environmental Document: Jan-10  
- Final Environmental Document: Dec-09  
- Ready to Advertise: Jan-10  
- Begin Construction: Jun-10  
- Open to Public: Jul-16  
- Construction Complete: Jul-18

### Project 1390504
**Corridor Director:** Mario Orso  
**Project Manager:** Nicola Bernard  
**PM Phone Number:** (619) 688-6708  
**Project Name:** SR 905/125/11 Northbound Connectors  
**RTIP Number:** CAL325  
**Project Number:** 1390504

**PROJECT SCOPE**  
Construct northbound connectors to SR 125 from eastbound SR 905, westbound SR 905, and westbound SR 11.

**SITE LOCATION**

**PROGRESS TO DATE**  
Project is open to the public. Close-out is in process.

**PROJECT LIMITS**  
At SR 905/125/11 Interchange.

**MAJOR MILESTONES**  
- Draft Environmental Document: Jul-01  
- Final Environmental Document: Oct-13  
- Ready to Advertise: Apr-15  
- Begin Construction: Oct-15  
- Open to Public: Dec-16  
- Construction Complete: Jul-18
Bayshore Bikeway:  Segments 4 & 5

**PROJECT SCOPE**
Design and construction of SR 125 connectors southbound to eastbound SR 905 and eastbound SR 11.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is 5 percent complete.

**PROJECT LIMITS**
At SR 905/125/11 Interchange.

**MAJOR MILESTONES**
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jan-18
- Begin Construction: Apr-18
- Open to Public: May-20
- Construction Complete: Dec-21

Bayshore Bikeway:  8B Main Street to Palomar

**PROJECT SCOPE**
Design and construct 0.4 miles of new bikeway. A private developer will construct the remaining portion of the bikeway south of where the SANDAG project ends at Ada Avenue.

**SITE LOCATION**

**PROGRESS TO DATE**
Design is 95 percent complete.

**PROJECT LIMITS**
Along Bay Boulevard south of Palomar Street in Chula Vista.

**MAJOR MILESTONES**
- Draft Environmental Document: Jul-16
- Final Environmental Document: Nov-16
- Ready to Advertise: May-19
- Begin Construction: Sep-19
- Open to Public: May-20
- Construction Complete: May-21

Bayshore Bikeway:  Segments 4 & 5

**PROJECT SCOPE**
Construct 2.8 miles of new bike path with project design and construction separated into two phases consisting of Segment 4 from 32nd Street in San Diego to Vesta Street and Segment 5 from Vesta Street to National City Marina.

**SITE LOCATION**

**PROGRESS TO DATE**
Project is open to the public. Final construction activities are underway.

**PROJECT LIMITS**
Along Harbor Drive and Tidelands Avenue from 32nd Street in San Diego to National City Marina.

**MAJOR MILESTONES**
- Draft Environmental Document: Mar-12
- Final Environmental Document: Apr-12
- Ready to Advertise: Jun-14
- Begin Construction: Nov-14
- Open to Public: Jan-18
- Construction Complete: Jan-19
<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1223014</th>
<th>Corridor Director:</th>
<th>Richard Breyer</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>CAL330</td>
<td>Project Manager:</td>
<td>Andrew Rice</td>
</tr>
<tr>
<td>Project Name:</td>
<td>SR 15 Commuter Bike Facility</td>
<td>PM Phone Number:</td>
<td>(619) 688-3284</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Construct one mile of new bike path.

**SITE LOCATION**

**PROGRESS TO DATE**
Project opened to the public in 2017. Landscaping is underway.

**PROJECT LIMITS**
Along east side of SR 15 from Camino Del Rio South to Adams Avenue.

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1223016</th>
<th>Corridor Director:</th>
<th>Linda Culp</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>SAN155 (part of SAN148)</td>
<td>Project Manager:</td>
<td>Chris Carterette</td>
</tr>
<tr>
<td>Project Name:</td>
<td>Coastal Rail Trail San Diego: Rose Creek</td>
<td>PM Phone Number:</td>
<td>(619) 699-7319</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Construct 2.1 miles Class 1 shared use path.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is 40 percent complete.

**PROJECT LIMITS**
On Santa Fe Street from the north end cul de sac, southward for 1.3 miles, and then along eastern bank of Rose Creek for 0.8 miles to just west of Mission Bay Drive where the project joins with the existing Rose Creek Bike Path.

<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1223017</th>
<th>Corridor Director:</th>
<th>Linda Culp</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>SAN156 (Part of SAN148)</td>
<td>Project Manager:</td>
<td>Tim DeWitt</td>
</tr>
<tr>
<td>Project Name:</td>
<td>Coastal Rail Trail Encinitas: E Street to Chesterfield Drive</td>
<td>PM Phone Number:</td>
<td>(619) 699-7319</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Environmental clearance, design and construction of 1.3 miles of bicycle facility.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is 40 percent complete.

**PROJECT LIMITS**
North-south project limits are from Chesterfield Drive to Santa Fe Drive located east of the railroad tracks and along San Elijo Avenue. A future 0.4 mile segment will extend from Santa Fe Drive to E Street.
<table>
<thead>
<tr>
<th>Project Number:</th>
<th>1223020</th>
<th>Corridor Director:</th>
<th>Linda Culp</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number:</td>
<td>SAN158 (Part of SAN227)</td>
<td>Project Manager:</td>
<td>Alison Moss</td>
</tr>
<tr>
<td>Project Name:</td>
<td>North Park/Mid-City Bikeways: Robinson Bikeway</td>
<td>PM Phone Number:</td>
<td>(619) 595-5354</td>
</tr>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td></td>
<td><strong>SITE LOCATION</strong></td>
<td></td>
</tr>
<tr>
<td>Complete final design and construct a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.</td>
<td></td>
<td><strong>PROGRESS TO DATE</strong></td>
<td>Design is 85 percent complete.</td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>In the City of San Diego community of North Park on Robinson Avenue between Park Boulevard and Alabama Street, including a missing segment of Robinson Avenue between Florida Street and Alabama Street.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>MAJOR MILESTONES</strong></td>
<td>Draft Environmental Document</td>
<td>Jan-16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Final Environmental Document</td>
<td>May-16</td>
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<tr>
<td></td>
<td>Ready to Advertise</td>
<td>Apr-20</td>
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</tr>
<tr>
<td></td>
<td>Begin Construction</td>
<td>Jul-20</td>
<td></td>
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<tr>
<td></td>
<td>Open to Public</td>
<td>Jul-21</td>
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<tr>
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<td>Construction Complete</td>
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<table>
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<tr>
<th>Project Number:</th>
<th>1223022</th>
<th>Corridor Director:</th>
<th>Linda Culp</th>
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<tbody>
<tr>
<td>RTIP Number:</td>
<td>SAN160 (Part of SAN228)</td>
<td>Project Manager:</td>
<td>Chris Romano</td>
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<tr>
<td>Project Name:</td>
<td>Uptown Bikeways: Fourth and Fifth Avenue Bikeways</td>
<td>PM Phone Number:</td>
<td>(619) 699-6980</td>
</tr>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td>Construct 4.5 miles of new on-street bikeways.</td>
<td><strong>SITE LOCATION</strong></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>Fourth and Fifth Avenues between B Street and Washington Street in the City of San Diego.</td>
<td><strong>PROGRESS TO DATE</strong></td>
<td>Design is 95 percent complete.</td>
</tr>
<tr>
<td><strong>MAJOR MILESTONES</strong></td>
<td>Draft Environmental Document</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Final Environmental Document</td>
<td>Jul-16</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Ready to Advertise</td>
<td>Oct-18</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Begin Construction</td>
<td>Jan-19</td>
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<td></td>
<td>Open to Public</td>
<td>May-20</td>
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<td>Construction Complete</td>
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<tr>
<th>Project Number:</th>
<th>1223023</th>
<th>Corridor Director:</th>
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<tbody>
<tr>
<td>RTIP Number:</td>
<td>SAN153</td>
<td>Project Manager:</td>
<td>Emilio Rodriguez</td>
</tr>
<tr>
<td>Project Name:</td>
<td>Inland Rail Trail</td>
<td>PM Phone Number:</td>
<td>(619) 699-6984</td>
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<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td>Construct seven miles of new bike path.</td>
<td><strong>SITE LOCATION</strong></td>
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<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td>On and along the NCTD rail corridor from North Milenos Drive in Oceanside to North Pacific Street in San Marcos.</td>
<td><strong>PROGRESS TO DATE</strong></td>
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<tr>
<td><strong>MAJOR MILESTONES</strong></td>
<td>Draft Environmental Document</td>
<td>Sep-12</td>
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<td>Final Environmental Document</td>
<td>Aug-13</td>
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<td>Ready to Advertise</td>
<td>Jun-15</td>
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<tr>
<td></td>
<td>Begin Construction</td>
<td>Dec-15</td>
<td></td>
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<td>Open to Public</td>
<td>Jul-21</td>
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<td>Construction Complete</td>
<td>May-22</td>
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<tr>
<td>Project Number: 1223052</td>
<td>Corridor Director: Linda Culp</td>
<td>Project Manager: Stephan Vance</td>
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<tr>
<td>RTIP Number: SAN197 (Part of SAN196)</td>
<td>Project Name: San Diego River Trail: Stadium Segment</td>
<td>PM Phone Number: (619) 699-1924</td>
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</tr>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td><strong>SITE LOCATION</strong></td>
<td><strong>PROGRESS TO DATE</strong></td>
<td></td>
</tr>
<tr>
<td>Design and construct one mile of new bike path.</td>
<td>Construction will begin in summer 2018.</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td><strong>MAJOR MILESTONES</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Along the San Diego River from Fenton Parkway to Rancho Mission Road.</td>
<td>Draft Environmental Document Nov-15</td>
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<td>Final Environmental Document Feb-16</td>
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<tr>
<td></td>
<td>Ready to Advertise Mar-18</td>
<td></td>
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</tr>
<tr>
<td></td>
<td>Begin Construction Jul-18</td>
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<td>Open to Public Jan-19</td>
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<td>Construction Complete Oct-19</td>
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<table>
<thead>
<tr>
<th>Project Number: 1223053</th>
<th>Corridor Director: Linda Culp</th>
<th>Project Manager: Stephan Vance</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN198 (Part of SAN196)</td>
<td>Project Name: San Diego River Trail: Carlton Oaks Segment</td>
<td>PM Phone Number: (619) 699-1924</td>
</tr>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td><strong>SITE LOCATION</strong></td>
<td><strong>PROGRESS TO DATE</strong></td>
</tr>
<tr>
<td>Design 2 miles of new bike path, including connection to Mast Park.</td>
<td>Final environmental document complete and final design under way.</td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td><strong>MAJOR MILESTONES</strong></td>
<td></td>
</tr>
<tr>
<td>Along San Diego River from West Hills Parkway to Carlton Hills Boulevard.</td>
<td>Draft Environmental Document Mar-17</td>
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</tr>
<tr>
<td></td>
<td>Final Environmental Document May-17</td>
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</tr>
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<td></td>
<td>Ready to Advertise Jul-19</td>
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<tr>
<td></td>
<td>Begin Construction TBD</td>
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<td>Open to Public TBD</td>
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<td></td>
<td>Construction Complete TBD</td>
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<table>
<thead>
<tr>
<th>Project Number: 1223054</th>
<th>Corridor Director: Linda Culp</th>
<th>Project Manager: Chris Carterette</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN204 (Part of V12)</td>
<td>Project Name: Central Avenue Bikeway</td>
<td>PM Phone Number: (619) 699-7319</td>
</tr>
<tr>
<td><strong>PROJECT SCOPE</strong></td>
<td><strong>SITE LOCATION</strong></td>
<td><strong>PROGRESS TO DATE</strong></td>
</tr>
<tr>
<td>Final Design of one mile of new bike path.</td>
<td>Design is 60 percent complete.</td>
<td></td>
</tr>
<tr>
<td><strong>PROJECT LIMITS</strong></td>
<td><strong>MAJOR MILESTONES</strong></td>
<td></td>
</tr>
<tr>
<td>On and along Terrace Drive and Central Avenue from Adams Avenue to Landis Street.</td>
<td>Draft Environmental Document N/A</td>
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<td>Final Environmental Document Apr-18</td>
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<tr>
<td></td>
<td>Ready to Advertise Aug-19</td>
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<td></td>
<td>Begin Construction TBD</td>
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<td></td>
<td>Open to Public TBD</td>
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<td>Construction Complete TBD</td>
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<tr>
<td>Project Number: 1223055</td>
<td>Corridor Director: Linda Culp</td>
<td>RTIP Number: SAN195 (Part of SAN147)</td>
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<tr>
<td>------------------------</td>
<td>-------------------------------</td>
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<tr>
<td>Project Name: Bayshore Bikeway: Barrio Logan</td>
<td>PM Phone Number: (619) 699-1924</td>
<td>SITE LOCATION</td>
</tr>
<tr>
<td>PROJECT SCOPE</td>
<td>SITE LOCATION</td>
<td>PROGRESS TO DATE</td>
</tr>
<tr>
<td>Final design and construction of a new 2.1 mile bike path.</td>
<td>Design is 90 percent complete.</td>
<td></td>
</tr>
<tr>
<td>PROJECT LIMITS</td>
<td>MAJOR MILESTONES</td>
<td></td>
</tr>
<tr>
<td>On Harbor Drive from Park Boulevard to 32nd Street in San Diego.</td>
<td>Draft Environmental Document N/A</td>
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<tr>
<td>Final Environmental Document Dec-17</td>
<td></td>
<td></td>
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<tr>
<td>Ready to Advertise Jan-19</td>
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<td></td>
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<tr>
<td>Begin Construction May-19</td>
<td></td>
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<tr>
<td>Open to Public May-20</td>
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<tr>
<td>Construction Complete May-21</td>
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<thead>
<tr>
<th>Project Number: 1223056</th>
<th>Corridor Director: Linda Culp</th>
<th>RTIP Number: SAN203 (Part of SAN147)</th>
<th>Project Manager: Alison Moss</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Border to Bayshore Bikeway</td>
<td>PM Phone Number: (619) 595-5354</td>
<td>SITE LOCATION</td>
<td>PROGRESS TO DATE</td>
</tr>
<tr>
<td>PROJECT SCOPE</td>
<td>SITE LOCATION</td>
<td>PROGRESS TO DATE</td>
<td></td>
</tr>
<tr>
<td>Construction of 8.5 miles of new bikeways.</td>
<td>Preliminary engineering is ongoing.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROJECT LIMITS</td>
<td>MAJOR MILESTONES</td>
<td></td>
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</tr>
<tr>
<td>In San Diego, just north of San Ysidro Land Port of Entry to Ingrid Avenue and Saturn Boulevard in Imperial Beach. Along Palm Avenue, 7th Street, Elm Avenue, Thermal Avenue, and Grove Avenue from Seacoast Drive to Saturn Boulevard in Imperial Beach.</td>
<td>Draft Environmental Document Jul-18</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Environmental Document Apr-19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ready to Advertise Jan-20</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Begin Construction May-20</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open to Public Nov-21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Complete Nov-22</td>
<td></td>
<td></td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>Project Number: 1223057</th>
<th>Corridor Director: Linda Culp</th>
<th>RTIP Number: SAN205 (Part of V12)</th>
<th>Project Manager: Chris Carterette</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Name: Pershing Drive Bikeway</td>
<td>PM Phone Number: (619) 699-7319</td>
<td>SITE LOCATION</td>
<td>PROGRESS TO DATE</td>
</tr>
<tr>
<td>PROJECT SCOPE</td>
<td>SITE LOCATION</td>
<td>PROGRESS TO DATE</td>
<td></td>
</tr>
<tr>
<td>Construction of 3 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.</td>
<td>Design is 75 percent complete and will be submitted to City of San Diego Development Service Department for review and approval in summer 2018. Design will be finalized during the review process.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PROJECT LIMITS</td>
<td>MAJOR MILESTONES</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Along the Pershing Drive corridor from Landis Street to C Street in the City of San Diego.</td>
<td>Draft Environmental Document N/A</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Final Environmental Document Jan-17</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ready to Advertise Jul-19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Begin Construction Oct-19</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open to Public Feb-21</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Construction Complete Feb-22</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Project Number: 1223058

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN206 (V12)  
**Project Name:** Downtown to Imperial Avenue Bikeway  
**Project Manager:** Chris Romano  
**PM Phone Number:** (619) 699-6980

#### PROJECT SCOPE
Design and construct 8 miles of urban on-street bikeways.

#### SITE LOCATION

#### PROGRESS TO DATE
Preliminary engineering is near completion. Final environmental document is underway.

### Project Number: 1223078

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN229 (Part of SAN227)  
**Project Name:** North Park/Mid-City Bikeways: Landis Bikeway  
**Project Manager:** Alison Moss  
**PM Phone Number:** (619) 595-5354

#### PROJECT SCOPE
Complete final design and construct a 3-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

#### SITE LOCATION

#### PROGRESS TO DATE
Design is 95 percent complete.

### Project Number: 1223079

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN230 (Part of SAN227)  
**Project Name:** North Park/Mid-City Bikeways: Howard-Orange Bikeway  
**Project Manager:** Alison Moss  
**PM Phone Number:** (619) 595-5354

#### PROJECT SCOPE
Complete final design for a 3.7-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

#### SITE LOCATION

#### PROGRESS TO DATE
Environmental clearance is expected in early 2019.

### Project Number: 1223058

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN206 (V12)  
**Project Name:** Downtown to Imperial Avenue Bikeway  
**Project Manager:** Chris Romano  
**PM Phone Number:** (619) 699-6980

#### PROJECT SCOPE
Design and construct 8 miles of urban on-street bikeways.

#### SITE LOCATION

#### PROGRESS TO DATE
Preliminary engineering is near completion. Final environmental document is underway.

### Project Number: 1223078

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN229 (Part of SAN227)  
**Project Name:** North Park/Mid-City Bikeways: Landis Bikeway  
**Project Manager:** Alison Moss  
**PM Phone Number:** (619) 595-5354

#### PROJECT SCOPE
Complete final design and construct a 3-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

#### SITE LOCATION

#### PROGRESS TO DATE
Design is 95 percent complete.

### Project Number: 1223079

**Corridor Director:** Linda Culp  
**RTIP Number:** SAN230 (Part of SAN227)  
**Project Name:** North Park/Mid-City Bikeways: Howard-Orange Bikeway  
**Project Manager:** Alison Moss  
**PM Phone Number:** (619) 595-5354

#### PROJECT SCOPE
Complete final design for a 3.7-mile bikeway consisting of on-street bike facilities and traffic calming improvements.

#### SITE LOCATION

#### PROGRESS TO DATE
Environmental clearance is expected in early 2019.
### Project Number: 1223080
\*Corridor Director:* Linda Culp
\*RTIP Number:* SAN238 (Part of SAN227)
\*Project Manager:* Danny Veeh
\*PM Phone Number:* (619) 699-7317

**PROJECT SCOPE**
Complete final design for 1.3 miles of urban bikeways, including traffic calming improvements.

**SITE LOCATION**

**PROJECT LIMITS**
Within the City of San Diego community of Talmadge along 44th Street between Meade Avenue and Monroe Avenue and Monroe Avenue from 44th Street to Collwood Boulevard.

**PROGRESS TO DATE**
Environmental clearance is 80 percent complete.

### Project Number: 1223081
\*Corridor Director:* Linda Culp
\*RTIP Number:* SAN232 (Part of SAN227)
\*Project Manager:* Alison Moss
\*PM Phone Number:* (619) 595-5354

**PROJECT SCOPE**
Complete final design for a 2.5-mile on-street protected bikeway.

**SITE LOCATION**

**PROJECT LIMITS**
In the City of San Diego communities of City Heights and Eastern Area on University Avenue between Winona Avenue and 70th Street.

**PROGRESS TO DATE**
Design is 30 percent complete.

### Project Number: 1223082
\*Corridor Director:* Linda Culp
\*RTIP Number:* SAN233 (Part of SAN227)
\*Project Manager:* Danny Veeh
\*PM Phone Number:* (619) 699-7317

**PROJECT SCOPE**
Design and construct 3.5 miles of urban bikeways including traffic calming improvements.

**SITE LOCATION**

**PROJECT LIMITS**
Within the City of San Diego communities of North Park, Normal Heights, and Kensington along Meade Avenue from Park Boulevard to 44th Street, Georgia Street between Robinson Avenue and Howard Avenue, Howard Avenue between Georgia Street and Florida Street, and Florida Street between Howard Avenue and Meade Avenue.

**PROGRESS TO DATE**
Design is 100 percent complete. Construction is scheduled to begin in early 2019.
### Project Number: 1223083
**RTIP Number:** SAN234 (Part of SAN228)  
**Project Name:** Uptown Bikeways: Eastern Hillcrest Bikeways  
**Corridor Director:** Linda Culp  
**Project Manager:** Chris Romano  
**PM Phone Number:** (619) 699-6980

#### PROJECT SCOPE
Design a 1.8 miles of on-street bikeway.

#### SITE LOCATION
![Map of Uptown Bikeways: Eastern Hillcrest Bikeways]

#### PROGRESS TO DATE
Design is 65% complete.

#### MAJOR MILESTONES
- Draft Environmental Document: N/A
- Final Environmental Document: Jul-16
- Ready to Advertise: Oct-19
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD

### Project Number: 1223084
**RTIP Number:** SAN235 (Part of SAN228)  
**Project Name:** Uptown Bikeways: Washington Street and Mission Valley Bikeways  
**Corridor Director:** Linda Culp  
**Project Manager:** Danny Veeh  
**PM Phone Number:** (619) 699-7317

#### PROJECT SCOPE
Final Design for 3.3 miles of on-street bikeways.

#### SITE LOCATION
![Map of Uptown Bikeways: Washington Street and Mission Valley Bikeways]

#### PROGRESS TO DATE
Design is 30% complete.

#### MAJOR MILESTONES
- Draft Environmental Document: NA
- Final Environmental Document: Jul-16
- Ready to Advertise: May-20
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD

### Project Number: 1223085
**RTIP Number:** SAN236 (Part of SAN228)  
**Project Name:** Uptown Bikeways: Mission Hills and Old Town Bikeways  
**Corridor Director:** Linda Culp  
**Project Manager:** Linda Culp  
**PM Phone Number:** (619) 699-6957

#### PROJECT SCOPE
Design a 1.1 miles of on-street bikeway.

#### SITE LOCATION
![Map of Uptown Bikeways: Mission Hills and Old Town Bikeways]

#### PROGRESS TO DATE
Preliminary engineering and environmental document complete. Final Design will progress after Uptown Phase 1, 2, and 3.

#### MAJOR MILESTONES
- Draft Environmental Document: NA
- Final Environmental Document: Jul-16
- Ready to Advertise: May-20
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD
<table>
<thead>
<tr>
<th>Project Number: 1049600</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Omar Atayee</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN52</td>
<td>Project Name: East County Bus Maintenance Facility</td>
<td>PM Phone Number: (619) 699-6923</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Construct operations and maintenance facility for up to 120 vehicles used by Metropolitan Transit System bus contractors.

**SITE LOCATION**

**PROGRESS TO DATE**
Construction is complete and project is in close-out phase.

**PROJECT LIMITS**
544 Vernon Way, El Cajon, California

<table>
<thead>
<tr>
<th>Project Number: 1128100</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Manager: Omar Atayee</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN57</td>
<td>Project Name: Mainline Drainage</td>
<td>PM Phone Number: (619) 699-6923</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Develop, design, and construct drainage improvements and slope improvements throughout the complete San Diego Trolley system to prevent track washouts and fouled ballast.

**SITE LOCATION**

**PROGRESS TO DATE**
Started construction in spring 2018.

**PROJECT LIMITS**
Metropolitan Transit System Trolley Orange Line

<table>
<thead>
<tr>
<th>Project Number: 1129200</th>
<th>Corridor Director: Chip Finch</th>
<th>Project Manager: Dale Neuzil</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN36</td>
<td>Project Name: OCS Insulator &amp; Catch Cable Replacement</td>
<td>PM Phone Number: (619) 595-5373</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Installation of catch cables at all balance weight locations to comply with General Order 95 and replacement of aging stick insulators on the Orange and Green Trolley lines to provide better reliability.

**SITE LOCATION**

**PROGRESS TO DATE**
Awarded construction contract in February 2017. Construction is underway.

**PROJECT LIMITS**
Orange Line from 12th & Imperial to Main Street in El Cajon. Green Line from County Center/Little Italy to Mission San Diego and Main Street in El Cajon to Santee.
<table>
<thead>
<tr>
<th>Project Number: 1130102</th>
<th>Corridor Director:</th>
<th>Laura Coté</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: N/A</td>
<td>Project Manager:</td>
<td>Susan Paez</td>
</tr>
<tr>
<td>Project Name: Financial System Upgrade</td>
<td>PM Phone Number:</td>
<td>(619) 699-1938</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
This project will provide for a Contract and Invoicing Management System that will replace multiple databases with a single database system to administer SANDAG contracts, procurements, and provide an invoicing component.

**SITE LOCATION**
Regionwide

**PROGRESS TO DATE**
RFP was re-released in February 2017. Anticipated contract execution is February 2018.

**MAJOR MILESTONES**
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Feb-17
- Begin Construction: N/A
- Open to Public: N/A
- Construction Complete: Mar-19

<table>
<thead>
<tr>
<th>Project Number: 1142300</th>
<th>Corridor Director:</th>
<th>Bruce Schmith</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN79</td>
<td>Project Manager:</td>
<td>Angela Anderson</td>
</tr>
<tr>
<td>Project Name: East Division Maintenance Facility</td>
<td>PM Phone Number:</td>
<td>(619) 699-6934</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
This project will build a new bus maintenance facility, renovate the existing maintenance garage building, and demolition of a building next to the maintenance facility.

**SITE LOCATION**
Norland Avenue and N. Quince Street in Escondido.

**PROGRESS TO DATE**
Construction of the maintenance facility is complete. Demolition of the adjacent building will occur in FY 19.

**MAJOR MILESTONES**
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jan-18
- Begin Construction: Jul-18
- Open to Public: Apr-19
- Construction Complete: Apr-19

<table>
<thead>
<tr>
<th>Project Number: 1142500</th>
<th>Corridor Director:</th>
<th>Chip Finch</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN79</td>
<td>Project Manager:</td>
<td>Dale Neuzil</td>
</tr>
<tr>
<td>Project Name: Centralized Train Control (CTC)</td>
<td>PM Phone Number:</td>
<td>(619) 595-5373</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Install state of the art Operations Control Center and robust centralized train control back office system for Metropolitan Transit System (MTS).

**SITE LOCATION**
MTS - Trolley System

**PROGRESS TO DATE**
The Centralized Train Control system is operational and monitoring all lines of the MTS - Trolley system. SANDAG is continuing the implementation of Phase IV of the Capital Improvements, which will provide interfaces to new and existing traction power substations along all Trolley lines.

**MAJOR MILESTONES**
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Mar-07
- Begin Construction: Jan-08
- Open to Public: Feb-12
- Construction Complete: Dec-19
<table>
<thead>
<tr>
<th>Project Number: 1142600</th>
<th>Corridor Director:</th>
<th>James Dreisbach-Towle</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN13</td>
<td>Project Manager:</td>
<td>James Dreisbach-Towle</td>
</tr>
<tr>
<td>Project Name: Joint Transportation Operations Center (JTOC)</td>
<td>PM Phone Number:</td>
<td>(619) 699-1914</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

The Joint Transportation Operation Center, will combine management functions and operations in a single facility including elements from transit, highways, and arterials, as well as create interfaces with public safety agencies within the region.

---

**SITE LOCATION**

![Map of Joint Transportation Operation Center](image)

**PROGRESS TO DATE**

The project has completed a preliminary concept of operations. In FY 2018 an architectural consultant will use the completed concept of operations (ConOps) to develop building improvement conceptual drawings, engineering plans and specifications.

---

**PROJECT LIMITS**

Regionwide

---

**MAJOR MILESTONES**

- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jun-19
- Begin Construction: Dec-19
- Open to Public: Jun-21
- Construction Complete: Jun-21

---

<table>
<thead>
<tr>
<th>Project Number: 1143200</th>
<th>Corridor Director:</th>
<th>Greg Gastelum</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN123</td>
<td>Project Manager:</td>
<td>Greg Gastelum</td>
</tr>
<tr>
<td>Project Name: University Town Center (UTC)</td>
<td>PM Phone Number:</td>
<td>(619) 699-7378</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

Provide engineering oversight and a financial contribution towards construction for the relocation and expansion of the transit facility at the Westfield UTC shopping mall.

---

**SITE LOCATION**

![Map of University Town Center (UTC)](image)

**PROGRESS TO DATE**

Construction was completed in October 2017. Project is in close-out phase.

---

**PROJECT LIMITS**

Esplanade Court and Genesee Avenue on private property (Westfield) in the City of San Diego.

---

**MAJOR MILESTONES**

- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jul-15
- Begin Construction: Sep-15
- Open to Public: Oct-17
- Construction Complete: Oct-17

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<table>
<thead>
<tr>
<th>Project Number: 1223086</th>
<th>Corridor Director:</th>
<th>Linda Culp</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN237 (Part of SAN228)</td>
<td>Project Manager:</td>
<td>Chris Romano</td>
</tr>
<tr>
<td>Project Name: Uptown Bikeways: Park Boulevard Bikeway</td>
<td>PM Phone Number:</td>
<td>(619) 699-6980</td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**

Preliminary engineering and environmental clearance for 1 mile of on-street bikeway.

---

**SITE LOCATION**

![Map of Uptown Bikeways: Park Boulevard Bikeway](image)

**PROGRESS TO DATE**

Environmental clearance expected in fall 2018.

---

**PROJECT LIMITS**

Park Boulevard between Robinson Ave. and Village Place in the City of San Diego.

---

**MAJOR MILESTONES**

- Draft Environmental Document: N/A
- Final Environmental Document: Oct-18
- Ready to Advertise: TBD
- Begin Construction: TBD
- Open to Public: TBD
- Construction Complete: TBD

---
### Project Number: 1144000
**Corridor Director:** Chip Finch

**RTIP Number:** SAN36  
**Project Name:** Substation Supervisory Control and Data Acquisition (SCADA)

**Project Manager:** Andre Tayou  
**PM Phone Number:** (619) 699-7340

#### PROJECT SCOPE
Retrofit existing substations to provide for remote monitoring and operation of traction power substations.

#### SITE LOCATION
![Map of project location](image)

#### PROGRESS TO DATE
Construction is 85 percent complete.

#### MAJOR MILESTONES
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Jan-14
- Begin Construction: Jan-15
- Open to Public: Dec-18
- Construction Complete: Dec-18

### Project Number: 1144700
**Corridor Director:** Rob Rundle

**RTIP Number:** N/A  
**Project Name:** Beach Sand Replenishment

**Project Manager:** Shelby Tucker  
**PM Phone Number:** (619) 699-1916

#### PROJECT SCOPE
Replenish 1.5 million cubic yards of clean beach-quality sand on up to eight receiver sites in the San Diego region.

#### SITE LOCATION
![Map of project location](image)

#### PROGRESS TO DATE
Active dredging and placement of sand was completed in September 2012. Monitoring will continue through 2019.

#### MAJOR MILESTONES
- Draft Environmental Document: Oct-10
- Final Environmental Document: May-11
- Ready to Advertise: Dec-11
- Begin Construction: Apr-12
- Open to Public: Sep-12
- Construction Complete: Dec-12

### Project Number: 1145000
**Corridor Director:** Bruce Smith

**RTIP Number:** SAN163  
**Project Name:** Los Peñasquitos Lagoon Bridge Replacement

**Project Manager:** Angela Anderson  
**PM Phone Number:** 619-699-6934

#### PROJECT SCOPE
This project will replace four aging timber trestle railway bridges.

#### SITE LOCATION
![Map of project location](image)

#### PROGRESS TO DATE
Construction is completed. Post construction mitigation on-going.

#### MAJOR MILESTONES
- Draft Environmental Document: Jun-10
- Final Environmental Document: Jan-11
- Ready to Advertise: Apr-14
- Begin Construction: Dec-14
- Open to Public: Apr-18
- Construction Complete: Apr-18
### Rose Canyon Bridge Replacements

**Project Number:** 1145300  
**Corridor Director:** Bruce Schmith  
**Project Name:** Rose Canyon Bridge Replacements  
**Project Manager:** Angela Anderson  
**PM Phone Number:** (619) 699-6934

**Project Scope:**
This project will replace three aging timber trestle railway bridges.

**Site Location:**

**Progress to Date:**
The project study report was put on hold due to lack of funding.

**Project Limits:**
Mileposts 254.7, 255.1, and 255.3.

### San Onofre Bridge Replacements

**Project Number:** 1145400  
**Corridor Director:** Bruce Schmith  
**Project Name:** San Onofre Bridge Replacements  
**Project Manager:** Angela Anderson  
**PM Phone Number:** (619) 699-6934

**Project Scope:**
This project will replace three aging timber trestle railway bridges at that were built in the early 1900s.

**Site Location:**

**Progress to Date:**
The project study report was put on hold due to lack of funding.

**Project Limits:**
Mileposts 207.6, 207.8, and 209.9.

### Airport Connection

**Project Number:** 1145500  
**Corridor Director:** Bruce Smith  
**Project Name:** Airport Connection  
**Project Manager:** Omar Atayee  
**PM Phone Number:** (619) 699-6923

**Project Scope:**
Provide pedestrian improvements in the area connecting the Middletown light rail station and the planned airport shuttle stop west of Pacific Highway. Planned improvements include street and sidewalk, landscaping, lighting, signal modifications, and curb return improvements.

**Site Location:**

**Progress to Date:**

**Project Limits:**
West Palm Street between Pacific Highway and Middletown Trolley Station.
<table>
<thead>
<tr>
<th>Project Number: 1146100</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Name: Del Mar Bluffs IV</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN226</td>
<td>Project Manager: Alexandra DeVaux</td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 595-5613</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Complete environmental document and implement drainage improvements and erosion control measures.

**SITE LOCATION**

**PROGRESS TO DATE**

**MAJOR MILESTONES**
- Draft Environmental Document: Jul-17
- Final Environmental Document: Feb-18
- Ready to Advertise: Jun-18
- Begin Construction: Sep-18
- Open to Public: May-19
- Construction Complete: May-19

---

<table>
<thead>
<tr>
<th>Project Number: 1146500</th>
<th>Corridor Director: Bruce Smith</th>
<th>Project Name: Bridge 257.2 Replacement Project</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: SAN132</td>
<td>Project Manager: Sharon Humphreys</td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 699-1906</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
Replace bridge at MP 257.2 and construct drainage and necessary track improvements.

**SITE LOCATION**

**PROGRESS TO DATE**
Draft Environmental Document is complete. Bridge 257.2 design is 90 percent complete.

**MAJOR MILESTONES**
- Draft Environmental Document: Jun-16
- Final Environmental Document: Nov-17
- Ready to Advertise: TBD
- Begin Construction: TBD
- Open to Public: TBD
- Close-Out: TBD

---

<table>
<thead>
<tr>
<th>Project Number: 1400000</th>
<th>Corridor Director: Ray Traynor</th>
<th>Project Name: Regional Tolling Back Office System</th>
</tr>
</thead>
<tbody>
<tr>
<td>RTIP Number: N/A</td>
<td>Project Manager: Joe Castro</td>
<td></td>
</tr>
<tr>
<td>PM Phone Number: (619) 710-4012</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**PROJECT SCOPE**
This project will deliver a Regional Tolling Back Office System and combine the existing tolling system from I-15 and SR 125, as well as create a system that will support future roadways that will have a tolling option.

**SITE LOCATION**

**PROGRESS TO DATE**
Regional tolling concept of operations and back office functional system requirement are complete. FY 2018 work included further development of the performance-based technical specification and system design.

**MAJOR MILESTONES**
- Draft Environmental Document: N/A
- Final Environmental Document: N/A
- Ready to Advertise: Apr-16
- Begin Construction: Mar-17
- Open to Public: Jan-19
- Construction Complete: Jan-19
<table>
<thead>
<tr>
<th>Project Number</th>
<th>Corridor Director</th>
<th>RTIP Number</th>
<th>Project Manager</th>
<th>Project Name</th>
<th>PM Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1400302</td>
<td>Ryan Ross</td>
<td>TBD</td>
<td>Alex Estrella</td>
<td>I-15 Managed Lanes Dynamic Signage</td>
<td>(619) 699-1928</td>
</tr>
</tbody>
</table>

**Project Scope**: Project focuses on performing a baseline review of existing I-15 Managed Lanes (ML) signage and provide an assessment and evaluation of possible signage design improvements to improve the effectiveness of I-15 ML operations.

**Project Limits**: I-15 corridor between SR 52 and SR 78.

**Progress to Date**: Baseline review, assessment, and design plan improvements are complete. Work in FY 2018 included the construction and replacement of existing I-15 FasTrak® Signs. Project will close-out in FY 19.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Corridor Director</th>
<th>RTIP Number</th>
<th>Project Manager</th>
<th>Project Name</th>
<th>PM Phone Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>1400401</td>
<td>Gustavo Dallarda</td>
<td>N/A</td>
<td>Ramon Martinez</td>
<td>SBX Pavement Overlay</td>
<td>(619) 688-2516</td>
</tr>
</tbody>
</table>

**Project Scope**: This project will complete the pavement preservation of SR 125.

**Project Limits**: SR 125 between Otay Mesa Road and San Miguel Overcrossing.

**Progress to Date**: Construction is complete.

<table>
<thead>
<tr>
<th>Project Number</th>
<th>Corridor Director</th>
<th>RTIP Number</th>
<th>Project Manager</th>
<th>Project Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1400402</td>
<td>Ray Traynor</td>
<td>N/A</td>
<td>Francine Jimenez</td>
<td>Roadway Toll Collection System</td>
<td>(619) 699-4871</td>
</tr>
</tbody>
</table>

**Project Scope**: This project will deliver updated tolling roadway equipment and systems for the SR 125 and I-15 freeways, and includes an option for SR 11. The following equipment and systems are included: toll tag readers, antennae, and all necessary systems to process toll transactions.

**Project Limits**: SR 125 between Otay Mesa Road and SR 54, I-15 between SR 78 and SR 52, SR 11 freeway.

**Progress to Date**: The Roadway System Project awarded a contract to a contractor valued at $63M for the replacement of SANDAG’s two existing roadway tolling facilities along the I-15 Express Lanes and SR-125 (SBX).

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<tr>
<th>Project Number</th>
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<tr>
<td>1400405</td>
<td>Gustavo Dallarda</td>
<td>N/A</td>
<td>Ramon Martinez</td>
<td>SBX Ramps Overlay</td>
<td>(619) 688-2516</td>
</tr>
</tbody>
</table>

**Project Scope**: The project will complete pavement preservation on the SR 125 ramps and update ADA curb ramps.

**Project Limits**: SR 125 between Birch Road and San Miguel Creek Bridge.

**Progress to Date**: New project. Design is in progress.
This project will develop and implement a standardized project document management filing system, a current configuration drawing management system, and a historical document archive in conformance with regulatory requirements.

This project will provide for a required upgrade of the SANDAG financial accounting software including a comprehensive business process review, enhanced reporting, leveraging new features, and assessing and purchasing new modules for potential implementation to maximize efficiency and effectiveness.

This project will provide for a database system to monitor participation and Disadvantaged Business Enterprises (DBE) prompt payment to subcontractors, and provide reports on DBE's, Underutilized DBE's and Small Businesses and a Labor Compliance Monitoring System.

This project will provide for hardware and software to administer accounts payable. The system capabilities include processing and storing invoices electronically, electronic invoice review and approvals via workflows, and the ability to support billing and audit requests. The new system will be fully integrated with ONESolution, which is the SANDAG financial accounting system.

Overhaul the existing train wash at the Stuart Mesa Rail Facility.

Overhaul the existing train wash at the SPRINTER Operations Maintenance Facility.

Replace the existing drive through bus wash systems at the West Division Facility.

Develop system for the automated, continuous, real-time monitoring and reporting of transportation and arterial data metrics that will be used to support and improve regional performance management efforts for State of the Commute, TransNet reporting, and other performance reporting requirements including efforts anticipated from MAP-21/FAST Act legislation.

This project will replace three timber spans on the North Green Beach Bridge.

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<tr>
<th>Project No.</th>
<th>Project Title</th>
<th>Budget ($000s)</th>
</tr>
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<tbody>
<tr>
<td>1128400</td>
<td>Document Control</td>
<td>$300</td>
</tr>
<tr>
<td>1130100</td>
<td>Financial System Upgrades</td>
<td>$692</td>
</tr>
<tr>
<td>1130101</td>
<td>Financial System Upgrades -Small Business System</td>
<td>$547</td>
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<tr>
<td>1130800</td>
<td>Accounts Payable Document Management System</td>
<td>$100</td>
</tr>
<tr>
<td>1131100</td>
<td>NCTD COASTER Train Wash Overhaul</td>
<td>$626</td>
</tr>
<tr>
<td>1131200</td>
<td>NCTD SPRINTER Train Wash Overhaul</td>
<td>$386</td>
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<tr>
<td>1131300</td>
<td>NCTD Bus Wash Replacement - West Division</td>
<td>$721</td>
</tr>
<tr>
<td>1144800</td>
<td>Regional Arterial Detection Deployment - Phase 1</td>
<td>$719</td>
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<tr>
<td>1144900</td>
<td>North Green Beach Bridge Replacement</td>
<td>$478</td>
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<tr>
<td>1200505</td>
<td>I-5/I-8 West to North Connector Improvements</td>
<td>$17,300</td>
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<tr>
<td>1201501</td>
<td>I-15 Express Lanes Middle Segment</td>
<td>$466,769</td>
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<tr>
<td>1201502</td>
<td>I-15 Express Lanes North Segment</td>
<td>$185,479</td>
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<tr>
<td>1201510</td>
<td>SR 78 Nordahl Road Interchange</td>
<td>$24,220</td>
</tr>
<tr>
<td>1205203</td>
<td>SR 52 Extension</td>
<td>$460,509</td>
</tr>
<tr>
<td>1390501</td>
<td>SR 905: I-805 to Britannia Boulevard</td>
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<th>Project Title</th>
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<td>Total Minor Capital Projects</td>
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<td>FY 2019 Projects Pending Close-out</td>
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DRAFT 2018 LEGISLATIVE PROGRAM

Introduction

Each year, the Executive Committee recommends a Legislative Program to the Board of Directors for the upcoming calendar year. Consistent with past programs, the draft 2018 Legislative Program (Attachment 1) includes policies and programs for possible federal and state legislation as well as local activities.

On January 19, 2018, the Public Safety Committee reviewed the public safety-related legislative goals and recommended that the Executive Committee include these goals in the 2018 Legislative Program.

Discussion

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

The 2017 Legislative Program (Attachment 2), approved by the Board of Directors on January 27, 2017, includes 28 separate goals. Staff has modified the 2017 Legislative Program as a starting point to initiate Executive Committee discussion regarding the draft 2018 Legislative Program. Included in Attachment 1 are the proposed changes, which are shown in red text. The changes are discussed below.

Proposed Modification

Last year, Legislative Goal No. 13B related to autonomous vehicles was added to the Legislative Program under the (B) Support/Oppose section to address emerging technologies and their potential impacts on the regional transportation system. SANDAG was one of the first Metropolitan Planning Organizations in the United States to include Connected Vehicles in its Regional Transportation Plan. Likewise, in January 2017, the San Diego region was selected by the U.S. Department of Transportation as one of ten proving grounds for autonomous vehicles in the nation. Seeking to position the region to take advantage of possible future testing opportunities, such as efforts to implement autonomous and neighborhood electric vehicle plans, staff

Recommendation

The Executive Committee is asked to recommend that the Board of Directors approve the draft 2018 Legislative Program.
recommends elevating Legislative Goal No. 13B from the (B) Support/Oppose Section to the (A) Sponsor section of the program.

- Goal No. 9A – Efforts to advance Connected and Autonomous Vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation (2018).

Next Steps

Pending Executive Committee action, the Board of Directors is scheduled to consider this item for approval at its February 23, 2018, meeting.

VICTORIA STACKWICK
Principal Legislative Analyst

Attachments: 1. Draft 2018 Legislative Program
              2. 2017 Legislative Program

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
## 2018 LEGISLATIVE PROGRAM

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

**A) SPONSOR**

<table>
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<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>BOARD POSITION</th>
<th>JURISDICTION</th>
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<tbody>
<tr>
<td>1A</td>
<td>Work with federal, state, and local stakeholders to implement the Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning. (2007, 2012)</td>
<td>Sponsor</td>
<td>Federal/State</td>
</tr>
<tr>
<td>2A</td>
<td>Pursue resources and funding mechanisms consistent with financial strategies adopted in the Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP), including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding. (2012)</td>
<td>Sponsor</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>3A</td>
<td>Expand access to resources and technical tools that will enable SANDAG to implement San Diego Forward: The Regional Plan. (2009, 2015)</td>
<td>Sponsor</td>
<td>Federal/State</td>
</tr>
<tr>
<td>4A</td>
<td>Pursue policy and/or legislative changes to enable the use of freeway shoulders as transit lanes on major corridors in the San Diego region. (2006)</td>
<td>Sponsor</td>
<td>State</td>
</tr>
<tr>
<td>5A</td>
<td>Pursue efforts that address border transportation infrastructure needs consistent with the RTP, RCP, and California-Baja California Border Master Plan. (2012)</td>
<td>Sponsor</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>6A</td>
<td>Pursue policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way. (2013, 2015)</td>
<td>Sponsor</td>
<td>State</td>
</tr>
<tr>
<td>7A</td>
<td>Pursue policy and/or legislative changes to improve the planning and implementation of the RTP and its Sustainable Communities Strategy (SCS), including modifying the required planning cycle for major updates of the RTP/SCS and clarifying the level of CEQA analysis required for the associated program environmental document. (2013)</td>
<td>Sponsor</td>
<td>Federal/State</td>
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Please note, proposed changes are shown in red.

9A | Efforts to advance Connected and Autonomous Vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation. (2018) | Support | Sponsor | Federal/State

**B) SUPPORT/Oppose**

<table>
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<tr>
<td>1B</td>
<td>Legislation that provides incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments, supports regional fair-share allocation of housing funds, and provides additional affordable housing funding with greater local/regional control. (2002)</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>2B</td>
<td>Policies and/or legislation implementing climate change plans and programs, including cap-and-trade that are consistent with the RCP and RTP. (2007, 2015)</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>3B</td>
<td>Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems. (2005)</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>4B</td>
<td>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)</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>5B</td>
<td>Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments. Pursue initiatives that balance the fiscal influence that sales tax revenues have upon local land use decisions. (2002)</td>
<td>Support</td>
<td>Federal/State/Local</td>
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<td>6B</td>
<td>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)</td>
<td>Support</td>
<td>State</td>
</tr>
<tr>
<td>7B</td>
<td>Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues. (2002)</td>
<td>Support</td>
<td>State/Local</td>
</tr>
<tr>
<td>8B</td>
<td>Mechanisms providing for the implementation of the RTP, including value pricing, Managed Lanes, High Occupancy Toll Lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads. (2003)</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>9B</td>
<td>Energy-related legislation, programs, and policies that are consistent with the Regional Energy Strategy. (2002, 2015)</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>10B</td>
<td>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)</td>
<td>Support</td>
<td>State</td>
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<tbody>
<tr>
<td>11B</td>
<td>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.</td>
<td>Support</td>
<td>Federal/State/Local</td>
</tr>
<tr>
<td>13B</td>
<td>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. (2017)</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>14B</td>
<td>Legislation and/or policies that promote governmental efficiencies and cost savings. (2009, 2015)</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>15B</td>
<td>Transit boards’ legislative programs where consistent with SANDAG Policy. (2002)</td>
<td>Support</td>
<td>Federal/State</td>
</tr>
<tr>
<td>NO.</td>
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<td>-----</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>----------------</td>
<td>-----------------------</td>
</tr>
<tr>
<td>1C</td>
<td>Proposals that limit the use of eminent domain for public infrastructure projects. (2005)</td>
<td>Monitor</td>
<td>Federal/State</td>
</tr>
<tr>
<td>2C</td>
<td>Legislation affecting solid waste, water supply, and storm water, support of funding opportunities to assist in these areas. (2003)</td>
<td>Monitor/Respond</td>
<td>State/Local</td>
</tr>
<tr>
<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers’ compensation, Public Employee Retirement System benefits, and other labor related issues. (2003)</td>
<td>Monitor/Respond</td>
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<td>4C</td>
<td>Legislation requiring local agencies to implement new administrative compliance measures. (2005)</td>
<td>Monitor/Respond</td>
<td>Federal/State</td>
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</table>
# 2017 Legislative Program

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

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<tr>
<th>NO.</th>
<th>GENERAL DESCRIPTION OF GOAL</th>
<th>BOARD POSITION</th>
<th>JURISDICTION</th>
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<tr>
<td>1C</td>
<td>Proposals that limit the use of eminent domain for public infrastructure projects. (2005)</td>
<td>Monitor</td>
<td>Federal/State</td>
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<tr>
<td>2C</td>
<td>Legislation affecting solid waste, water supply, and storm water, support of funding opportunities to assist in these areas. (2003)</td>
<td>Monitor/Respond</td>
<td>State/Local</td>
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<tr>
<td>3C</td>
<td>Legislation relating to personnel matters, i.e., workers’ compensation, Public Employee Retirement System benefits, and other labor related issues. (2003)</td>
<td>Monitor/Respond</td>
<td>Federal/State/Local</td>
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<tr>
<td>4C</td>
<td>Legislation requiring local agencies to implement new administrative compliance measures. (2005)</td>
<td>Monitor/Respond</td>
<td>Federal/State</td>
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**Legend**
- T: Transportation; R: Regional Planning; P: Public Safety; B: Borders

Please note, proposed changes are shown in red strike through and additions are shown in blue text.
LEGISLATIVE STATUS REPORT

Introduction

Monthly status reports on legislative activities are provided to the Executive Committee. Attachments 1 and 2 respectively include summaries from Ellison Wilson Advocacy, LLC on state legislative activity and from Peyser Associates LLC on federal legislative activity related to SANDAG.

VICTORIA STACKWICK
Principal Legislative Analyst

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

Key Staff Contact: Victoria Stackwick, (619) 699-6926, victoria.stackwick@sandag.org
TO: SANDAG BOARD OF DIRECTORS
FROM: ELLISON WILSON ADVOCACY, LLC
SUBJECT: SANDAG LEGISLATIVE ACTIVITY REPORT – JANUARY 2018

LEGISLATIVE UPDATE

Legislative Overview
The Legislature reconvened for the second year of the 2017-2018 Legislative Session on January 3. While several hundred new bills already have been introduced, historically the bulk of all new legislation is introduced close to the bill introduction deadline. This year, the last day for all bills to be introduced in 2018 is February 16.

Key Position Changes in 2018
Effective February 1, 2018, Brian Kelly will begin as the new Chief Executive Officer of the California High-Speed Rail Authority. Kelly has served as Secretary of the California State Transportation Agency since the Agency was created in 2013. As Secretary, Kelly oversaw one of the largest portfolios in the State of California, with more than 38,000 employees and a total budget of more than $18 billion. The Governor has named Brian Annis as Acting Transportation Agency Secretary. Annis has served as Undersecretary at the Agency since 2013.

Heading into his second year of service in the State Legislature, California State Assemblymember Todd Gloria (D-San Diego) was appointed in January by Speaker Anthony Rendon as the Majority Whip of the California State Assembly. Assemblymember Gloria’s appointment as Majority Whip comes after a year of service as Assistant Majority Whip. As the Majority Whip, Gloria will lead a team of Assemblymembers to push for priority legislation and issues of the Democratic Caucus. In addition to this new leadership role, Assemblymember Gloria will also serve as a member of the Assembly’s Housing and Community Development Committee.

On January 9, the Senate Democratic Caucus elected San Diego’s Senator Toni Atkins as Senate president pro tempore. The full Senate is scheduled to vote on March 21 and a transition will take place later in the year. When elected, Senator Atkins will become the first California legislator to serve both as Assembly Speaker and Senate President pro tem in close to 150 years. She worked for the San Diego City Council before becoming a councilmember in 2000. She served on the San Diego City Council until 2008, including a short stint as interim mayor.
Governor Released his Proposed FY 2018-2019 Budget

On January 10, Governor Jerry Brown unveiled (his last) budget proposal for the upcoming fiscal year, which includes $131.7 billion in General Fund spending, which along with proposed special fund and bond proceed allocations, totals $190.3 billion. Of particular note, the budget would increase the state’s “rainy day fund” (i.e., reserves available for future budget emergencies) by over $5 billion in 2018-2019, including an optional $3.5 billion deposit. Under this proposal, the rainy day fund would be funded to its full constitutional target of 10 percent of the General Fund (or $13.5 billion).

The Governor proposed an $18.7 billion overall transportation budget. Revenues from Senate Bill 1 (Beall, 2017) (SB 1) are expected to provide $4.6 billion in transportation funding in FY 2018–2019, with funding distributed from the Road Maintenance and Rehabilitation Account to the following programs:

Local Allocations:
- $1.2 billion for local streets and roads, including $600 million for cities and $600 million for counties
- $330 million for the transit and Intercity Rail Capital Program
- $355 million for State Transit Assistance
- $200 million for the State-Local Partnership Program
- $100 million for the Active Transportation Program
- $36 million for Commuter Rail and Intercity Rail
- $25 million for Local Planning Grants

State Allocations:
- $1.2 billion for maintenance of the state highway system known as the State Highway Operation and Protection Program
- $400 million for bridges and culverts
- $250 million for commuter corridors
- $306 million for trade corridor enhancements
- $79 million for the Department of Parks and Recreation
- $25 million for freeway service patrol
- $26 million for the Department of Food and Agriculture
- $7 million for transportation-related research at the California State University and University of California
- $5 million for the Transportation Workforce Development Board
- $8 million for the Department of Motor Vehicles

SB 1 Repeal Efforts

SB 1 is the ten-year, $52.4 billion transportation funding bill narrowly passed by the Legislature in April 2017. Shortly after its passage, Assemblymember Travis Allen (R-Huntington Beach), who is also a candidate for Governor in 2018, filed paperwork seeking a 2018 ballot measure dubbed the California Repeal Gas Tax and Fees Increase Bill Initiative, in order to overturn most sections of SB 1. Subsequently, the measure was plagued by a legal battle over how voters would see it described on the ballot.

A second proposed ballot measure to repeal SB 1 also was filed on September 14. Former San Diego City Councilmember Carl DeMaio’s Reform California group is part of a coalition behind the effort. Differing from Assemblymember Allen’s initiative (which would be a statutory law requiring 365,880 signature), DeMaio’s would be a constitutional amendment that requires 585,407 signatures (for an initiative constitutional amendment, the threshold is higher at 8% of the total votes cast in the last gubernatorial election). One of the major differences is that the Allen initiative could be changed by the Legislature, while the DeMaio
initiative, as a constitutional amendment, could not be changed without voter approval and would prevent any future increases of motor vehicle and gas taxes without voter approval.

In late January, these two efforts joined forces as Assemblymember Allen pulled his measure and endorsed the DeMaio measure. This second initiative appears to have significant momentum, as it has purportedly already gathered more than two-thirds of the 585,407 signatures needed to qualify for the ballot. They have until mid-May to turn in their voter signatures. However, if it does qualify for the November ballot, it is expected to face strong opposition, including from Governor Brown, labor, local governments, and many in the business community.

**ACTIVITY REPORT**

1/3: Reviewed hearing schedule for pertinent two-year legislation; provided subsequent updates to SANDAG staff, including updates on SB 1 repeal efforts.

1/4: Reviewed/analyzed new legislation and amendments to existing legislation; provided subsequent update to SANDAG staff.

1/5: Met with Assembly Clerk’s office; provided SANDAG staff with pertinent legislative deadlines for 2018.

1/8: Attended/monitored Assembly Transportation Committee hearing for pertinent legislation; provided subsequent update to SANDAG staff.

1/10: Reviewed/analyzed Governor’s proposed budget; provided subsequent update to SANDAG staff.

1/11: Provided SANDAG staff with additional budget analyses and update on pertinent legislation.

1/16: Provided SANDAG staff with updates on SB 1 repeal efforts.

1/17: Provided SANDAG staff with updates on changes to CalSTA personnel.

1/23: Reviewed/analyzed new legislation; provided subsequent update to SANDAG staff, including updates on SB 1 repeal efforts.
Transportation Update from Peyser Associates

January 5, 2018

Congressional Leaders Make Progress Towards Two-Year Spending Deal
The bipartisan House and Senate leadership met with White House officials this week and made significant progress towards agreement on top-line numbers for defense and non-defense discretionary spending for FY 2018 and 2019.

Reports indicate that there is agreement to add $100 billion in spending in 2018 and again in 2019. Republican leaders are suggesting the breakout for that spending include $57 billion for defense and $37 billion for non-defense. The remaining funds are presumably for interest on the debt. Democrats have been insisting up to now on a 50/50 split of new spending for defense and non-defense programs. The Republican offer indicates the discussion now is in a fairly narrow range, so the prospects for a deal look good.

This conversation is taking place under a January 19 deadline—that is when the current Continuing Resolution expires. Observers on Capitol Hill are already speculating that another extension may be enacted to allow time for all of the appropriations bills to be finished and packages for ancillary issues to be resolved so they can be attached to the final spending package. The most likely policy matter to be included in the package is a resolution of the immigration status of “dreamers” coupled with some immigrations reforms and border security. Republican leaders are looking for a way to finesse the issue of the construction of a southern border wall by appropriating more funds for security but not specifying how they will be used.

There may also be discussion of including bipartisan legislation to provide for the payment of subsidies to insurance companies participating in Obamacare exchanges, but that is looking less likely—at least on this legislative vehicle—as resistance from House conservatives hardens.

Shuster Announces He Will Not Seek Re-election: More Focus Now on Race to Succeed Him

House Transportation and Infrastructure Committee Chairman Bill Shuster (R-PA) this week announced he will not seek re-election this year. Under House Republican rules, Representative Shuster’s chairmanship will end at the close of 2018 due to term limits, so he has decided to forego running again as opposed to returning to the committee as a former Chairman.

The contest to replace Shuster as the top Republican Member of the committee has been quietly under way for months now, with the leading candidates being Representative Sam Graves (R-MO) and Representative Jeff Denham (R-CA). Shuster’s announcement will shift that campaign into a higher gear a little sooner than might have otherwise happened, but does not change the basic dynamic of the committee. As the Republican Members begin jockeying for position, Democrats will point out that—in their view at least—those Members are really just competing to see who will be the Ranking Minority Member of the Committee come 2019. Representative Peter DeFazio (D-OR) is poised for another term as committee Chairman if the Democrats regain control of the House this year.
Secretary Chao and Key House Democrats Push for Greater Urgency in Positive Train Control Implementation

U.S. Department of Transportation Secretary Elaine Chao’s office on Monday released a letter she sent on December 27 to passenger and freight railroads subject to the requirement for installation of Positive Train Control (PTC) by the end of the year.

Coming on the heels of the Amtrak derailment last month in Washington, the letter adds to the growing chorus from leaders of both parties to urge railroads to install and activate PTC as soon as possible. The Chao letter says in part:

“Advancing the implementation of Positive Train Control is among the most important rail safety initiatives on the Department’s agenda. The FRA leadership has been directed to work with your organization’s leadership to help create an increased level of urgency to underscore the imperative of meeting existing expectations for rolling out this critical rail-safety technology.”

The letter does not say how the Department will treat requests for an extension of the deadline. Extensions of up to two years are allowed by statute on a case-by-case basis. However, the language of the letter implies that extensions will be very hard—if not impossible—to come by.

On Capitol Hill, the leading Democrats on rail issues at the House Transportation and Infrastructure Committee wrote Secretary Chao asking for a status report on PTC compliance. In their letter, full Committee Ranking Member DeFazio and Railroads Subcommittee Ranking Member Michael Capuano (D-MA) wrote:

“We believe it is high time that the railroads implement PTC. It has been nearly a decade since passage of the Rail Safety Improvement Act of 2008, which required freight, commuter, and intercity passenger railroads to implement PTC by December 31, 2015. That deadline was later extended to December 31, 2018. We understand that PTC is complex but there is no excuse for it taking this long and for some railroads to be lagging so far behind, as indicated in the progress reports submitted to the Federal Railroad Administration.”

DeFazio and Capuano also said they will introduce legislation this month to increase funding for PTC implementation and encourage timely implementation.

January 12, 2018

Trump Infrastructure Team Begins Briefing Congress on Infrastructure Plan

Secretary of Transportation Chao and other key Administration officials met on Tuesday with a bipartisan group of Senators from the Committee on Environment and Public Works (EPW) to discuss the President’s infrastructure plan. The meeting occurred at the request of the bipartisan leadership of the committee. Apparently, no new details of what will be in the plan emerged.

In terms of the timing of the release of the plan, the date is getting a little fuzzier. At the turn of the year, Administration officials were stating the plan would emerge before the President’s State of the Union speech on January 30. According to EPW Chairman John Barrasso (R-WY), the release date for the plan is now “just before or just after” the State of the Union.
Trump Once Again Disavows Public-Private Partnerships as Infrastructure Financing Approach

President Trump convened a meeting of key Republican Members of the House and Senate and top Administration officials at Camp David to discuss the agenda for 2018. Infrastructure was front and center in the discussion of issues ripe for action in the new congressional session. The Department of Transportation was represented at the meeting by Deputy Secretary Jeff Rosen.

During the Saturday meeting, National Economic Council Director Gary Cohn briefed the leaders on the President’s infrastructure plan-in-progress. As he has before, he emphasized the importance of Public-Private Partnerships in financing infrastructure projects and streamlining their delivery.

Later, however, President Trump addressed the group and repeated comments he made last fall that call into question the efficacy of Public-Private Partnerships in leveraging outside funds and streamlining delivery. Even though this was not the first time the President has thrown cold water on Public-Private Partnerships, Administration spokespeople told reporters the Administration plan would still encourage them.

Even if the Administration forges ahead with a Public-Private Partnership-centric plan, comments such as these will give some comfort to Public-Private Partnership skeptics on Capitol Hill who may feel emboldened to push back against them in the hope President Trump will come down on their side in the final deal making around the bill.

Republican Members and President Trump Suggest Return of Earmarks

President Trump on Tuesday added his voice to those of some Republican Members on Capitol Hill who have been agitating for the return of congressional earmarking as a means of directing funds to specific projects. His remarks came during a meeting with a bipartisan group of House and Senate Members to discuss immigration policy. He digressed to bring up earmarks as part of a discussion of the need for bipartisanship on Capitol Hill. He said that in the days when earmarks were in place Republicans and Democrats got along better together and that bringing them back might help restore some of that previous comity.

The President was not speaking in a vacuum. Republican House Members have been pushing for consideration of bringing back earmarks for more than a year. Speaker Ryan agreed last year to study the idea, but he has managed to push it off due to the press of other business. Now, some key members of his caucus are pushing again to bring earmarks back at least for transportation and infrastructure projects. Representatives John Culberson (R-TX) and Tom Cole (R-OK)—both senior appropriators—are backing such a plan. Speaker Ryan has said he will ask the Rules Committee to review this idea and discuss it further with the Republican caucus in the House.

Reaction to the potential return of earmarks demonstrated how one’s views on the issue depend more on institutional issues on Capitol Hill than on party affiliation. Appropriators tend to be supportive, or at least interested in discussing, reverting to previous practices. Others—in a bipartisan way—spoke out against them. Exemplary of the bipartisanship against the proposal were the comments of two Senators who rarely agree—John McCain (R-AZ) and Claire McCaskill (R-MO). Both issued strong statements this week against earmarking.
It is unlikely House Republican leadership will take the political risk of returning to earmarks in an election year already fraught with difficulty for the Republicans. But the popularity of the idea could bring it back to the fore in 2019.

**Further Continuing Resolution Likely on FY 2018 Spending**

With next week’s Friday deadline looming for extending spending authority, it appears at least one more Continuing Resolution will be required before a full-year spending package can be enacted. Democrats continue to insist that a resolution of the immigration status of “dreamers” be attached to the spending package. This week’s high-profile White House meeting on immigration appeared to put the President on record saying he would support moving the “dreamer” fix and border security funding first—before tackling other issues such as chain migration and the visa lottery program. If congressional Republicans stick with that formula, it may be possible to get to a deal within the next few weeks. Talk on Capitol Hill is of a three-week extension in spending authority.

The issues surrounding immigration are volatile and there remains uncertainty that Speaker Ryan could keep his caucus together on a plan to let the dreamer issue be solved earlier than the immigration issues of greater interest to Republican members. It is impossible to rule out the possibility that this could all end up in a full-year Continuing Resolution if the center does not hold.

**House Democrats Introduce Legislation to Speed PTC Implementation**

House Transportation and Infrastructure Committee Ranking Member DeFazio and Railroad Subcommittee Ranking Member Capuano on Thursday made good on their pledge to introduce legislation to accelerate implementation of PTC on the nation’s freight and passenger railroads.

The bill is titled the “Positive Train Control Implementation and Financing Act.” It would eliminate the Department of Transportation’s authority to grant extensions for PTC implementation beyond December 31, 2018. It also authorizes $2.5 billion in grants to assist railroads in implementing the technology.

Among the original cosponsors of the bill were the entire Washington State Democratic congressional delegation and Representative Sean Patrick Maloney (D-NY), a Member of the Transportation and Infrastructure Committee. All of those Members have seen fatal accidents in their area that could have been prevented by PTC.

It is unknown if the bill will receive significant attention in the coming session. However, a major infrastructure package would certainly create a legislative vehicle that could accommodate this program.

**Republican Retirements Point to Potential Scaling Back of Legislative Agenda**

This week’s announcements of the impending retirement of two senior Republican Members from California—Ed Royce and Darrell Issa—bring to 31 the number of House Republican Members who have announced they are not running for re-election this year. This is the highest number of majority party retirements since the 28 Democrats who retired before the 1994 elections. That was the election when the Republicans broke the Democrats’ 40-year hold on the House. Given that it is only January, there may be even more retirements to come from the Republican side.
Besides spurring further retirements, the perceived “blue wave” may also cause Republican leaders to scale back their legislative ambitions for this year. This could result in them jettisoning two potentially difficult issues from their agenda—welfare reform and entitlement reform. These are both issues that the Republican base has been pushing to address, but Republican leaders are starting to show signs of backing away from taking them on.

The evidence of this potential scaling back of the agenda is talk that emerged this week on the Hill that the House and Senate might not try to advance a budget resolution for FY 2019. In the absence of a budget resolution, it would not be possible to kick-off a budget reconciliation process to handle these controversial issues. Without reconciliation, 60 votes would be required in the Senate to enact reforms to these programs. There is virtually no chance that the required nine Democrats would break ranks with their leadership to support reforms to these programs.

These developments may remove from the agenda some of the issues that might have delayed consideration of an infrastructure bill. So once FY 2018 spending and immigration issues are resolved, infrastructure may well be the next major issue to come forward.

January 19, 2018

*Shutdown Looms as Senate Prepares to Vote on Continuing Resolution*

The U.S. Senate is debating a House-approved Continuing Resolution that would fund government agencies through February 16 and extend for six years the Child Health Insurance Program (CHIP). It is increasingly clear that there are not 60 votes in the Senate to bring the bill up for a vote.

Senate Democrats are suggesting this morning that a very short-term Continuing Resolution—a week or less—should be passed today so discussions can continue. So far, Senate Majority Leader Mitch McConnell has shown no interest in taking up such a measure. House leadership announced this morning they are planning to recess shortly and leave town. That is essentially making their Continuing Resolution a “take it or leave it” proposition.

Momentum for a shutdown has been growing over the past 24-hours. Both sides seem to think they have something to gain and are spoiling for a fight.

*House Rules Committee Takes Up Possible Return of Earmarks*

The House Rules Committee on Wednesday held a hearing at which Members of Congress from both parties testified largely in support of returning to a system of earmarks in congressional authorizing and appropriations bills. The Rules Committee held the hearing at the request of House Speaker Ryan. Ryan agreed last year to advance consideration of earmarks as part of a deal with a group of House Republican Members who were pushing then for the immediate overturning of the earmark ban put in place by the House Republican caucus in 2013.

Among those expressing support for a return of earmarks in recent days have been House Transportation and Infrastructure Committee Chairman Shuster, former Transportation and Infrastructure Chair Don Young (R-AK) and Minority Whip Steny Hoyer (D-MD). The support of that trio is indicative of the broad support for earmarking in the House. The support is, of course, not unanimous. Numerous members of the Freedom Caucus—most of whom were not in Congress to enjoy the “benefits” of earmarking—have expressed opposition to the return of “pork barrel” spending.
Rules Committee Chairman Pete Sessions (R-TX) said this week he has already had conversations with leadership of the Appropriations and Transportation and Infrastructure Committees about how a return to earmarking might work. An emerging plan would be to allow earmarks only for units of state and local government with a transparent process for requesting and evaluating requests. Of course, that kind of process tracks closely to the earmarking process congressional Democrats put in place when they had the majority between 2007 and 2011. While their process did not exclude earmarks to non-governmental entities, in practice—particularly in the transportation field—that is where earmarks went.

The scope of project types to be covered by any new earmarking process is also up for grabs. Some Members are seeking to focus earmarking solely on water infrastructure projects controlled by the U.S. Army Corps of Engineers. A broader proposal to cover transportation and infrastructure projects would appear to have more support however.

Chairman Sessions will be reporting back to Speaker Ryan with recommendations. Speaker Ryan has indicated his personal preference would be to not return to earmarking, but he has made it clear he will leave this decision up to his caucus. There is significant interest in reaching a quick conclusion to this process so that earmarks could be included in the FY 2019 appropriation bill and any potential infrastructure package that may move through Congress this year. It must be said that House approval of earmarking in no way is predictive of Senate approval.

Even if the House does approve it, it is entirely possible the Senate will reject the idea and shut down the opportunity. The House has historically had greater enthusiasm for earmarking, but the Senate has always allowed its arm to be twisted and—feigning reluctance—put its nose in the trough as well. We will see if history holds in this case.

Chamber of Commerce Backs Gas Tax Hike for Infrastructure

The U.S. Chamber of Commerce on Thursday held an Infrastructure Summit in Washington at which industry leaders heard a number of speakers discuss the importance of investing in the nation’s infrastructure. A centerpiece of the event was the Chamber’s own proposal to increase the federal gas tax by 25-cents over a five-year period and devote the proceeds to infrastructure. The Chamber estimates this would generate $375 billion over the next ten years.

Chamber President Tom Donohue acknowledged how difficult it will be to enact this proposal but expressed hope that President Trump would support a gas tax increase and bring Congress along. The President has reportedly floated the idea of a gas tax increase in private meetings in the past year. The idea has yet to surface publicly as part of the Administration’s internal deliberations over its much-anticipated infrastructure plan. In the President’s FY 2018 budget proposal, he proposed paying for the federal contribution to his infrastructure plan by cutting spending in other areas.

Top House Democrats Press Amtrak on PTC Implementation

Following up on their introduction of legislation to speed PTC implementation last week, House Democratic leaders this week wrote Amtrak Chief Executive Officer Richard Anderson demanding information from Amtrak on the status of PTC implementation on all of its operations.
The letter, from House Transportation and Infrastructure Committee Ranking Member DeFazio and Railroad Subcommittee Ranking Member Capuano, is the latest in a series of congressional activity resulting from the December train derailment in Washington.

The letter said in part:

“Since the incident, it has become increasingly clear that we have no idea what the status is for positive train control implementation on equipment that Amtrak does not own but operates, such as State-supported routes, like the Point Defiance Bypass, and on routes that Amtrak does not own but where Amtrak trains operate . . . If you operate it or operate on it, we want to know the status of positive train control implementation in detail, including information on locomotives that are equipped by route, installation of track segments and other infrastructure by route, and information on whether your back-office servers are connected to the back-office servers of other railroads by route.”

Amtrak’s unions were copied on the letter and the Representatives made it clear they welcome input from the unions on safety on Amtrak.

January 23, 2018

Draft Summary of Trump Infrastructure Plan Leaks Out

A leaked document began circulating in Washington yesterday that appears to be a summary of President Trump’s much-anticipated infrastructure plan. While the document does not include a spending level or identify from where federal funds would come, it does provide some additional detail on what we can expect in the plan. In broad summary, a few things emerge:

• The plan appears to assume the ongoing existence of the Capital Investment Grant program, albeit with the "value capture" requirement.
• The main program includes a broad array of infrastructure as eligible, so the total available for surface transportation might make this just a bigger TIGER, but not a particularly impactful program.
• It is unclear if the 20 percent federal share from that program can be supplemented by other federal funds.
• Within that program, there is an evaluation criterion worth 5 percent of the total score that advantages projects for which a revenue stream is enacted in 2018 or later but disadvantages projects with revenue streams enacted earlier.
• The plan would allocate additional funds to support Transportation Infrastructure Finance and Innovation Act (TIFIA) loans, but adds waterborne transportation to the list of TIFIA-eligible projects, which could crowd-out some projects in the traditional TIFIA-eligible categories.
• The plan would allow appropriated dollars to be used to supply credit subsidy payments in the Railroad Rehabilitation and Improvement Financing program.

This document is being treated as credible by most observers, but the final version is expected to have more details and could include changes. More to follow when the more detailed plan emerges.
January 26, 2018

FY 2018 Spending and Immigration Policy Still Linked: More Drama to Come

The President on Monday signed a Continuing Resolution to re-open the government and keep it funded through February 8. The Continuing Resolution also extended for six years the funding for the CHIP.

It appears Republican leadership obtained an agreement from Democrats to essentially de-couple the spending measure from a solution to the immigration status of “dreamers.” Senate Majority Leader Mitch McConnell promised Democrats that if a solution to the “dreamers” issue is not reached before February 8, he would immediately thereafter move to take up the legislation using a “level playing field” process, provided the government remains open. House leaders have made no commitment to take up legislation on the “dreamers.”

This procedural deal created significant controversy on the Democratic side in the Senate and amongst key Democratic-leaning interest groups. As the next two weeks unfold, Democrats may try to get a combined spending and immigration bill done, but they have given away most of their leverage to make that happen. Democrats may well end up preventing the enactment of full-year appropriations bills as their sole remaining way to pressure the Republicans on the immigration issues. The result could be a full-year Continuing Resolution at some point.

Leaked Document Provides More Detail on Trump Infrastructure Plan

On Tuesday, media outlets in Washington obtained a document reportedly leaked from the White House that provides further detail on the much-anticipated infrastructure plan from the Trump Administration. The plan is expected to be formally unveiled before the middle of February.

Here is a summary of the plan as presented in the paper:

**Infrastructure Incentive Initiative** – This competitive program would provide a 20 percent federal share for projects in the following asset classes: surface transportation, airports, passenger rail, maritime and inland waterway ports, flood control, water supply, hydropower, water resources, drinking water facilities, storm water facilities, Brownfield and Superfund sites. The paper does not say which federal agency would award the grants, but the most likely candidates appear to be the Treasury Department and the Commerce Department. Fifty percent of the total spending for the infrastructure plan would go to this program.

Although the leaked paper does not have any dollar levels in it, the Administration has consistently said that $200 million in federal resources would be available over ten years for the overall infrastructure plan. If one assumes spending of $20 billion per year, then this Infrastructure Incentive Initiative would receive $10 billion per year. There are 15 types of infrastructure available. So how much can we expect will go for highways, transit and rail? It is hard to estimate and it will likely fluctuate from year-to-year, but $1 billion per year would be an aggressive assumption.

This infusion of additional funding for highways, transit and rail may be offset by cuts in the current programs for those modes. White House infrastructure lead DJ Gribbin on Thursday told the U.S. Conference of Mayors that the infrastructure plan would be paid for in part by cuts to transit and Amtrak such as those proposed in the President’s FY 2018 budget plan. That plan proposed
$928 million in cuts to transit Capital Investment Grants and $630 million in cuts to the Amtrak national network. If Congress were to go along with this method of “paying for” the President’s infrastructure program, the net affect on transit capital would most likely be negative. Fortunately, Congress does not appear to be going along with the FY 2018 proposed cuts and would most likely also reject those cuts for FY 2019.

**Rural Infrastructure Program** – This formula program to the states would receive 25 percent of the fund in the Trump plan. Funds could be spent on:

- Transportation – roads, bridges, public transit, rail airports, and maritime and inland waterway ports
- Broadband – and other high-speed data and communication conduits
- Water and waste – drinking water, waste water, land revitalization, and Brownfields
- Power and electric – governmental generation, transmission and distribution facilities
- Water resources – inland waterway ports, flood risk management, maritime ports and water supply

**Transformative Projects Program** – This program would make federal funding and technical assistance available to “transformative infrastructure projects” that must represent “exploratory and groundbreaking ideas.” Funding would be allocated on a competitive basis by the Department of Commerce for demonstration projects, project planning, and capital construction. Projects receiving capital construction grants would need to enter into a partnership agreement with the federal government through which the federal government would receive a portion of the economic value created by the project. Covered sectors would include: transportation, clean water, drinking water, energy, commercial space, and telecommunications. This program would receive 10 percent of the funding allocated for the overall infrastructure program.

**Federal Credit Programs** – The proposal would make available 7.05 percent of total infrastructure plan appropriations to increase the lending capacity of existing federal credit programs. The paper specifically mentions TIFIA, the Registered Retirement Income Fund, the Water Infrastructure Finance and Innovation Act, and the U.S. Department of Agriculture Rural Utilities Lending Program as recipients of the funding.

One notable aspect of this program is that it appears to suggest using appropriated funds to support the Registered Retirement Income Fund program. That is not currently the case, and using federal funds to supply the credit risk premium for the Registered Retirement Income Fund loans would make the program much more borrower-friendly. Another notable issue is that the paper proposes adding waterborne transportation to the list of eligible TIFIA projects. This could offset in whole or in part the benefit to “traditional” TIFIA projects of the increase in credit capacity.

**Federal Capital Financing Fund** – This program would use 5 percent of the total appropriation for the plan to finance the purchase of federal owned non-defense real property for infrastructure projects. It appears to allow federal agencies to use the fund to purchase land from other federal agencies and then repay the fund with appropriated dollars. It is unclear precisely how this process might work, but presumably a project sponsor could come forward with a plan to build an infrastructure project funded by one federal agency on property owned by another federal agency (e.g., a transit station to be built on a House and Urban Development-owned property) and this
program would facilitate the transfer of the property.

These five programs would use 97.05 percent of the “appropriated” funds for the infrastructure plan. It is unclear how the remaining 2.95 percent would be used.

Beyond the appropriated dollars, the plan includes several proposals that would create a budget score as a result of lost revenue. These include:

- Eliminating the federal transportation volume cap on Private Activity Bonds and adding airport and Port projects to eligibility
- Eliminating the state volume caps on Private Activity Bonds
- Eliminating the Alternative Minimum Tax for Private Activity Bonds and the advance refunding prohibition just enacted as part of the tax cut legislation

Each of these changes in the tax code would impact federal revenues and presumably be counted against the $200 billion of federal resources to be made available for the infrastructure plan.

President Trump on Wednesday mentioned his infrastructure plan to a White House gathering of members of the U.S. Conference of Mayors. He said he would be mentioning it in his State of the Union address on January 30, and referred to it as a $1.7 trillion plan. Up until now, he and others have said it is a $1 trillion plan.

**Leading Conservative Group Opposes Chamber of Commerce Gas Tax Proposal**

Last week’s report mentioned the proposal from the U.S. Chamber of Commerce to phase-in a 25-cent per gallon increase in the federal gas tax. This week, leading conservative groups with ties to the influential Koch brothers fired back.

In a letter to the President from Americans for Prosperity and Freedom Partners, the groups indicated that a gas tax increase would undo a significant part of the benefit to working families from the recently enacted tax cut bill. This forceful message will make it harder for Republican House and Senate Members to support a tax increase.
<table>
<thead>
<tr>
<th>Date</th>
<th>Activity</th>
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<tbody>
<tr>
<td>1/2/2018</td>
<td>Conference call with S. Cooney re: DC Update</td>
</tr>
<tr>
<td>1/5/2018</td>
<td>Email exchanges with P. Jablonski on DC meeting; prepare Washington Update and send to SANDAG and Metropolitan Transit System (MTS)</td>
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<tr>
<td>1/9/2018</td>
<td>Meet with P. Jablonski in DC; State Route 11/Otay Mesa East biweekly update call</td>
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<tr>
<td>1/12/2018</td>
<td>Prepare Washington Update and send to SANDAG and MTS</td>
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<tr>
<td>1/16/2018</td>
<td>Biweekly call with S. Cooney and V. Stackwick; email exchanges with SD Congressional delegation staff on 2/12-13 meetings in DC</td>
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<tr>
<td>1/19/2018</td>
<td>Prepare Washington Update and send to SANDAG and MTS</td>
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<tr>
<td>1/22/2018</td>
<td>Furthur emails with SD Congressional delegation staff and Senate appropriations staff on 2/12-13 meetings</td>
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<tr>
<td>1/23/2018</td>
<td>Review leaked summary of Trump infrastructure plan and send summary to SANDAG and MTS</td>
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<tr>
<td>1/26/2018</td>
<td>Prepare Washington Update and send to SANDAG and MTS</td>
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<tr>
<td>1/29/2018</td>
<td>Furthur emails with SD Congressional delegation staff on 2/12-13 meetings</td>
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<tr>
<td>1/30/2018</td>
<td>Email exchanges with V. Stackwick and S. Cooney on DC visit</td>
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