Board of Directors Agenda

Friday, February 24, 2023
9 a.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, February 24, 2023, will be held in person in the SANDAG Board Room. While Board members will attend in person, members of the public will have the option of participating either in person or virtually.

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Persons who wish to address the members on an item to be considered at this meeting, or on non-agendized issues, may email comments to the Clerk at clerkoftheboard@sandag.org (please reference the Board of Directors meeting in your subject line and identify the item number(s) to which your comments pertain). Comments received by 4 p.m. the business day before the meeting will be provided to members prior to the meeting. All comments received prior to the close of the meeting will be made part of the meeting record.

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Vision Statement: *Pursuing a brighter future for all*

Mission Statement: *We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities.*

Our Commitment to Equity: *We hold ourselves accountable to the communities we serve. We acknowledge we have much to learn and much to change; and we firmly uphold equity and inclusion for every person in the San Diego region. This includes historically underserved, systemically marginalized groups impacted by actions and inactions at all levels of our government and society.*

We have an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. The SANDAG equity action plan will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

Board of Directors
February 24, 2023

Item No.		Action
1.	**Public Comments/Communications** Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comments.	
2.	**Chief Executive Officer's Report** *Hasan Ikhrata, SANDAG* Chief Executive Officer Hasan Ikhrata will present an update on key programs, projects, and agency initiatives.	**Discussion**
	Consent	
+3.	**Approval of Meeting Minutes** *Francesca Webb, SANDAG* The Board of Directors is asked to approve the minutes from its January 27, 2023, meeting.	**Approve**
+4.	**ARJIS Joint Powers Agreement and Fee Structure** *Tony Ray, SANDAG* The Public Safety Committee recommends that the Board of Directors approve the updated Joint Powers Agreement and ARJIS Fee Structure in substantially the form as attached and authorize the Chief Executive Officer or his designee to execute the Agreement on behalf of SANDAG.	**Approve**
+5.	**SR 94/125 Interchange and Arterial Operational Improvements** *Karen Jewel, Caltrans* This item provides an update on the State Route 94 and State Route 125 Interchange Project.	**Information**
+6.	**Regional Plan Social Equity Working Group Charter Revisions** *Tuere Fa'aola, SANDAG* The Board of Directors is asked to approve the proposed revisions to the Regional Plan Social Equity Working Group charter.	**Approve**
+7.	**Sustainable Communities Working Group Charter Amendment** *Tuere Fa'aola, SANDAG* The Board of Directors is asked to approve the proposed revisions to the Sustainable Communities Working Group charter.	**Approve**

+8. **Specialized Transportation Grant Program Cycle 12 Funding Recommendations*** — **Approve**
Zachary Rivera, SANDAG

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the STGP Cycle 12 Call for Projects.

+9. **TransNet Regional Transportation Congestion Improvement Program Fee Adjustment*** — **Approve**
Zara Sadeghian and Marcia Smith, SANDAG

The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from $2,688.21 to $2,741.97 beginning July 1, 2023.

+10. **Policy Advisory Committee Actions** — **Approve**
Francesca Webb, SANDAG

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

+11. **FY 2024 to FY 2028 TransNet Program and Transit-Related Revenues** — **Approve**
Zara Sadeghian and Marcia Smith, SANDAG

The Transportation Committee recommends that the Board of Directors approve the FY 2024 to FY 2028 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

+12. **Proposed 2023 Legislative Program** — **Approve**
Robyn Wapner, SANDAG

The Executive Committee recommends that the Board of Directors approve the proposed 2023 Legislative Program.

+13. **Chief Executive Officer Delegated Actions*** — **Information**
Beth Lupu, SANDAG

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

+14. **Meetings and Events Attended on Behalf of SANDAG** — **Information**
Francesca Webb, SANDAG

This report summarizes external meetings and events attended by Board members on behalf of SANDAG.

+15. **Office of the Independent Auditor-2nd Quarter Fraud, Waste and Abuse Report for FY 2022-2023** — **Information**
Mary Khoshmashrab, IPA

The Board of Directors is provided this report as information.

+16. Quarterly Progress Report on SANDAG Capital Program Through December 2022 — **Information**

Michelle Smith, SANDAG

This quarterly report provides an update on the status of the projects that make up SANDAG's Capital Program as approved in the FY 2023 Program Budget.

Chair's Report

+17. Annual Appointments

+17A. Appointment of Policy Advisory Committee Members and Designation of Transit Representatives to the Board of Directors — **Information**

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

+17B. Appointment of Board Members: SANDAG Audit Policy Advisory Committee and Military Working Group — **Approve**

The Board of Directors is asked to approve the appointment of Board members to the SANDAG Audit Policy Advisory Committee as recommended by the SANDAG Chair, including waiving the three-year service requirement as it pertains to Councilmember Musgrove's appointment; and City of El Cajon Deputy Mayor Steve Goble as the San Diego Regional Military Working Group Chair.

Reports

+18. Safe Streets and Roads for All Grant Award — **Approve**

Marisa Mangan and Sam Sanford, SANDAG

The Board of Directors is asked to accept $2.5 million in Safe Streets and Roads for All grant funds and authorize the Chief Executive Officer or his designee to execute a grant agreement with the Federal Highway Administration. Staff will also present a brief update on the agency's transportation safety work.

+19. 2023 Board Retreat — **Information**

Robyn Wapner, SANDAG

Staff will present an overview of the Board Retreat agenda and objectives.

20. SANDAG 101: Data Science — **Information**

Cindy Burke, SANDAG

Staff will present an overview of the data that SANDAG uses and provides to advance the region's priorities.

21. Member Comments

Board members shall have the opportunity to provide information and announcements on any issue within the jurisdiction of SANDAG that is not on this agenda. Subjects of previous agenda items may not again be addressed under member comments.

22. Upcoming Meetings

The next Board of Directors meeting is a Board Retreat scheduled for March 9-10, 2023, to be held at Viejas Casino & Resort: 5000 Willows Rd, Alpine, CA 91901.

23. 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

AGENDA ITEM NO. 2

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Discussion
AGENDA SECTION:	Comments and Communications
SUBJECT:	Chief Executive Officer's Report
SUGGESTED ACTION:	Chief Executive Officer Hasan Ikhrata will present an update on key programs, projects, and agency initiatives.

AGENDA ITEM NO. +3

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Approve

AGENDA SECTION: Consent

SUBJECT: Approval of Meeting Minutes

SUGGESTED ACTION: The Board of Directors is asked to approve the minutes from its January 27, 2023, meeting.

ATTACHMENTS:
January 27, 2023 BOD Minutes.pdf

January 27, Meeting Minutes

View Meeting Video

Chair Nora Vargas (County of San Diego – Seat A) called the meeting of the Board of Directors to order at 9:03 a.m.

1. Public Comments/Communications

Alan Curry, member of the public, spoke regarding appointments to the SANDAG Board.

Geoff Hueter, Neighbors for a Better San Diego, spoke regarding sustainable development areas (SDAs) and first/last-mile connections to public transit, and requested clarity regarding comments from SANDAG staff at a recent Community Planners Committee meeting regarding SDAs.

Danna Givot, Neighbors for a Better San Diego, spoke regarding transit-oriented development and first/last-mile connections to public transit.

Paul Krueger, Neighbors for a Better San Diego, spoke regarding transit-oriented development and first/last-mile connections to public transit.

Steve Gelb, San Diego 350, spoke in support of the regional plan, the road usage charge, and greenhouse gas reduction mandates.

Camilla Rang, member of the public, spoke regarding funding for San Dieguito Lagoon double tracking.

Mike Bullock, member of the public, spoke regarding climate stabilization and parking management.

Corinna Contreras, member of the public, spoke in support of the Youth Opportunity Pass program.

Tim Bilash, member of the public, spoke regarding the road usage charge and climate stabilization.

Maria Cortez, member of the public, spoke in support of AB 805 and the weighted vote, as well as investment in historically underserved communities.

Jesse Ramirez, member of the public, spoke in support of AB 805 and use of the weighted vote, and in support of the Regional Plan.

Katheryn Rhodes, member of the public, spoke regarding emergency shelters for homeless residents.

Manny Rodriguez, member of the public, spoke regarding active transportation and transit ridership among San Diego County youth.

2. Chief Executive Officer's Report (Discussion)

Chief Executive Officer Hasan Ikhrata presented an update on key programs, projects, and agency initiatives.

Lori Saldaña, member of the public, spoke regarding infrastructure damage from excess groundwater.

Katheryn Rhodes spoke regarding the 2023 Draft Supplemental Environmental Impact Report and fault lines in the downtown area.

Mike Bullock spoke regarding replacement of the gas tax, the road usage charge, and in support of the Regional Plan and 5 Big Moves.

Action: Discussion only.

Consent

3. Approval of Meeting Minutes (Approve)

The Board of Directors was asked to approve the minutes from its January 13, 2023, meeting.

Alan Curry, member of the public, spoke regarding voting procedures.

Mary Davis, member of the public, reiterated her comments from the January 13 Board meeting.

Katheryn Rhodes spoke regarding tally and weighted voting, as well as the results of the Board leadership election.

Mayor Rebecca Jones (City of San Marcos) requested that the consent calendar be bifurcated in order to vote separately on Consent Item No. 3.

Action: Upon a motion by Vice Chair Sean Elo-Rivera (City of San Diego – Seat A) and a second by Councilmember Andrea Cardenas (City of Chula Vista), the Board of Directors voted to approve Consent Item No. 3.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Councilmember Cardenas, Councilmember John Duncan (City of Coronado), Mayor Bill Wells (City of El Cajon), Mayor Tony Kranz (City of Encinitas), Councilmember Jack Fisher (City of Imperial Beach), Councilmember Jack Shu (City of La Mesa), Councilmember Jennifer Mendoza (City of Lemon Grove), Councilmember Luz Molina (City of National City), Mayor John Minto (City of Santee), Mayor Lesa Heebner (City of Solana Beach) and Councilmember John Franklin (City of Vista).

No: None.

Abstain: Mayor Keith Blackburn (City of Carlsbad), Councilmember Terry Gaasterland (City of Del Mar), Mayor Dane White (City of Escondido), Deputy Mayor Ryan Keim (City of Oceanside), Mayor Steve Vaus (City of Poway), and Mayor Jones.

Absent: None.

4. Approval of Proposed Solicitations and Contract Awards (Approve)

The Board of Directors was asked to authorize the Chief Executive Officer to:

1. Conduct a solicitation for on-call public outreach services as detailed in this report; and
2. Award contracts to vendors for on call environmental consulting services as detailed in this report.

Mary Davis spoke in opposition to this item.

5. Personnel Panel – Establishment and Appointment of Members (Approve)

The Board of Directors was asked to approve the establishment of a Personnel Panel consisting of three Board members to consider matters of employee discipline.

There were no public comments on this item.

6. Revised 2023 Meeting Calendar (Approve)

The Board of Directors was asked to approve revisions to the 2023 Board of Directors and Policy Advisory Committee meeting calendar.

There were no public comments on this item.

7. Chief Executive Officer Delegated Actions (Information)

In accordance with various Board Policies, this report summarized certain delegated actions taken by the Chief Executive Officer.

Mary Davis spoke regarding settlements outlined in the report and safety concerns.

8. Disposition of Real Property Located at 5965 and 5975 Santa Fe Street, San Diego, California in Accordance with the Surplus Land Act (Information)

The Board of Directors was asked to adopt Resolution No. 2023-10, declaring the real property located at 5965 and 5975 Santa Fe, San Diego, California (APNs: 359-010-40 and 359-010-41) as Surplus Land, authorizing SANDAG staff to proceed with the steps necessary or appropriate to dispose of the property in accordance with the Surplus Land Act, and finding that such Declaration is Exempt from Environmental Review under the California Environmental Quality Act.

There were no public comments on this item.

Action: The Board of Directors voted on Consent Items Nos. 4 through 8.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Mayor Blackburn, Councilmember Cardenas, Councilmember Duncan, Councilmember Gaasterland, Mayor Wells, Mayor Kranz, Mayor White, Councilmember Fisher, Councilmember Shu, Councilmember Mendoza, Councilmember Molina, Deputy Mayor Keim, Mayor Vaus, Mayor Jones, Mayor Minto, Councilmember Edson, and Councilmember Franklin.

No: None.

Abstain: None.

Absent: None.

Reports

9. SANDAG 101: SANDAG Fundamentals (Information)

Director of Public Affairs Robyn Wapner presented a brief overview of the role and responsibilities of SANDAG and its Board of Directors as the Metropolitan Planning Organization for the San Diego region.

Alan Curry spoke regarding public commenting policies and Del Mar Bluffs realignment.

Lori Saldaña spoke regarding the Regional Housing Needs Assessment and access to restrooms in public spaces.

Carolina Martinez, Environmental Health Coalition, spoke in support of implementation of the 2021 Regional Plan.

Katheryn Rhodes spoke regarding public comment procedures as well as SANDAG involvement in regional programs and projects.

Mike Bullock spoke regarding prioritization of climate goals.

Action: Information only.

10. Regional Economic Update (Information)

Deputy Chief Executive Officer Ray Major presented an update on the regional economy.

Alan Curry spoke regarding public comment procedures as well as regional economic issues.

Lori Saldaña spoke regarding inflation and utility rates.

Action: Information only.

11. Second Reading of Proposed TransNet Extension Ordinance Amendments and Proposed Amendments to ITOC Bylaws (Adopt)

TransNet Independent Taxpayer Oversight Committee Chair Jonathan Frankel and Manager of Financial Programming and Project Control Ariana zur Nieden presented the item.

Action: Upon a motion by Vice Chair Elo-Rivera and a second by Councilmember Shu, the Board of Directors, acting as the San Diego County Regional Transportation Commission, voted to adopt Ordinance No. CO-2023-01, related to ITOC membership and selection process, and approve proposed amendments to the ITOC Bylaws, as recommended by the ITOC.

Alan Curry spoke regarding projects outlined in the TransNet Ordinance.

Katheryn Rhodes spoke regarding the ITOC membership changes outlined in the report.

The motion failed; the vote did not reach the required TransNet Extension Ordinance threshold of 2/3 weighted vote.

Yes: Chairwoman Vargas, Vice Chair Elo-Rivera, Councilmember Cardenas, Councilmember Duncan, Councilmember Gaasterland, Mayor Kranz, Councilmember Fisher, Councilmember Shu, Councilmember Molina, Mayor Minto, and Councilmember Edson.

No: Mayor Blackburn, Mayor Wells, Mayor White, Deputy Mayor Keim, Mayor Jones, and Councilmember Franklin.

Abstain: None.

Absent: City of Lemon Grove and City of Poway.

Vice Chair Elo-Rivera called for a weighted vote, which was seconded by Councilmember Cardenas.

The motion failed.

Yes (37.5% of weighted vote): Chairwoman Vargas, Vice Chair Elo-Rivera, Councilmember Cardenas, Councilmember Shu, Councilmember Molina, Councilmember Raul Campillo (City of San Diego – Seat B), and Councilmember Edson.

No (62.5% of weighted vote): Mayor Blackburn, Supervisor Joel Anderson (County of San Diego – Seat B), Councilmember Duncan, Councilmember Gaasterland, Mayor Kranz, Mayor White, Councilmember Fisher, Deputy Mayor Keim, Mayor Minto, and Mayor Jones.

Abstain: None.

Absent: City of El Cajon, City of Lemon Grove, City of Poway, and City of Vista.

12. Closed Session: Conference with Property Negotiators Pursuant to Government Code Section 54956.8

Katheryn Rhodes spoke regarding options for SANDAG's future primary office location.

Chairwoman Vargas adjourned the meeting to closed session at 11:54 a.m.

The Board of Directors was briefed on the status of preliminary negotiations regarding price and terms of payments with property owners of the following properties regarding a potential lease for SANDAG's future primary office location:

Property: Wells Fargo Plaza, 401 B Street, San Diego, CA 92101
Agency negotiator: Range Partners
Negotiating party: Irvine Company LLC, represented by Irvine Company

Property: West, 1011 Union Street, San Diego, CA 92101
Agency negotiator: Range Partners
Negotiating party: SDCC South Block, LLC, represented by JLL

Property: Campus at Horton Plaza, 1st & G Streets, San Diego, CA 92101
Agency negotiator: Range Partners
Negotiating party: SCP Horton Owner 2, LLC, represented by Cushman & Wakefield

Property: Twenty by Six, 450 B Street, San Diego, CA 92101
Agency negotiator: Range Partners
Negotiating party: 450 B Street Investors, LLC, represented by Cushman & Wakefield

Property: 110 Plaza, 110 A Street, San Diego, CA 92101
Agency negotiator: Range Partners
Negotiating party: One Ten Investors, LLC, represented by CBRE.

Chairwoman Vargas reconvened the meeting to open session at 12:33 p.m. General Counsel John Kirk stated for the record that there were no reportable actions taken in closed session.

13. Member Comments

Mayor Kranz requested clarification regarding staff statements on transit priority areas.

Mayor Minto spoke regarding use of the weighted vote.

Councilmember Gaasterland spoke regarding funding for the San Dieguito Lagoon double tracking.

Councilmember Shu spoke regarding how distance is calculated in relation to transit-oriented development.

14. Upcoming Meetings

The next Board of Directors meeting is scheduled for Friday, February 10, 2023, at 9 a.m.

15. Adjournment

Chairwoman Vargas adjourned the meeting at 1:06 p.m.

Confirmed Attendance at SANDAG Board of Directors Meeting
January 27, 2023

Board of Directors	Title	Name	Attend
City of Carlsbad	Mayor	Keith Blackburn (Alternate)	Yes
City of Chula Vista	Councilmember	Andrea Cardenas (Primary)	Yes
City of Coronado	Councilmember	John Duncan (Alternate)	Yes
County of San Diego	Chair	Nora Vargas (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Councilmember	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Mayor	Tony Kranz (Primary)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Jack Fisher (Primary)	Yes
City of La Mesa	Councilmember	Jack Shu (Alternate)	Yes
City of Lemon Grove	Councilmember	Jennifer Mendoza (1st Alt.)	Yes
City of National City	Vice Mayor	Luz Molina (Primary)	Yes
City of Oceanside	Deputy Mayor	Ryan Keim (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Councilmember	Raul Campillo (Alternate)	Yes
City of San Diego	Vice Chair	Sean Elo-Rivera (Primary)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Councilmember	Jewel Edson (2nd Alt.)	Yes
City of Vista	Mayor	John Franklin	Yes
Caltrans	Director	Ann Fox (2nd. Alt.)	Yes
Metropolitan Transit System	Deputy Mayor	Matthew Leyba-Gonzalez (Primary)	Yes
North County Transit District	Councilmember	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	David Aguirre (Primary)	No
U.S. Department of Defense	Executive Director	Dennis Keck (Primary)	Yes
Port of San Diego	Executive Director	Joe Stuyvesant (Primary)	Yes
San Diego County Water Authority	Director	Mel Katz (Primary)	Yes
SDCRAA [DNP]	Director	Gil Cabrera (Primary)	Yes
Mexico	Consul General	Carlos González Gutiérrez (Primary)	Yes
SCTCA	Chair	Cody Martinez (Primary)	No

AGENDA ITEM NO. +4

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Approve

AGENDA SECTION: Consent

SUBJECT: ARJIS Joint Powers Agreement and Fee Structure

SUGGESTED ACTION: The Public Safety Committee recommends that the Board of Directors approve the updated Joint Powers Agreement and ARJIS Fee Structure in substantially the form as attached and authorize the Chief Executive Officer or his designee to execute the Agreement on behalf of SANDAG.

ATTACHMENTS:
ARJIS JPA and Fees.pdf
Att. 1 - Draft ARJIS JPA_020723 clean.pdf
Att. 2 - Fee Structure Addendum A.pdf
Supporting Materials.pdf

ARJIS Joint Powers Agreement and ARJIS Fee Structure

Overview

The Automated Regional Justice Information System (ARJIS) was created as a Joint Powers Agency in 1980 to share information among justice agencies through San Diego and Imperial Counties. In 2004, ARJIS was consolidated with SANDAG, and the Joint Powers Agreement (JPA) was modified to include the formation of the Public Safety Committee (PSC), replacing the ARJIS Board of Directors.

In 2017, ARJIS established a committee that included five representatives from SANDAG/local government and three from law enforcement to conduct an organization assessment to identify the preferred structure for supporting ARJIS. This committee evaluated ARJIS's current conditions and structures and also considered other potential alternative structures. The assessment concluded that ARJIS, in its current condition, met all specified criteria and the committee recommended that SANDAG continue to administer ARJIS.

Action: **Approve**

The Public Safety Committee recommends that the Board of Directors approve the updated Joint Powers Agreement and ARJIS Fee Structure in substantially the form as attached and authorize the Chief Executive Officer or his designee to execute the Agreement on behalf of SANDAG.

Fiscal Impact:

Expected revenue of $6.5 million to meet the approved budget of ARJIS for FY 2024 without depleting reserves for a third year.

Schedule/Scope Impact:

The final updated JPA and Fee Structure will be implemented on July 1, 2023, if approved.

In 2021, discussions began regarding the need to update both the JPA and the current Fee Structure. These proposed changes were shared with the Chiefs'/Sheriff's Management Committee (CSMC) and PSC in September 2022 and February 2023, with the expectation that final drafts would be brought for recommendation for approval to the SANDAG Board of Directors in early 2023.

Key Considerations

Joint Powers Agency

Attachment 1 is the updated JPA that was presented to CSMC at its February 1, 2023, meeting and PSC at its February 17, 2023, meeting. Proposed changes in the updated JPA include:

- Removing procedures for the 2004 transition of ARJIS to SANDAG
- Aligning naming conventions with the 2016 Memorandum of Understanding (MOU) for the Use and Access of Regional Data in the ARJIS Enterprise, such as replacing the term "Public Agency" with the more descriptive "Charter Member Agency" as used in the MOU
- Adding a Fee Structure for both Charter Member Agencies and Participating Member Agencies that requires majority vote of the Charter Member Agencies for revision and removing the narrative in the body of the JPA that previously described Charter Member Agency fees
- Removing governance language that described the contents of relevant SANDAG Board policies and simply referencing Board Policy No. 002 and Board Policy No. 026.

Staff received minor feedback from one of the member agencies on the JPA, which included a request for a distributed copy of ARJIS's preliminary budget to each Charter Member Agency by May 1 each year

and for SANDAG to provide the Charter Member Agencies an annual report of its charges for administrative support. These requested changes have been incorporated into the revised JPA.

Fee Structure

There are currently three types of ARJIS agencies, Charter Member Agencies (agencies that contribute and access data), Contributing Member Agencies (agencies that contribute and access data, but are not parties to the JPA) and Participating Member Agencies (agencies that access ARJIS but do not contribute data). The Fee Structure for ARJIS was incorporated in the body of the 2004 JPA and only addressed the fees charged to the Charter Member Agencies. In addition, JPA fees for Charter Member Agencies have not increased since 1998.

ARJIS staff worked with each of the Charter Member Agencies, CSMC, and PSC to establish a fee structure that was equitable and adequate and reflects the feedback received.

The proposed Fee Structure:

- Includes formulas for determining fees that are equitable and enable all entities to accurately determine their annual fees during the budget approval process
- Includes fees for both Charter Member Agencies, Contributing Member Agencies and Participating Member Agencies
- Includes fee allocations that are based on the number of total active users. Approximately 60% of the total active users are Charter Member Agencies and approximately 40% of total active users are Contributing and Participating Member Agencies
- Calculates each Charter Member Agency's fees based on the most current SANDAG estimated population for each jurisdiction
- Calculates each Contributing and Participating Member Agency's fees based on the number of active users each agency currently employs

Next Steps

The final updated JPA and Fee Structure will be circulated to the Charter Member Agencies for signature and implemented on July 1, 2023, if approved.

Dr. Cindy Burke, Senior Director Data Science

Key Staff Contact: Anthony Ray, (619) (619) 952-2605, anthony.ray@sandag.org

Attachments: 1. Updated Joint Powers Agreement
2. Addendum A Fee Structure

JOINT POWERS AGREEMENT - AS AMENDED _____

AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM JOINT POWERS AGENCY

THIS AGREEMENT is made among those agencies named below that execute this Agreement.

RECITALS

WHEREAS, Charter Member Agencies realize that there is a need for continued operation, maintenance, enhancement and implementation of the Automated Regional Justice Information System (SANDAG-ARJIS) to provide improved public safety capabilities to the San Diego region by an effective and efficient use of electronic data processing technology capabilities; and

WHEREAS, Charter Member Agencies believe that the joint exercise of their powers as a Joint Powers Agency (JPA) will continue to provide a decision-making body capable of continuing the operation, maintenance and implementation of SANDAG-ARJIS; and

WHEREAS, Charter Member Agencies believe that the San Diego Association of Governments (SANDAG) should continue to serve as the administrator of the JPA in order to leverage SANDAG's role as a regional decision-making body convening all 18 cities and the County in the San Diego region; and

WHEREAS, this Joint Powers Agreement of December 1, 1980, was amended on July 1, 1990, January 23,1998, and August 4, 2004, and the Charter Member Agencies wish to amend it again to restate and solidify its continuity of effort with SANDAG as its Administrator.

NOW THEREFORE, in consideration of the above recitals and the mutual obligations of the parties as herein expressed, the Charter Member Agencies agree as follows:

1. Definitions

The following definitions apply to this Agreement unless otherwise stated:

a) "Administrative Member" means SANDAG. As the Administrative Member SANDAG shall have the same rights as any of the Charter Member Agencies, shall provide in- kind contributions rather than membership financial support, and shall have the additional responsibilities set forth in this Agreement. SANDAG shall not have a separate vote but shall be represented by all of the Charter Member Agencies.

b) "Charter Member Agency" means an agency executing this Agreement, other than the Administrative Member.

c) "Contributing Member Agency" (CMA) means an agency that contributes data to ARJIS but is not a Charter Member Agency. ARJIS hosts a complex law enforcement information system that contains information about a variety of official police incidents generated by the law enforcement agencies in the San Diego region. CMAs provide crime, arrest, and other incident data to ARJIS (with one of those agencies, the San Diego County Sheriff's Department, providing contract services to nine incorporated cities within San Diego County).

d) "Participating Member Agency" (PMA) means an agency that does not currently provide crime and arrest incident data to ARJIS but accesses ARJIS regional data and utilizes ARJIS services.

e) "Fiscal Year" means the year beginning July 1 and ending June 30.

2. Status

There is hereby created a JPA to be known and denominated as the Automated Regional Justice Information System, and referred to as SANDAG-ARJIS, which shall be a public entity separate and apart from any Charter Member Agency, CMA, or PMA with the exception of the Administrative Member. SANDAG-ARJIS shall be governed by the terms of this JPA, by any policies passed and adopted by the SANDAG-ARJIS governing board, and by the statutes, rules, regulations, policies or procedures that govern SANDAG. The SANDAG-ARJIS governing board shall serve and be known as SANDAG's Public Safety Policy Advisory Committee ("PSC").

3. Purpose

The specific and primary purpose for which SANDAG-ARJIS is created is to assist the Charter Member Agencies by providing Charter Member Agencies, CMAs and PMAs with state-of-the-art criminal justice information technology that enhances both officer and public safety. SANDAG-ARJIS is the convening agency for regional justice technology, and provides its members with seamless, cross-jurisdictional access to essential, accurate real-time data via a secure criminal justice enterprise network, also known as the ARJIS Enterprise Database or the ARJIS Operational Store (AOS).

4. Liabilities & Powers

a) The debts, liabilities and obligations of SANDAG-ARJIS shall not constitute any debt, liability or obligation of any of the Charter Member Agencies that are parties to this Agreement except SANDAG. All SANDAG-ARJIS debts, liabilities, and obligations shall be paid from the separate assets and accounts of SANDAG-ARJIS, which shall be maintained by the Administrative Member.

b) SANDAG-ARJIS shall not have power to contract or to sue or be sued in its own name. All claims for money or damages against SANDAG-ARJIS shall be made against SANDAG and shall be governed by Division 3.6 (commencing with Section 810) of Title 1 of the Government Code except as provided therein, or by other statutes or regulations expressly applicable to SANDAG.

c) SANDAG-ARJIS shall not hire a staff but shall use the staff of SANDAG and shall compensate SANDAG for the use of those staff services. SANDAG-ARJIS may also utilize staff from other public agencies under contract.

5. Financial Matters

a) Auditor/Comptroller & Treasurer. SANDAG shall be the depository of funds of SANDAG-ARJIS and the SANDAG Chief Financial Officer shall be the ex-officio Treasurer of SANDAG-ARJIS. The Treasurer shall file an official bond in the amount of $100,000. The SANDAG Auditor/Comptroller shall be the ex-officio Auditor/Comptroller of SANDAG-ARJIS and shall draw warrants or check-warrants against the funds of SANDAG-ARJIS

in the Treasury when the demands are approved by the PSC, or such other persons as may be specifically designated for that purpose in SANDAG-ARJIS policies. Said Auditor/Comptroller and Treasurer shall comply with all duties imposed under Article 1, Chapter 5, Division 7, Title I, of the California Government Code commencing with Section 6500. SANDAG shall determine reasonable charges to be made against SANDAG-ARJIS for the services of the Treasurer and Auditor/Comptroller. At the end of each fiscal year there shall be an audit conducted by an independent, accredited certified public account.

b) Accounts & Reports. The Auditor/Comptroller shall establish and maintain such funds and accounts as may be required by good accounting practice or bylaws passed and adopted by SANDAG. The books and records of SANDAG-ARJIS in the hands of the Auditor/Comptroller shall be open to inspection at all reasonable times by representatives of the Charter Member Agencies. The Auditor/Comptroller , within 120 days after the close of each fiscal year, shall give a complete written report of all financial activities for such fiscal year to the Charter Member Agencies. Said financial report shall be accompanied by a financial/compliance opinion by an independent, accredited certified public accountant. The independent, accredited certified public accountant shall be the accounting firm selected by SANDAG.

c) Funds. The Treasurer shall receive, have the custody of and disburse SANDAG-ARJIS funds upon the warrant or check-warrant of the Auditor/Comptroller (i) pursuant to the accounting procedures developed under this Agreement, and (ii) in accordance with normal SANDAG procedures, shall make the disbursements required by this Agreement or to carry out any of the provisions or purposes of this Agreement. SANDAG-ARJIS funds and accounts shall be segregated from SANDAG's general funds and accounts. The Treasurer may invest SANDAG-ARJIS funds in accordance with general law. All interest collected on SANDAG-ARJIS funds shall be accounted for and posted to the account of such funds.

d) Budget. The PSC shall recommend approval of a preliminary budget to the SANDAG Board and distribute a copy of the preliminary budget to each Charter Member Agency no later than May 1 of each year. The PSC shall recommend approval of a final budget no later than June 1 of each year and have it approved by the SANDAG Board of Directors by July 1 of each year. After adoption by the SANDAG Board, a copy of the final budget shall be filed with each Charter Member Agency.

e) Administrative Agency Financial Support. SANDAG shall determine charges to be made against SANDAG-ARJIS for the services provided by SANDAG, which SANDAG deems are appropriate for reimbursement. No less than annually, SANDAG shall report such charges to each Charter Member Agency. SANDAG shall not be required to contribute funds toward SANDAG-ARJIS, but shall instead provide in-kind contributions.

f) Fee Schedule. The Fee Schedule for Charter Member Agencies, CMAs, and PMAs is attached to the Agreement as Addendum A. The Fee Schedule may be revised by a majority vote of the then-current Charter Member Agencies and the newly revised Addendum A will supersede any previously approved addenda.

6. Governance

a) SANDAG-ARJIS is a JPA and is governed by the terms of this Agreement, by any policies passed and adopted by the SANDAG-ARJIS governing board, and by the statutes, rules, regulations, policies or procedures that govern SANDAG. SANDAG serves as the Administrator of the JPA.

b) All powers of ARJIS shall be exercised by the SANDAG Board of Directors. The SANDAG Board of Directors shall delegate responsibilities to PSC, which shall be the ARJIS governing board. PSC is formed under SANDAG Board Policy Nos. 002 and 026, and advises the SANDAG Board of Directors on matters concerning SANDAG-ARJIS and the SANDAG Criminal Justice Program. The Chiefs'/Sheriff's Management Committee is a standing committee established to support the PSC. Each member of the Chiefs'/Sheriff's Management Committee has an equal vote; and is authorized to forward recommendations to the PSC on any recommended policies and procedures within its jurisdiction.

c) Policy decisions other than those specifically delegated to PSC must be made by the SANDAG Board of Directors.

d) Pursuant to Government Code Section 6509, which requires that the powers of a JPA be limited by the legal restrictions placed upon a named member of the JPA, the powers of SANDAG-ARJIS are subject to those legal restrictions imposed upon SANDAG by the Constitution of the State of California and the laws governing SANDAG.

7. Membership of the Public Safety Policy Advisory Committee

The membership of PSC is governed by SANDAG Board Policy No. 002.

8. Voting

The PSC shall vote on all items on the basis of one vote per voting member as appointed under Board Policy No. 002.

9. Meetings

The PSC shall conduct monthly meetings in conjunction with regularly scheduled SANDAG meetings during the year and at such other times as the PSC or SANDAG Board shall direct. Parliamentary procedure at all meetings shall be governed by SANDAG Board Policy as well as Roberts Rules of Order, Newly Revised, except as otherwise modified by this Agreement.

10. Ralph M. Brown Act

All meetings of the SANDAG-ARJIS governing board, including without limitation regular, adjourned regular, and special meetings of the PSC, and meetings of all standing committees, shall be called, noticed, held and conducted in accordance with the provisions of the Ralph M. Brown Act (commencing with Section 54950 of the Government Code).

11. Quorum

A majority of the voting members of the PSC shall constitute a quorum for the transaction of

business.

12. Duration of Agreement

This Agreement shall continue in full force and effect until three or more Charter Member Agencies representing more than 50% of the population of the San Diego region withdraw from this Agreement by resolution. The population of the County of San Diego shall be the unincorporated portion of the San Diego region.

13. Disposition of Assets Upon Termination

Upon termination of this Agreement any money or assets in possession of SANDAG on behalf of SANDAG-ARJIS after the payment of all liabilities, costs, expenses and charges validly incurred under this Agreement shall be returned to the Charter Member Agencies in proportion to their contributions in the most recently completed fiscal year determined as of the time of termination. In-kind contributions made by SANDAG shall be included in this determination.

14. Effective Date of Agreement

This Agreement became effective for all purposes at 12:01 a.m. July 1, 1990. The most recent amended version of the Agreement shall become effective July 1, 2023, or on such later date when the 18 cities, County of San Diego, and SANDAG sign the Agreement.

15. Later Participating Member Agencies

Any San Diego County incorporated city that incorporated after July 1, 2023, that may desire to participate in the activities of SANDAG-ARJIS may do so by executing this Agreement without prior approval or ratification of the Charter Member Agencies and shall be bound by the terms of this Agreement as of the date of execution.

16. Agreement Repository

A fully executed copy of this Joint Powers Agreement and any amendments thereto shall be filed with the authorized representative of each Charter Member Agency.

17. Information Privacy & Ownership of Data

a) In order to protect the privacy of individuals as set forth in Section 1 of Article I of the Constitution of California and in the United States Constitution, the maintenance and dissemination of the information in the SANDAG-ARJIS system shall be undertaken in compliance with Federal and State laws and regulations including the Information Practices Act of 1977 (commencing with Section 1798 of the California Civil Code). An appropriate agency as determined by the PSC shall, at the call of the PSC, conduct an annual certification of the information to assure compliance.

b) All intellectual property owned by SANDAG-ARJIS as of the effective date of this Agreement including, but not limited to, electronic data, shall remain the property of SANDAG-ARJIS. When SANDAG-ARJIS serves as a custodian of data it does not own, that data shall presumptively remain the property of the Charter Member Agency or CMA.

18. Amendments

Proposed amendments may be originated by any member of the PSC or by the SANDAG Board of Directors. With the exception of revisions to Addendum A, Amendments to this Agreement shall require the vote of two thirds (2/3) of the Charter Member Agencies who are members of SANDAG-ARJIS at the time the amendment is proposed.

IN WITNESS WHEREOF, each of the following Charter Member Agencies have caused this Joint Powers Agreement to be executed by signature of a person authorized by the respective governing body of each agency. This Agreement may be executed in counterparts.

_____

Adopted 12/80
Amended 7/90
Amended 1/98
Amended 1/04
Amended ____

CITY OF CARLSBAD

By _____
[Name]
[Title]

CITY OF ENCINITAS

By _____
[Name]
[Title]

CITY OF CHULA VISTA

By _____
[Name]
[Title]

CITY OF ESCONDIDO

By _____
[Name]
[Title]

CITY OF CORONADO

By _____
[Name]
[Title]

CITY OF IMPERIAL BEACH

By _____
[Name]
[Title]

CITY OF DEL MAR

By _____
[Name]
[Title]

CITY OF LA MESA

By _____
[Name]
[Title]

CITY OF EL CAJON

By _____
[Name]
[Title]

CITY OF LEMON GROVE

By _____
[Name]
[Title]

CITY OF NATIONAL CITY

By _____
[Name]
[Title]

CITY OF SAN DIEGO

By _____
[Name]
[Title]

CITY OF POWAY

By _____
[Name]
Title

CITY OF SANTEE

By _____
[Name]
Title

CITY OF SAN MARCOS

By _____
[Name]
[Title]

CITY OF VISTA

By _____
[Name]
[Title]

CITY OF SOLANA BEACH

By _____
[Name]
[Title]

COUNTY OF SAN DIEGO

By _____
[Name]
[Title]

CITY OF OCEANSIDE

By _____
[Name]
[Title]

SANDAG

By _____
[Name]
[Title]

Addendum "A"

ARJIS Fee Structure

Each fiscal year (July 1 – June 30), ARJIS develops an annual budget to support the ongoing maintenance of the ARJIS infrastructure and programs. ARJIS staff presents the proposed annual budget and ARJIS Fee Structure to the Public Safety Committee in the Spring for a recommendation and to the SANDAG Board of Directors shortly after for approval. This Fee Structure applies only to the ARJIS Standard Service Package, which is described below. Additional services not included in the Standard Service Package will be billed separately at cost.

Participating and Contributing Member Agency Fees

Participating and Contributing Member Agencies will be charged a flat fee for the ARJIS Standard Service Package based on the number of active ARJIS accounts as of May 1 prior to the beginning of the billing cycle (July 1 – June 30).

Active Users	Participating Member Agency Fee	Contributing Member Agency Fee
1-9	$ 40,000.00	$ 30,000.00
10-24	$ 50,000.00	$ 45,000.00
25-49	$ 70,000.00	$ 60,000.00
50-99	$ 85,000.00	$ 70,000.00
100-199	$ 95,000.00	$ 75,000.00
200+	$ 110,000.00	$ 80,000.00

Active ARJIS accounts are calculated by subtracting from the respective agency's total number of the users those accounts which show "Never Logged In"; "Must Change Password" and "Password Expired" status at the time of billing.

Charter Member Agency Fees

Charter Member Agencies will be charged a flat fee for the ARJIS Standard Service Package based on the proportion of the region's population residing in each jurisdiction according to the most recent SANDAG Population Estimates. The County of San Diego fee will be based on the population of all unincorporated areas. The portion of the annual budget charged to Charter Member Agencies will be calculated by subtracting anticipated Participating and Contributing Member Agency Fees and grant revenues from the approved ARJIS annual budget.

Billing

Payment is due within 30 days of receiving the invoice.

ARJIS Standard Service Package

Participating Member Agency	Contributing Member Agency	Charter Member Agency
Access to ARJIS Network	Access to ARJIS Network	Access to ARJIS Network
Data Repository Standardization	Data Repository Standardization	Data Repository Standardization
Application Tools	Application Tools	Application Tools
Security Center	Security Center	Security Center
Help Desk	Help Desk	Help Desk
Crime Mapping	Crime Mapping	Crime Mapping
Crime Statistics	Crime Statistics	Crime Statistics
User Group Community	User Group Community	User Group Community
Software Licensing Contracts	Software Licensing Contracts	Software Licensing Contracts
AB 1747 Monthly Reports	AB 1747 Monthly Reports	AB 1747 Monthly Reports
	Data Entry	Data Entry
	Regional Validation Table Updates	Regional Validation Table Updates
	Interfaces and Maintenance	Interfaces and Maintenance
		Monthly Mandated Crime Reporting

Updated Joint Powers Agreement and ARJIS Fee Structure

Presented by Anthony Ray
Director, ARJIS
February 24, 2023

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Presentation Outline

- Overview
- JPA Changes
- Fee Structure
- Other Considerations
- Approval
- Next Steps

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Overview

SANDAG Board of Directors (BOD)

SANDAG Public Safety Committee (PSC)

Chiefs' & Sheriff's Management Committee (CSMC)

Business Working Group (BWG)

National Incident Based Reporting (NIBRS) Working Group

AD-HOC User Working Group (S)*

*Created as needed to address technical/business issues

- **1980:** ARJIS established as a Joint Powers Agreement (JPA), governed by the ARJIS Board of Directors (City of San Diego)
- **2004:** Governance and administration transferred to SANDAG
  - Public Safety Committee (PSC) replaced ARJIS Board of Directors
  - Amended the ARJIS JPA & established Board Policy #26
- **2016:** Data sharing MOU executed
  - Outlined ARJIS roles and responsibilities regarding how data are shared
- **2021:** Discussions began for the need to update JPA and fee structure

SANDAG | ARJIS | 3

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Key Changes in the JPA

- Removing procedures for the 2004 transition of ARJIS to SANDAG
- Naming conventions
  - SANDAG-ARJIS
  - Public Agency → Charter Member Agency
- Added Fee Structure
- Removing the narrative that previously described Charter Member Agency fees
- Replaced narrative with reference to Board Policy No. 002 and Board Policy No. 026.
- Budget report from SANDAG to ARJIS and Member Agencies

SANDAG | ARJIS | 4

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Proposed Fee Structure

Collaboration with PSC and Member Agencies

Draft proposal presented Dec 2022

Charter Member = Population

Participating & Contributing Members = # Accounts

Other assessment methods considered

5

Other Considerations

- **2017:** ARJIS Organizational Assessment was conducted to identify the preferred structure for supporting ARJIS
- The committee was comprised of 5 representatives from SANDAG/Local Government and 3 law enforcement officials
- The assessment concluded that ARJIS met all specified criteria and recommended that ARJIS stay under SANDAG

AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM

ARJIS

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Next Steps

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Stay connected with ARJIS

- **Explore our website**
  www. arjisnet.org
- **Email:** helpdesk@arjis.org
- **Call our help desk:**
  (619) 699-7100

SANDAG | ARJIS

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AGENDA ITEM NO. +5

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Consent
SUBJECT:	SR 94/125 Interchange and Arterial Operational Improvements
SUGGESTED ACTION:	This item provides an update on the State Route 94 and State Route 125 Interchange Project.

ATTACHMENTS:
Item 5 - SR 94 125.pdf

State Route 94/State Route 125 Interchange and Arterial Operational Improvements Project: Schedule and Scope Modifications

Overview

The current 2019 Federal Regional Transportation Plan and 2021 Regional Plan propose investments in the State Route 94 (SR 94)/State Route 125 (SR 125) Interchange and Arterial Operational Improvements Project. The project proposes to construct the missing southbound SR 125 to eastbound SR 94 direct connector as well as auxiliary lanes, bicycle, pedestrian and ADA improvements.

During the design phase, geotechnical investigations determined higher groundwater levels than originally anticipated and discovered groundwater contaminants. This determination impacts the proposed alignment of the direct connector.

The City of La Mesa, Spring Valley (unincorporated San Diego County), and local planning groups in East County have expressed support for the project. To efficiently deliver on the project goals for the community with the remaining design funds, the project team recommends phasing the project. Phase 1 would construct three auxiliary lanes, still providing substantial congestion relief through improved operations and safety. Bicycle, pedestrian, and ADA improvements include new bike lanes and route enhancements, new sidewalk, and improved crosswalks. In addition, sound walls would be constructed as part of Phase 1.

Phase 2 would include the southbound to eastbound direct connector. Funding for additional environmental studies for the new alignment, design and construction still needs to be identified.

Action: **Information**

The Board of Directors is provided an update of the State Route 94 / State Route 125 Interchange Project schedule/scope modifications.

Fiscal Impact:

While design of Phase 1 continues, SANDAG and Caltrans will continue seeking funding opportunities for design of Phase 2 and construction of both Phases.

Schedule/Scope Impact:

The schedule for completion of Phase 1 design is anticipated to be Fall/Winter 2024. Begin construction for Phase 1 is anticipated to be Summer 2025 assuming funds are secured by Fall/Winter 2024.

Key Considerations

Phasing the project will deliver incremental improvements that can be implemented sooner while funding is identified to progress with determining engineering solutions and analyzing the direct connector.

Next Steps

After additional funding needs are identified, a scope, schedule and budget amendment will be brought back to the Transportation Committee and the Board of Directors for approval or included in the FY 2024 annual budget. SANDAG and Caltrans will continue to work together on securing the necessary funds, including local, state, and federal grants, for construction of Phase 1. SANDAG and Caltrans will continue to seek funding opportunities for the advancement of Phase 2.

Sharon Humphreys, Director of Engineering and Construction

Key Staff Contact: Karen Jewel, Caltrans-SANDAG Corridor Director, (619) 688-6738, karen.jewel@dot.ca.gov

AGENDA ITEM NO. +6

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	Regional Plan Social Equity Working Group Charter Revisions
SUGGESTED ACTION:	The Board of Directors is asked to approve the proposed revisions to the Regional Plan Social Equity Working Group charter.

ATTACHMENTS:
SEWG Charter Revisions.pdf
Att. 1 - RPSEWG Charter.pdf

Regional Plan Social Equity Working Group Charter Revisions

Action: **Approve**
The Board of Directors is asked to approve the proposed revisions to the Regional Plan Social Equity Working Group charter.

Fiscal Impact:
None

Schedule/Scope Impact:
None

Overview

SANDAG has partnered with a network of up to 12 community-based organizations (CBOs) in environmental justice communities throughout the region to facilitate their timely and meaningful involvement in the development and implementation of the Regional Plan. The CBO partners make up the membership of the Regional Plan Social Equity Working Group (SEWG). At the March 4, 2022, Regional Planning Committee meeting, staff presented a working group restructure, which included consolidation of various SANDAG working groups. The Transportation or Regional Planning Committee Chair appoints the respective non-voting Chairs for the new working groups and the charters provide that the working group staff coordinator will serve as Chair in the absence of the appointed Chair. The SEWG charter already includes a similar procedure for appointing the Chair but does not specify who will facilitate meetings in the event the Chair is unable to attend. Without specific direction in the charter, board policy or SANDAG bylaws, Roberts Rules of Order would govern. Under Roberts Rules, staff would typically open a meeting, accept nominations for Chair from the floor, and conduct a vote to appoint a temporary chair. Instead, staff proposes to add the same language allowing the staff coordinator to serve as chair when the appointed non-voting Chair is absent to the SEWG charter for consistency. Additionally, staff would like to extend the timeline for the SEWG membership renewal to four years to be consistent with the Regional Plan cycle. This change would also be consistent with the contracting and procurement timeline for CBOs to participate in the membership of the SEWG.

Key Considerations

Updating the language to allow the SEWG staff coordinator to serve as Chair in the absence of the Board appointed Chair would make the SEWG charter consistent with other working group charters. The change to the membership rotation timeline from two to four years would be consistent with the Regional Plan cycle and the timeline within the selected CBO contracts.

Next Steps

If approved, these changes would go into effect immediately and staff will update the charter and notify the SEWG membership of the changes.

Antoinette Meier, Director

Key Staff Contact: Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org

Attachments: 1. Regional Plan Social Equity Working Group Charter

SANDAG

Regional Plan Social Equity Working Group

Working Group Charter

Purpose

The purpose of the Regional Plan Social Equity Working Group (Working Group) is to provide ongoing public input from disadvantaged or underrepresented communities in the region into key activities associated with the development of San Diego Forward: The Regional Plan (Regional Plan), implementation, and related planning activities with a focus on the social equity perspective.

Line of Reporting

The Working Group reports to the Regional Planning Committee (RPC) on specific Regional Plan elements and related activities. Based on the Working Group's input, the RPC makes policy recommendations to the Board of Directors. Regular updates on Working Group activities should be made to the RPC to update them on current programs and projects and further strengthen the connection between the two groups.

Responsibilities

The Working Group will review and provide input that will be used to develop and adopt the Regional Plan, and its early action activities. The Working Group also may be asked to provide a social equity perspective on other agency initiatives or planning efforts, such as the Public Participation Plan, the Language Assistance Plan, and the Coordinated Plan. The Working Group will assist with associated public outreach and help inform and encourage diverse, inclusive and active, public involvement in SANDAG planning efforts and services.

Membership

The Working Group is comprised of no more than 17 representatives from community-based organizations (CBOs) or community collaboratives serving underserved/disadvantaged communities selected through a competitive request for proposals process by SANDAG. As a component of the Community-Based Outreach Services Contract formed with each CBO, the Executive Director, Board Member, or designee is expected to serve as a representative on the Working Group. If the appointed representative is unable to attend a given meeting, an alternate must attend. As a public forum, other organizations and individuals are encouraged to attend.

Meeting Frequency

The Working Group will meet monthly at SANDAG, additional times and locations as may be needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

Chair

The Chair of the Working Group shall be a member of the SANDAG Board of Directors, appointed by the Chair of the Board. The Chair will be a non-voting member who will manage meetings and facilitate discussions amongst the members. In the event that the Chair is unavailable to perform these duties, the Working Group staff coordinator shall act in place of the Chair.

Duration of Existence

The Working Group will be ongoing; however, membership is anticipated to be competitively selected every four years.

AGENDA ITEM NO. +7

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	Sustainable Communities Working Group Charter Amendment
SUGGESTED ACTION:	The Board of Directors is asked to approve the proposed revisions to the Sustainable Communities Working Group charter.

ATTACHMENTS:
SCWG Charter Amendment.pdf
Att. 1 - Revised SCWG Approved Charter.pdf

Sustainable Communities Working Group Charter Amendment

Overview

The Sustainable Communities Working Group (SCWG) is made up of planning directors from each of the local jurisdictions and meets every other month to discuss issues related to land use, housing, climate, and social equity. The proposed amendment to the SCWG Charter would allow local jurisdictions to identify more than one alternate member.

Action: **Approve**

The Board of Directors is asked to approve the proposed revisions to the Sustainable Communities Working Group charter.

Fiscal Impact:

None

Schedule/Scope Impact:

None

Key Considerations

The SCWG is an important venue for local jurisdictions to come together and coordinate on pertinent issues. SCWG members have requested this amendment so that jurisdictions can better accommodate staff schedules and can send the appropriate staff to participate in meetings based on agenda topics.

Next Steps

If approved, these changes would go into effect immediately and staff will update the charter and notify the SCWG membership of the changes.

Antoinette Meier, Senior Director of Regional Planning

Key Staff Contact(s): Tuere Fa'aola, (619) 699-1989, tuere.faaola@sandag.org

Attachment(s): 1. Sustainable Communities Working Group Charter

Sustainable Communities Working Group Charter

PURPOSE

The purpose of the Sustainable Communities Working Group (SCWG) is to serve as a critical resource to carry out and promote cross-agency coordination on the development and implementation of the Sustainable Communities Strategy (SCS) of the SANDAG Regional Plan.

RESPONSIBILITIES

The SCWG provides an institutional forum and structure for regional stakeholders to: (1) collaborate, coordinate, research, and peer exchange innovative solutions to address regional issues related to land use, housing, sustainability, habitat conservation, climate resilience and equity; (2) identify legislative and regulatory barriers and opportunities; (3) implement regional solutions that require cross-jurisdictional coordination; (4) develop guidelines that will facilitate implementation of policies, programs and solutions across the region; and (5) promote best practices and technical assistance that helps local jurisdictions align policies and programs with the Regional Plan and SCS. The SCWG also provides SANDAG staff and the Regional Planning Committee (RPC) with input and recommendations on preparation and implementation of the Regional Plan and SCS.

SCWG activities are identified through annual workplans. SANDAG staff will update the workplan in coordination with the SCWG to foster collaboration and consensus on priority projects that advance the goals and projects contained in the Regional Plan and SCS.

LINE OF REPORTING

The SCWG will make recommendations to SANDAG staff and the Regional Planning Committee.

MEMBERSHIP

The SCWG membership shall include one voting member and one or more alternate members from each SANDAG member agency, including the region's 18 cities and the County of San Diego. Each member agency shall have one vote. SCWG agency representatives shall be appointed by the membership agency to serve a two-year term and be an executive or senior staff level. Membership may also include participation from non-voting agency partners including, but not limited to, Caltrans, Metropolitan Transit System, North County Transit District, San Diego County Regional Airport Authority, San Diego County Water Authority, Air Pollution Control District, the Local Agency Formations Commission, Department of Defense, Southern California Tribal Chairman's Association, and the Port of San Diego.

CHAIR

The Chair of the Regional Planning Committee shall appoint a Regional Planning Committee member to serve as a non-voting Chair of the SCWG for one year. The Chair shall preside at all SCWG meetings, call the meetings, and represent the SCWG at the Regional Planning Committee. In the event that the Chair is unavailable to perform these duties, the SCWG staff coordinator shall act in place of the Chair.

MEETING FREQUENCY

The SCWG will meet every other month or as needed. Meetings shall be noticed according to and shall otherwise fully comply with the Ralph M. Brown Act.

DURATION OF EXISTENCE

The SCWG will function on an on-going basis, subject to annual review by the SANDAG Executive Committee.

AGENDA ITEM NO. +8

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	Specialized Transportation Grant Program Cycle 12 Funding Recommendations*
SUGGESTED ACTION:	The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the STGP Cycle 12 Call for Projects.

ATTACHMENTS:

STGP Cycle 12 Call for Projects Funding Recommendations.pdf
Att. 1 - Discussion Memo.pdf
Att. 2 - STGP C12 CFP Section 5310 Funding Recommendations.pdf
Att. 3 - STGP C12 CFP SMG Funding Recommendations.pdf
Att. 4 - Social Equity Analysis.pdf

Specialized Transportation Grant Program Cycle 12 Call for Projects Funding Recommendations

Overview

Through a biennial competitive process, the SANDAG Specialized Transportation Grant Program (STGP) allocates both Federal Transit Administration Section 5310 (Section 5310) and TransNet Senior Mini-Grant (SMG) funding to support projects that improve mobility for older adults and individuals with disabilities throughout the region.

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the funding recommendations for the STGP Cycle 12 Call for Projects.

Fiscal Impact:

Pending Board approval, approximately $7.9 million in STGP funding would be awarded to specialized transportation projects.

Schedule/Scope Impact:

SMG and Section 5310 projects awarded funding by the Board would begin no sooner than July 1, 2023, and October 1, 2023, respectively. Non-vehicle projects are anticipated to be completed in one to two years from grant execution. Completion dates for vehicle projects are anticipated to be four to six years from the date the vehicle is put into service.

Key Considerations

Attachment 1 provides an overview of the STGP Cycle 12 Call for Projects, including the evaluation process; discusses the amount of available STGP funding; describes the projects recommended for funding; and details next steps. Attachments 2 and 3 present the draft project rankings and funding recommendations for the STGP Cycle 12 Call for Projects. Based on project rankings, 36 projects from 11 nonprofit organizations and local agencies are collectively recommended to receive approximately $7.9 million in STGP funding to provide specialized transportation services across the region. The recommended projects reflect broad geographic coverage of services, align with the funding priorities in the 2020 Coordinated Plan, and further the STGP goal and objectives. These projects include support for volunteer driver programs, information and referral services, and purchase of accessible vehicles. The SMG Cycle 12 funding recommendations were presented to the Independent Taxpayer Oversight Committee (ITOC) at its February 8, 2023, meeting for review and to ensure consistency with the TransNet Ordinance; the ITOC did not propose any changes to the SMG Cycle 12 funding recommendations. The STGP Cycle 12 funding recommendations were then presented to the Transportation Committee (TC) at its February 17, 2023, meeting. The TC did not propose changes to the funding recommendations but directed staff to analyze the use of average scores and ranks and the method by which full and partial funding recommendations are made for future calls for projects.

Next Steps

Pending Board approval, the awarded STGP projects will be incorporated into the Regional Transportation Improvement Program, staff will begin executing grant agreements, and projects will commence no sooner than July 1, 2023. Once the awarded STGP projects begin, they will be monitored and included in regular grant status reports provided to the Transportation Committee. If a selected project is unable to use its awarded funds or more funding becomes available, staff would follow Section 5.1 of SANDAG Board Policy No. 035 to disburse additional funding. SANDAG anticipates that the next STGP call for projects will be released in June 2024.

Susan Huntington, Director of Financial Planning, Budgets and Grants

Key Staff Contact(s): Zachary Rivera, (619) 699-4892, zachary.rivera@sandag.org

Attachment(s):
1. Discussion Memo
2. STGP Cycle 12 Call for Projects: Section 5310 Funding Recommendations
3. STGP Cycle 12 Call for Projects: SMG Funding Recommendations
4. Social Equity Analysis for the STGP Cycle 12 Call for Projects

Discussion Memo

Historical Context for STGP Cycle 12 Call for Projects

With input from the TransNet Independent Taxpayer Oversight Committee (ITOC), Transportation Committee (TC), and specialized transportation stakeholders and approval by the Board, SANDAG sets evaluation criteria from which proposed STGP projects are scored and ranked. Staff presented the STGP Cycle 12 Call for Projects (Cycle 12) Evaluation Criteria to the ITOC at its June 14, 2022, meeting and to the TC at its June 17, 2022, meeting. Upon a recommendation by the TC, the Board approved the Cycle 12 Evaluation Criteria at its June 24, 2022, meeting. On July 6, 2022, SANDAG released the STGP Cycle 12 Call for Projects, making approximately $7.91 million in STGP funding available.

Evaluation Process

SANDAG received STGP applications from 17 nonprofit organizations and local agencies requesting approximately $10.5 million to support 47 projects. Once the STGP Cycle 12 Call for Projects closed on October 5, 2022, SANDAG staff reviewed all proposed projects to determine if they met minimum eligibility requirements as outlined in the STGP Cycle 12 Call for Projects. Three submitted projects were deemed nonresponsive and ineligible. Eligible projects were then scored by evaluators external to SANDAG with expertise related to specialized transportation. They scored each application based on the qualitative evaluation criteria, while SANDAG staff scored each application based on the quantitative evaluation criteria. Next, SANDAG staff applied a performance-based adjustment to projects for which an applicant has held an operating or mobility management STGP grant in the past three years. Then, staff developed a ranked project list based on a "Sum of Ranks" approach. The top-ranking projects are recommended for funding in descending rank until the available funding is exhausted.

Section 5310 Federal Requirements and Effect on Available Section 5310 Funding

The draft funding recommendations were then revised to ensure federal funding requirements would be met. The Section 5310 program mandates that at least 55% of a region's apportionment be used towards traditional Section 5310 projects. Per Federal Transit Administration Circular 9070.1G, traditional Section 5310 projects are defined as "public capital projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable." Traditional projects include, but are not limited to, purchase of Americans with Disabilities Act-compliant vehicles, purchase of support equipment related to Section 5310-funded vehicles, acquisition of transportation under a contract lease, and support for mobility management and coordination programs. Traditional Section 5310 projects can only be carried out by eligible Section 5310 agencies. Per federal requirements, eligible agencies for traditional Section 5310 projects are either private nonprofit organizations or state or local governmental authorities. State or local governmental authorities are only eligible if they are approved by a state to coordinate services for older adults and individuals with disabilities or if they certify that there are no nonprofit organizations readily available in their service area to provide the proposed transportation service.

After the STGP Cycle 12 Call for Projects closed, staff reviewed the proposed Section 5310 projects, classifying them as traditional or nontraditional based on the federal requirements stated above. Staff then calculated that the total grant request for traditional Section 5310 projects was $3,159,585. As mentioned, the Section 5310 program, however, mandates that at least 55% of the total apportionment be used towards traditional Section 5310 projects, or $3,327,692. Since the aggregate grant request for traditional Section 5310 projects was less than 55% of the total apportionment, staff determined that the total available funding for Section 5310 projects would need to be reduced by approximately $237,000 so that the 55% traditional requirement would be satisfied.

When staff encountered this issue during the STGP Cycle 11 Call for Projects, staff recommended that SANDAG hold a supplemental call for projects to allocate the remaining apportionment. For the Cycle 12 Call for Projects, however, staff has determined that the cost in staff time of holding this supplemental call

for projects exceeds the additional Section 5310 administrative funding used to identify and monitor additional projects. Further, the amount of funding through a potential Cycle 12 supplemental call for projects is less than what was made available during the Cycle 11 Supplemental Call for Projects, and it is unknown if SANDAG would receive additional eligible traditional Section 5310 projects. Thus, staff recommends that SANDAG not hold a supplemental call for projects. The funding reduction would impact only one Section 5310 funding recommendation; one project is recommended to receive partial funding, rather than full funding. The approximate $168,000 in remaining Section 5310 funding would be reapportioned among all areas nationwide that receive Section 5310 funds. For the next STGP call for projects, staff plans to conduct more robust outreach to potential traditional Section 5310 project applicants.

Social Equity Analysis and Quality Assurance Review

Per federal requirements, a social equity analysis of the Section 5310 Cycle 12 funding recommendations was conducted to determine whether they would carry a disparate impact for people of color or a disproportionate burden for low-income populations. A similar analysis was conducted for the SMG funding recommendations. As shown in Attachment 4, the analysis found that the STGP Cycle 12 funding recommendations for both the Section 5310 and SMG programs would cause neither disparate impacts nor disproportionate burdens. Last, the funding recommendations and social equity analyses were independently reviewed by SANDAG data quality assurance staff to identify and correct any potential errors.

Section 5310 Funding Recommendations

Based on the project rankings, 32 projects from ten nonprofit organizations and local agencies are collectively recommended to be awarded approximately $5.3 million in Section 5310 funding. Through these projects, 27 accessible vehicles will be purchased, volunteer driver programs will be supported, and travel training will be provided for older adults and individuals with disabilities. Additionally, on June 24, 2022, the Board authorized staff to offer $790,758 in STGP Cycle 12 Section 5310 funding to the Consolidated Transportation Services Agency (CTSA) for mobility management activities. The Section 5310 funding recommendations include this allocation to the CTSA.

SMG Funding Recommendations

Based on the draft project rankings, four projects from four nonprofit organizations are collectively recommended to be awarded approximately $2.7 million in available SMG funding, which will support specialized transportation services for older adults throughout the region. The approximate $182,000 increase in available SMG funding from the July 2022 estimated amount is due to updated TransNet revenue forecasts for Fiscal Year 2024 and unspent Cycle 11 SMG funding.

Anticipated Cycle 12 Timeline

Activity	Anticipated Timeframe
Board consideration to approve of funding recommendations	February 24, 2023
Regional Transportation Improvement Program amendment	March - April 2023
Federal Transit Administration Section 5310 application submittal	May – June 2023
STGP Cycle 12 Successful Applicant Webinar	Spring 2023
Grant agreement execution (SMG)	No earlier than July 1, 2023
Grant agreement execution (Section 5310)	No earlier than October 1, 2023
Vehicle deliveries	Summer 2024

Section 5310 Funding Recommendations

Total Available	$ 5,338,337

A. Section 5310 *Traditional* Projects

Total Available for Traditional Projects	$ 3,327,692

On June 24, 2022 under Item No. 6, the SANDAG Board authorized staff to offer $790,758 in STGP Cycle 12 Section 5310 funding to the Consolidated Transportation Services Agency for mobility management activities. This is classified as a traditional project.	Offered Amount	Recommended Grant Award	Remaining Funding
	$ 790,758	$ 790,758	$ 2,536,934

Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1	St. Madeleine Sophies Center	SMSC Class V1	Capital Vehicle and Other Equipment Procurement	97.00	14	1	$ 53,168	$ 53,168	$ 2,483,766
2	St. Madeleine Sophies Center	SMSC Class V2	Capital Vehicle and Other Equipment Procurement	97.00	14	1	$ 53,168	$ 53,168	$ 2,430,598
3	St. Madeleine Sophies Center	SMSC Class V3	Capital Vehicle and Other Equipment Procurement	97.00	14	1	$ 53,168	$ 53,168	$ 2,377,430
4	St. Madeleine Sophies Center	SMSC Class V4	Capital Vehicle and Other Equipment Procurement	97.00	14	1	$ 53,168	$ 53,168	$ 2,324,262
5	Home of Guiding Hands	HGH Class D1	Capital Vehicle and Other Equipment Procurement	96.50	16	5	$ 61,152	$ 61,152	$ 2,263,110
6	Home of Guiding Hands	HGH Class D2	Capital Vehicle and Other Equipment Procurement	96.50	16	5	$ 61,152	$ 61,152	$ 2,201,958
7	Home of Guiding Hands	HGH Class D3	Capital Vehicle and Other Equipment Procurement	96.50	16	5	$ 61,152	$ 61,152	$ 2,140,806
8	Home of Guiding Hands	HGH Class C1	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,383	$ 134,383	$ 2,006,423
9	Home of Guiding Hands	HGH Class C2	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,383	$ 134,383	$ 1,872,040
10	Home of Guiding Hands	HGH Class C3	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,382	$ 134,382	$ 1,737,658
11	Home of Guiding Hands	HGH Class C4	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,383	$ 134,383	$ 1,603,275
12	Home of Guiding Hands	HGH Class C5	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,383	$ 134,383	$ 1,468,892
13	Home of Guiding Hands	HGH Class C6	Capital Vehicle and Other Equipment Procurement	95.50	35	8	$ 134,383	$ 134,383	$ 1,334,509
14	Renewing Life	RL Class D1	Capital Vehicle and Other Equipment Procurement	95.75	35	8	$ 61,405	$ 61,405	$ 1,273,104
15	St. Paul's Senior Services	SPSS Class D1	Capital Vehicle and Other Equipment Procurement	94.75	46	15	$ 60,891	$ 60,891	$ 1,212,213
16	St. Paul's Senior Services	SPSS Class D2	Capital Vehicle and Other Equipment Procurement	94.75	46	15	$ 60,891	$ 60,891	$ 1,151,322
17	St. Paul's Senior Services	SPSS Class D3	Capital Vehicle and Other Equipment Procurement	94.75	46	15	$ 60,891	$ 60,891	$ 1,090,431
18	The Arc of San Diego	MCRD Contracted Transportation	Capital Contract Transportation Services	90.50	61	18	$ 467,200	$ 467,200	$ 623,231
19	Traveler's Aid Society of San Diego	RIDEFinder 5310	Mobility Management	92.67	65	19	$ 184,000	$ 184,000	$ 439,231
20	St. Paul's Senior Services	SPSS Class B1	Capital Vehicle and Other Equipment Procurement	91.75	75	20	$ 95,796	$ 95,796	$ 343,435
21	Operation Samahan	OS Class V1	Capital Vehicle and Other Equipment Procurement	82.25	82	21	$ 87,664	$ 87,664	$ 255,771
22	Operation Samahan	OS Class V2	Capital Vehicle and Other Equipment Procurement	82.25	82	21	$ 87,664	$ 87,664	$ 168,107

Recommended for full funding

B. Section 5310 *Nontraditional* Projects	Total Available for Nontraditional Projects	$ 2,010,645

Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1^	San Diego Metropolitan Transit System	SDMTS Class B1	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,874,522
2^	San Diego Metropolitan Transit System	SDMTS Class B2	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,738,399
3^	San Diego Metropolitan Transit System	SDMTS Class B3	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,602,276
4^	San Diego Metropolitan Transit System	SDMTS Class B4	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,466,153
5^	San Diego Metropolitan Transit System	SDMTS Class B5	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,330,030
6^	San Diego Metropolitan Transit System	SDMTS Class B6	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,193,907
7^	San Diego Metropolitan Transit System	SDMTS Class B7	Capital Vehicle and Other Equipment Procurement	88.75	12	1	$ 136,123	$ 136,123	$ 1,057,784
8	Jewish Family Service of San Diego	OTG 5310	Operating	94.69	13	8	$ 970,000	$ 970,000	$ 87,784
9	Traveler's Aid Society of San Diego	Senior Solutions	Operating	93.17	17	9	$ 158,000	$ 87,784	$ -
10	Facilitating Access to Coordinated Transportation	RideFACT	Operating	91.15	22	10	$ 400,000	$ -	$ -

Recommended for full funding
Recommended for partial funding
Not recommended for funding

*Final Rank is determined using the Sum of Ranks instead of the Average Score. Each evaluator's total scores are sorted into individual project ranks. Their individual ranks are then added together for a Sum of Ranks. The Sum of Ranks are ordered into a Final Rank, with the lowest number indicating which project scored the highest across the evaluators. This measure is more objective, mitigating for and normalizing the evaluators' scoring differentials.
^Due to the Sum of Ranks ranking method, the San Diego Metropolitan Transit System's vehicle projects received the top Final Rank, but the lowest Average Score in the Section 5310 Nontraditional Projects category.

Senior Mini-Grant Cycle 12 Funding Recommendations

Total Available	$ 2,748,207

Line ID	Applicant Name	Shortened Project Name	Project Type	Average Score	Sum of Ranks	FINAL RANK*	Grant Request	Recommended Grant Award	Remaining Funding
1	ElderHelp of San Diego	Seniors A Go Go	Operating	96.96	13	1	$ 282,593	$ 282,593	$ 2,465,614
2	Facilitating Access to Coordinated Transportation	CTSA Services	Mobility Management	96.56	14	2	$ 790,758	$ 790,758	$ 1,674,856
3	Traveler's Aid Society of San Diego	SenioRide	Operating	95.95	15	3	$ 500,000	$ 500,000	$ 1,174,856
4	Jewish Family Service of San Diego	OTG SMG	Operating	94.94	20	4	$ 1,200,000	$ 1,174,856	$ -
5	Facilitating Access to Coordinated Transportation	RideFACT	Operating	93.32	24	5	$ 400,000	$ -	$ -
6	Traveler's Aid Society of San Diego	RIDEFinder SMG	Mobility Management	92.92	29	6	$ 87,300	$ -	$ -
7	Foundation for Senior Care	Fallbrook Area Transportation	Operating	90.20	34	7	$ 100,000	$ -	$ -
8	Renewing Life	Volunteer Driver Program	Operating	90.60	37	8	$ 240,000	$ -	$ -
9	Peninsula Shepherd Center	Out and About	Operating	87.47	38	9	$ 124,000	$ -	$ -
10	City of Escondido	Senior Transportation Program	Operating	83.20	47	10	$ 92,463	$ -	$ -
11	San Ysidro Health	MHCC Senior Nutrition	Operating	76.80	54	11	$ 154,983	$ -	$ -

Recommended for full funding
Recommended for partial funding
Not recommended for funding

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

Social Equity Analysis

Introduction

Per Federal Transit Administration (FTA) Title VI and Environmental Justice requirements, staff conducted a social equity analysis of the FTA Section 5310 funding recommendations for the Specialized Transportation Grant Program (STGP) Cycle 12 Call for Projects to determine whether the recommended projects would carry a disparate impact[1] or disproportionate burden[2] for people of color (POC)[3] and low-income populations, respectively. A similar analysis was conducted for the Senior Mini-Grant (SMG) Cycle 12 funding recommendations.

Methodology

The following steps were employed:

1. Before conducting any analysis, staff looked to identify a threshold for determining the existence of a disparate impact or disproportionate burden. Staff adopted the "four-fifths" or "80/20" rule used in the Social Equity Analysis of the 2021 Regional Plan, where a difference greater than 20 percent is statistically unlikely to occur on a random basis and is therefore considered a potential disparate impact or disproportionate burden.

2. Staff from the SANDAG Data Solutions Team used the project service area maps and ZIP Code information provided by applicants to map the projected service area of each project recommended for funding. For the Section 5310 program, staff aggregated the projects recommended for funding and geospatially displayed their project service areas. A darker gradient was used to represent more projects providing service in the San Diego urbanized area and a lighter gradient was used to represent fewer projects providing service in this area. Using the same method, staff created a separate map for recommended SMG projects within the region. These two maps are included in the analysis.

3. Using the spatial data mapped in Step 2 and demographic data from the SANDAG Population and Housing estimates, vintage year 2021, staff from the SANDAG Data Solutions Team determined the total population, the POC population, and the low-income population within the service area of each project recommended for funding. POC was defined as a person who identifies as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income was defined as total reported household income less than $49,999.[4] Staff then determined the POC and low-income percentages for each recommended project by funding source, as shown in Tables 1 through 4.

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[1] A disparate impact is defined as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin.
[2] A disproportionate burden is defined as to a neutral policy or practice that disproportionately affects low-income populations.
[3] The term "People of Color" or "POC" is used to be consistent with the 2021 Regional Plan. It is used to mean "Minority" as defined by the U.S. Census and as written in many federal Title VI requirements.
[4] This threshold was used to be compatible with demographic data from the SANDAG Population and Housing estimates; it is nearly identical as 200 percent of the Federal Poverty Level, the threshold used in the 2021 Regional Plan.

4. Next, Grants Division staff determined the POC and low-income population and percentages for the San Diego urbanized area for the Section 5310 program, which requires projects to be within the urbanized area to be eligible for Section 5310 funding. The SMG Program requires projects to be within the region. Thus, staff also determined the POC and low-income population and percentages for San Diego County for use in the SMG analysis.

5. For the Section 5310 program, Grants Division staff identified the percentage of funding recommended for projects with a POC population greater than, equal to, or less than that of the San Diego urbanized area (Table 1). Staff then conducted the same analysis for low-income populations (Table 2). For the SMG program, staff identified the percentage of funding recommended for projects with a POC population greater than, equal to, or less than that of San Diego County (Table 3). Staff then conducted the same analysis for low-income populations (Table 4).

6. Next, for the Section 5310 program, Grants Division staff calculated the relative change between the POC population percentage of the projected service area and that of the San Diego urbanized area. Staff performed the same calculations for the low-income populations. Staff then employed the same method for the SMG program, using San Diego County as the comparison. Staff then multiplied the relative change for each project by that project's percentage of the total recommended funding to derive a weighted finding.

7. A weighted finding that was a positive percentage would indicate that the project funding would benefit a higher percentage of POC or low-income people than in the urbanized area of San Diego (for the 5310 program) or San Diego County (for the SMG program). A weighted finding of 0% would be parity; in other words, the project would benefit the same percentage of POC or low-income populations as in the urbanized area of San Diego or San Diego County as a whole. The larger the positive percentage, the greater benefit is attributed to POC and low-income populations. A negative percentage would indicate that the project funding would benefit a population that was less POC or low-income than the comparison population.

8. Grants Division staff then summed the project weighted findings to calculate each grant program's aggregated weighted finding. Using the four-fifths rule, an aggregated weighted finding of -20% or lower would be considered to carry a potential disparate impact or disproportionate burden. If a potential disparate impact or disproportionate burden had been found, SANDAG would have conducted additional investigation and considered alternatives and mitigation that would reduce the impact or burden consistent with the STGP Cycle 12 Call for Projects.

9. The maps created in Step 1 were overlaid with the low-income and POC populations for the appropriate comparison population to visually confirm the calculations performed in prior steps. The low-income and POC populations are displayed as dot densities where one dot is equal to 100 households and 300 people, respectively.

10. Last, quality assurance analysts external to the Grants Division performed a quality assurance review of Tables 1 through 4 and the maps to verify the accuracy of the data, calculations, and visual representations.

Summary of Analysis

The analysis shows a broad geographic distribution of program funding would occur based on the service areas of the projects recommended for funding through the STGP Cycle 12 Call for Projects. The analysis also shows that the recommended Section 5310 and SMG funding would be equitably distributed among POC and low-income populations. Below are more specific findings by funding program.

Section 5310 Program

There are 11 projects recommended for Section 5310 funding through the STGP Cycle 12 Call for Projects from nine specialized transportation providers. The Section 5310 tables and map show that three providers would serve the entire Census-defined urbanized area, with the remaining six providers serving portions of the urbanized area. For this analysis, requests for multiple vehicles from an applicant were grouped together as one vehicle procurement project from that applicant. Below are specific results of the Section 5310 social equity analysis for POC and low-income populations.

POC Population

As shown in Table 1, the POC population represents approximately 54% of the San Diego urbanized area population. The analysis shows that approximately 58% of the recommended Section 5310 funding would benefit areas in which the POC population is greater than or equal to the POC population in the San Diego urbanized area. The analysis also shows that approximately 42% of the recommended Section 5310 funding would benefit areas in which the POC population is less than the POC population in the San Diego urbanized area.

Furthermore, the analysis shows a weighted finding of 0.48% based on the recommended funding distribution. This finding indicates that the total recommended Section 5310 funding would benefit a slightly higher percentage of POC than live in the San Diego urbanized area. This finding also is greater than -20%, suggesting the Section 5310 funding recommendations would not carry a potential disparate impact for POC populations based on the four-fifths rule.

Low-Income Population

As shown in Table 2, the low-income population represents approximately 32% of the San Diego urbanized area population. The analysis shows that approximately 63% of the recommended Section 5310 funding would benefit areas in which the low-income population is greater than or equal to the low-income population in the San Diego urbanized area. The analysis also shows that approximately 37% of the recommended Section 5310 funding would benefit areas in which the low-income population is less than the low-income population in the San Diego urbanized area.

Furthermore, the analysis shows a weighted finding of 2.37% based on the recommended funding distribution. This finding indicates that the total recommended Section 5310 funding would benefit a slightly higher percentage of low-income people than live in the San Diego urbanized area. This finding also is greater than -20%, suggesting the Section 5310 funding recommendations would not carry a potential disproportionate burden for low-income populations based on the four-fifths rule.

Senior Mini-Grant Program

There are four projects recommended for SMG funding through the STGP Cycle 12 Call for Projects, each from a unique specialized transportation provider. The SMG tables and map show that half of the providers recommended for funding would provide countywide service, and that the other half would serve portions of the County.

POC Population

As shown in Table 3, the POC population represents approximately 54% of the San Diego County population. The analysis shows that approximately 47% of the recommended SMG funding would benefit areas in which the POC population is equal to the POC population in the entire County of San Diego. The analysis also shows that approximately 53% of the recommended SMG funding would benefit areas in which the POC population is less than the POC population in the County of San Diego.

Moreover, the analysis shows a weighted finding of -4.45% based on the recommended funding distribution. This finding indicates that the total recommended SMG funding would benefit a slightly lower percentage of POC than live in the County of San Diego. Nevertheless, this finding also is greater than -20%, suggesting the SMG funding recommendations would not carry a potential disparate impact for POC populations based on the four-fifths rule.

Low-Income Population

As shown in Table 4, the low-income population represents approximately 31% of San Diego County population. The analysis shows that approximately 57% of the recommended SMG funding would benefit areas in which the low-income population is greater than or equal to the low-income population in the entire County of San Diego. The analysis also shows that approximately 43% of the recommended SMG funding would benefit areas in which the low-income population is less than the low-income population in the County of San Diego.

Moreover, the analysis shows a weighted finding of -1.50% based on the recommended funding distribution. This finding indicates that the total recommended SMG funding would benefit a slightly lower percentage of low-income people than live in the County of San Diego. Nonetheless, this finding also is greater than -20%, suggesting the SMG funding recommendations would not carry a potential disproportionate burden for low-income populations based on the four-fifths rule.

Conclusions

The analysis found that the STGP Cycle 12 funding recommendations for both the Section 5310 and SMG programs would cause neither potential disparate impacts for POC populations nor potential disproportionate burdens for low-income populations.

Table 1: Section 5310 Recommended Projects and POC Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego Urbanized Area	Relative Change Between POC Population in Project Area and San Diego Urbanized Area	Weighted Finding
Facilitating Access to Coordinated Transportation	CTSA Services	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	$ 790,758	15.29%	--	$ 790,758	--	0.00%	0.00%
Home of Guiding Hands	HGH Vehicle Procurement	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	451,686	203,654	45.09%	$ 989,753	19.14%	--	--	$ 989,753	-17.25%	-3.30%
Jewish Family Service of San Diego	OTG 5310	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	1,895,765	933,927	49.26%	$ 970,000	18.76%	--	--	$ 970,000	-9.58%	-1.80%
Operation Samahan	OS Vehicle Procurement	91902, 91910, 91911, 91932, 91945, 91950, 91977, 92114, 92115, 92126, 92129, 92130, 92131, 92139, 92154, 92173	831,312	600,875	72.28%	$ 175,328	3.39%	$ 175,328	--	--	32.67%	1.11%
Renewing Life	RL Vehicle Procurement	91902, 91911, 91913, 91914, 91915, 91919, 91932, 91950, 92154, 92173	398,476	329,797	82.76%	$ 61,405	1.19%	$ 61,405	--	--	51.91%	0.62%
San Diego Metropolitan Transit System	SDMTS Vehicle Procurement	91901, 91902, 91910, 91911, 91913, 91914, 91915, 91932, 91935, 91950, 91977, 91978, 92014, 92019, 92020, 92021, 92025, 92029, 92037, 92040, 92064, 92067, 92071, 92093, 92111, 92121, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139, 92145, 92154, 92173, 92093, 92121, 92154	1,506,371	886,135	58.83%	$ 952,861	18.43%	$ 952,861	--	--	7.97%	1.47%
St. Madeleine Sophie's Center	SMSC Vehicle Procurement	91901, 91902, 91911, 91917, 91935, 91941, 91942, 91945, 91950, 91977, 91978, 92019, 92020, 92021, 92025, 92040, 92064, 92065, 92071	755,361	405,882	53.73%	$ 212,672	4.11%	--	--	$ 212,672	-1.38%	-0.06%
St. Paul's Senior Services	SPSS Vehicle Procurement	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	$ 278,469	5.39%	--	$ 278,469	--	0.00%	0.00%
The Arc of San Diego	MCRD Contracted Transportation	91910, 91911, 91950, 91977, 92019, 92021, 92101, 92102, 92105, 92106, 92113, 92114, 92115, 92117, 92126, 92139, 92154	989,830	685,268	69.23%	$ 467,200	9.04%	$ 467,200	--	--	27.07%	2.45%
Traveler's Aid Society of San Diego	RIDEFinder 5310	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	$ 184,000	3.56%	--	$ 184,000	--	0.00%	0.00%
Traveler's Aid Society of San Diego	Senior Solutions	Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%	$ 87,784	1.70%	--	$ 87,784	--	0.00%	0.00%

Summary	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego Urbanized Area	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego Urbanized Area	Relative Change Between POC Population in Project Area and San Diego Urbanized Area	Weighted Finding
Total Cycle 12 Section 5310 Funding				$ 5,170,230		$ 1,656,794	$ 1,341,011	$ 2,172,425	**Average**	0.04%
Percent of Total Funding					100.00%	**32.04%**	**25.94%**	**42.02%**	**Sum/ Weighted Finding**	**0.48%**
Urbanized Area of San Diego County	3,190,779	1,738,437	54.48%							

Table 2: Section 5310 Recommended Projects and Low-Income Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in the San Diego Urbanized Area	Relative Change Between LI Population in Project Area and the San Diego Urbanized Area	Weighted Finding
Facilitating Access to Coordinated Transportation	CTSA Services	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	$ 790,758	15.29%	--	$ 790,758	--	0.00%	0.00%
Home of Guiding Hands	HGH Vehicle Procurement	91901, 91941, 91942, 91945, 91977, 91978, 92019, 92020, 92021, 92040, 92071	161,536	55,697	34.48%	$ 989,753	19.14%	$ 989,753	--	--	9.47%	1.81%
Jewish Family Service of San Diego	OTG 5310	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	705,354	211,992	30.05%	$ 970,000	18.76%	--	--	$ 970,000	-4.58%	-0.86%
Operation Samahan	OS Vehicle Procurement	91902, 91910, 91911, 91932, 91945, 91950, 91977, 92114, 92115, 92126, 92129, 92130, 92131, 92139, 92154, 92173	268,865	89,990	33.47%	$ 175,328	3.39%	$ 175,328	--	--	6.26%	0.21%
Renewing Life	RL Vehicle Procurement	91902, 91911, 91913, 91914, 91915, 91919, 91932, 91950, 92154, 92173	117,053	41,203	35.20%	$ 61,405	1.19%	$ 61,405	--	--	11.75%	0.14%
San Diego Metropolitan Transit System	SDMTS Vehicle Procurement	91901, 91902, 91910, 91911, 91913, 91914, 91915, 91932, 91935, 91950, 91977, 91978, 92014, 92019, 92020, 92021, 92025, 92029, 92037, 92040, 92064, 92067, 92071, 92093, 92111, 92121, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139, 92145, 92154, 92173, 92093, 92121, 92154	504,343	146,655	29.08%	$ 952,861	18.43%	--	--	$ 952,861	-7.68%	-1.42%
St. Madeleine Sophie's Center	SMSC Vehicle Procurement	91901, 91902, 91911, 91917, 91935, 91941, 91942, 91945, 91950, 91977, 91978, 92019, 92020, 92021, 92025, 92040, 92064, 92065, 92071	256,319	88,345	34.47%	$ 212,672	4.11%	$ 212,672	--	--	9.43%	0.39%
St. Paul's Senior Services	SPSS Vehicle Procurement	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	$ 278,469	5.39%	--	$ 278,469	--	0.00%	0.00%
The Arc of San Diego	MCRD Contracted Transportation	91910, 91911, 91950, 91977, 92019, 92021, 92101, 92102, 92105, 92106, 92113, 92114, 92115, 92117, 92126, 92139, 92154	330,556	128,192	38.78%	$ 467,200	9.04%	$ 467,200	--	--	23.12%	2.09%
Traveler's Aid Society of San Diego	RIDEFinder 5310	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	$ 184,000	3.56%	--	$ 184,000	--	0.00%	0.00%
Traveler's Aid Society of San Diego	Senior Solutions	Urbanized Area of San Diego County	1,118,146	352,193	31.50%	$ 87,784	1.70%	--	$ 87,784	--	0.00%	0.00%

Summary	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in the San Diego Urbanized Area	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in the San Diego Urbanized Area	Relative Change Between LI Population in Project Area and the San Diego Urbanized Area	Weighted Finding
Total Cycle 12 Section 5310 Funding				$ 5,170,230		$ 1,906,358	$ 1,341,011	$ 1,922,861	**Average**	0.22%
Percent of Total Funding					100.00%	**36.87%**	**25.94%**	**37.19%**	**Sum/ Weighted Finding**	**2.37%**
Urbanized Area of San Diego County	1,118,146	352,193	31.50%							

Table 3: SMG Recommended Projects and POC Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego County	Relative Change Between POC Population in Project Area and San Diego County	Weighted Finding
ElderHelp of San Diego	Seniors A Go Go	91941, 91942, 91943, 91944, 91945, 91977, 91978, 92019, 92020, 92021, 92037, 92071, 92101, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92131	1,611,682	825,864	51.24%	$ 282,593	10.28%	--	--	$ 282,593	-5.45%	-0.56%
Facilitating Access to Coordinated Transportation	CTSA Services	County of San Diego	3,315,404	1,796,907	54.20%	$ 790,758	28.77%	--	$ 790,758	--	0.00%	0.00%
Jewish Family Service of San Diego	OTG SMG	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	1,895,765	933,927	49.26%	$ 1,174,856	42.75%	--	--	$ 1,174,856	-9.11%	-3.89%
Traveler's Aid Society of San Diego	SenioRide	County of San Diego	3,315,404	1,796,907	54.20%	$ 500,000	18.19%	--	$ 500,000	--	0.00%	0.00%

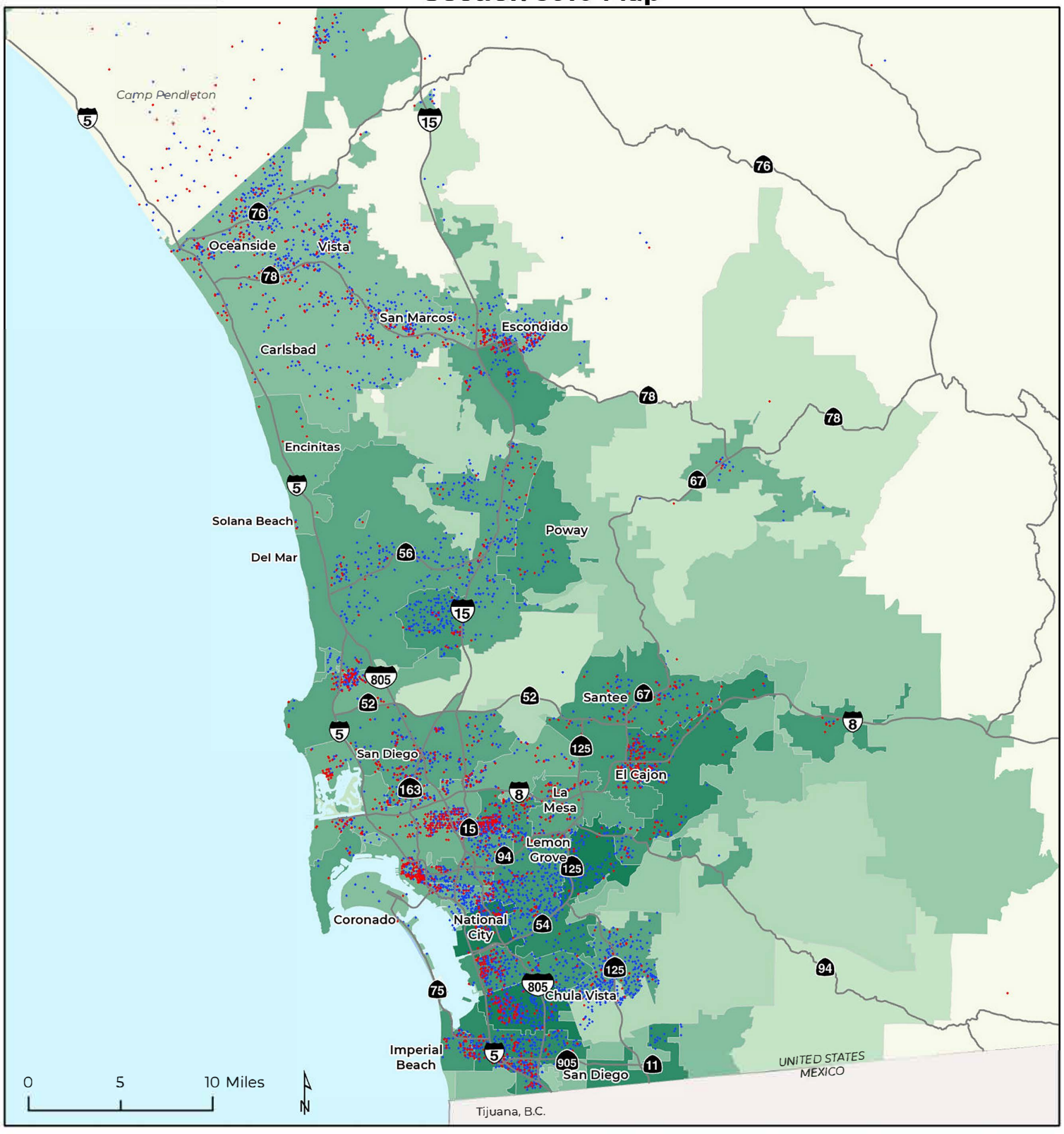
Summary	Total Population	Person of Color (POC) Population	POC Percentage	Recommended Grant Award	Percentage of Total Funding Recommended	Recommended Grant Award in which the POC Population in the Project Area is Greater than the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Equal to the POC Population in San Diego County	Recommended Grant Award in which the POC Population in the Project Area is Less Than the POC Population in San Diego County	Relative Change Between POC Population in Project Area and San Diego County	Weighted Finding
Total Cycle 12 SMG Funding				$ 2,748,207		$ -	$ 1,290,758	$ 1,457,449	**Average**	-1.11%
Percent of Total Funding					100.00%	**0.00%**	**46.97%**	**53.03%**	**Sum/ Weighted Finding**	**-4.45%**
County of San Diego	3,315,404	1,796,907	54.20%							

Table 4: SMG Recommended Projects and Low-Income Population

Applicant Name	Shortened Project Name	Project Service Area	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in San Diego County	Relative Change Between LI Population in Project Area and San Diego County	Weighted Finding
ElderHelp of San Diego	Seniors A Go Go	91941, 91942, 91943, 91944, 91945, 91977, 91978, 92019, 92020, 92021, 92037, 92071, 92101, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92113, 92114, 92115, 92116, 92117, 92118, 92119, 92120, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92131	608,807	195,229	32.07%	$ 282,593	10.28%	$ 282,593	--	--	2.35%	0.24%
Facilitating Access to Coordinated Transportation	CTSA Services	County of San Diego	1,159,439	363,280	31.33%	$ 790,758	28.77%	--	$ 790,758	--	0.00%	0.00%
Jewish Family Service of San Diego	OTG SMG	91941, 91942, 91945, 91977, 92007, 92014, 92019, 92020, 92021, 92024, 92025, 92026, 92029, 92037, 92040, 92064, 92067, 92071, 92075, 92091, 92102, 92103, 92104, 92105, 92106, 92107, 92108, 92109, 92110, 92111, 92114, 92115, 92116, 92117, 92119, 92120, 92121, 92122, 92123, 92124, 92126, 92127, 92128, 92129, 92130, 92131, 92139	705,354	211,992	30.05%	$ 1,174,856	42.75%	--	--	$ 1,174,856	-4.08%	-1.74%
Traveler's Aid Society of San Diego	SenioRide	County of San Diego	1,159,439	363,280	31.33%	$ 500,000	18.19%	--	$ 500,000	--	0.00%	0.00%

Summary	Total Population (Households)	Low-Income (LI) Population (Households)	LI Percentage	Recommended Grant Award	Share of Total Funding Recommended	Recommended Grant Award in which the LI Population in the Project Area is Greater than the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Equal to the LI Population in San Diego County	Recommended Grant Award in which the LI Population in the Project Area is Less Than the LI Population in San Diego County	Relative Change Between LI Population in Project Area and San Diego County	Weighted Finding
Total Cycle 12 SMG Funding				$ 2,748,207		$ 282,593	$ 1,290,758	$ 1,174,856	**Average**	-0.38%
Percent of Total Funding					100.00%	**10.28%**	**46.97%**	**42.75%**	**Sum/ Weighted Finding**	**-1.50%**
County of San Diego	1,159,439	363,280	31.33%							

Social Equity Analysis of the STGP Cycle 12 Funding Recommendations
Section 5310 Map



Number of Projects Section 5310

1 2 3 4 5 6 7 8 9

Low Income Households

- 1 Dot = 100 households

POC Population

- 1 Dot = 300 people

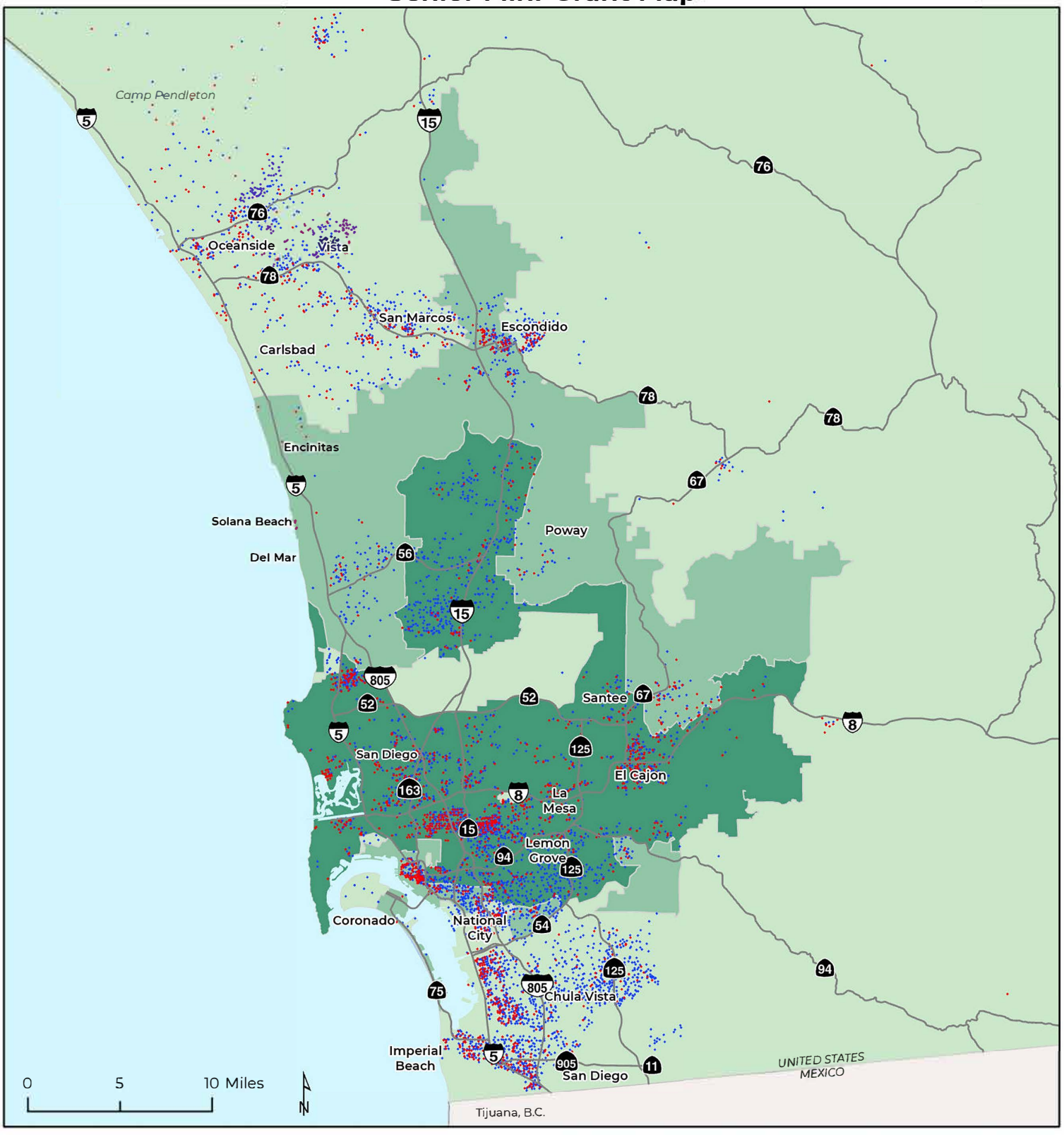
www.SANDAG.org/DataTerms

Person of Color (POC) Population is defined as people who identify as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income households are defined as households with a reported household income of less than
$44,999.

Data Source: SANDAG Population and Housing Estimates, 2021

SANDAG

Social Equity Analysis of the STGP Cycle 12 Funding Recommendations
Senior Mini-Grant Map



Number of Projects
Senior Mini-Grant

- 2
- 3
- 4

Low Income Households

- 1 Dot = 100 households

POC Population

- 1 Dot = 300 people

www.SANDAG.org/DataTerms

Person of Color (POC) Population is defined as people who identify as Black, Hispanic, Asian or Asian American, American Indian or Alaska Native, or Native Hawaiian or other Pacific Islander through the U.S. Census. Low-income households are defined as households with a reported household income of less than
$44,999.

Data Source: SANDAG Population and Housing Estimates, 2021

AGENDA ITEM NO. +9

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	TransNet Regional Transportation Congestion Improvement Program Fee Adjustment*
SUGGESTED ACTION:	The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from $2,688.21 to $2,741.97 beginning July 1, 2023.

ATTACHMENTS:
TransNet RTCIP Proposed Fee Adjustment.pdf
Att. 1 - RTCIP-Discussion Memo.pdf

TransNet Regional Transportation Congestion Improvement Program Proposed Fee Adjustment

Overview

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

Action: **Approve**

The Board of Directors is asked to approve a 2% adjustment to the Regional Transportation Congestion Improvement Program, raising the minimum fee from $2,688.21 to $2,741.97 beginning July 1, 2023.

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

Key Considerations

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

Based on an analysis of construction cost trends and relevant indices, staff recommends a 2% fee adjustment to the RTCIP, raising the minimum RTCIP fee from $2,688.21 to $2,741.97 beginning July 1, 2023 (Attachment 1). Even though CCI inflation has accelerated from its previous low pace, this 2% increase is enough to ensure that the RTCIP fee maintains its purchasing power to complete necessary transportation improvements due to past CCI increases being less than 2%. Staff will also continue monitoring the performance of the economy and the construction cost indices and may propose an increase larger than the 2% minimum in 2024. Further detail can be found in Attachment 1.

Next Steps

In accordance with TransNet Extension Ordinance provisions each jurisdiction's RTCIP funding program must be submitted for review by the Independent Taxpayer Oversight Committee (ITOC) by April 1 of each year to remain eligible for TransNet local street and road funding. The annual submittal of RTCIP funding programs by local jurisdictions is scheduled for review at the April 12, 2023, ITOC meeting.

Susan Huntington, Director Financial Planning and Budgets

Key Staff Contacts: Michael Terlep, (619) 699-6929 michael.terlep@sandag.org
Marcia Smith, (619) 595-5338 marcia.smith@sandag.org

Attachment: 1. Discussion Memo

Discussion Memo

Background

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

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

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

The RTCIP has been implemented in the San Diego region since July 1, 2008. Annual RTCIP fee adjustments, funding program reports, and related audits can be found at the RTCIP page of the SANDAG Website. Relevant excerpts can be referenced at TransNet Extension Ordinance and SANDAG Board Policy No. 031: TransNet Ordinance and Expenditure Plan Rules.

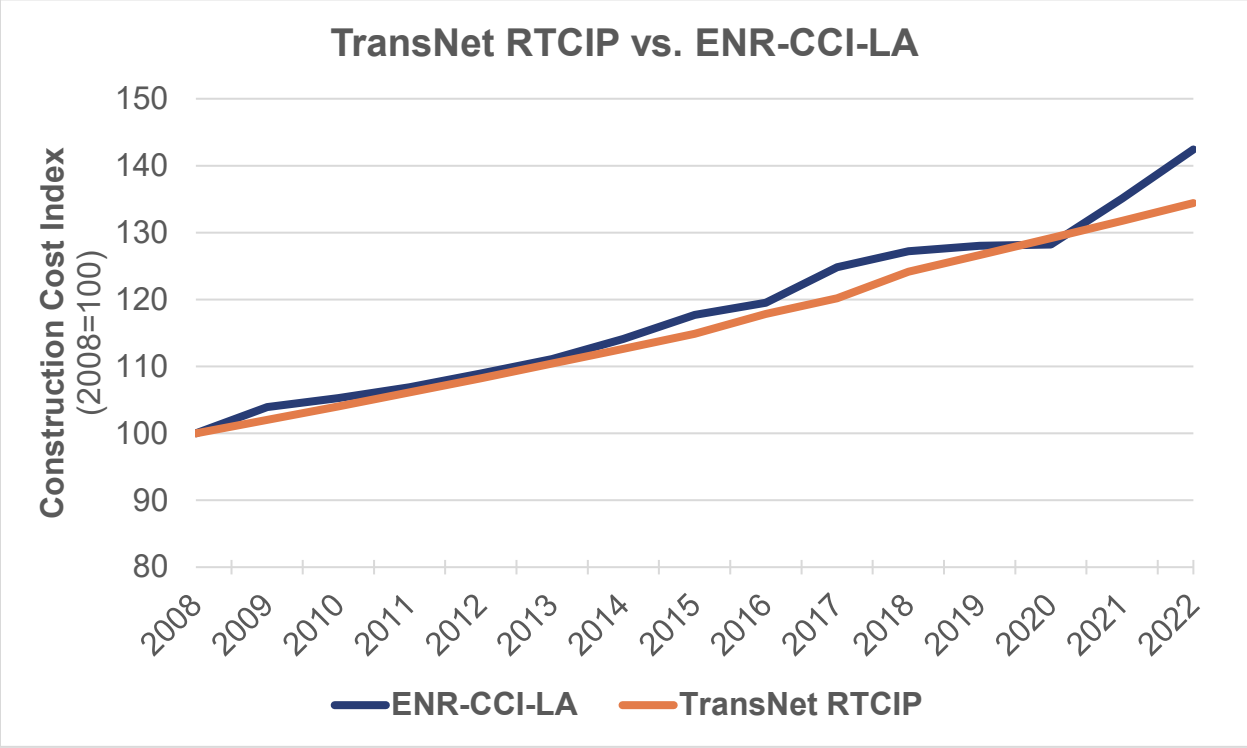
Analysis of Construction Cost Indices

SANDAG staff evaluated changes recorded in the ENR Los Angeles CCI, which is based on monthly price changes in four areas: lumber, cement, structural steel, and labor. Los Angeles reflects construction cost trends similar to those in San Diego. From December 2021 to December 2022, the ENR Los Angeles CCI increased by 5.8%, after a December 2020 to December 2021 increase of 7.0% in 2021 and only 0.3% uptick from December 2019 to December 2020. The ENR National CCI grew by 7.2% in 2022, after an annual increase 5.8% in 2021 and just 1.6% in 2020.

Because cost indices exhibit volatility, especially amid the COVID-19 pandemic-related disruptions and inflation in recent years, it is important to take a broader view of historical trends, going back to 2008—when the RTCIP was instituted—to consider the required annual adjustment.

The cumulative growth of the RTCIP from 2008 through 2022 was 34.4%, while the ENR Los Angeles CCI seeing a 42.4% growth over the same period. The chart below shows how the RTCIP and the ENR Los Angeles CCI compare over time. It shows that by maintaining the annual adjustment at the minimum 2% increase required, the RTCIP has kept pace with inflation and retained its purchasing power.

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



As expected, construction costs—and inflation, in general—surged in the second half of 2021, exhibiting economic impact of the 2020 COVID-19 recession and supply chain disruptions, including shortages of labor and raw materials.

The Ordinance requires SANDAG to adjust the RTCIP fee amount each year, and states that in no event shall the adjustment be less than 2% per year or more than the percentage increase set forth in the Engineering CCI published by the ENR, or a similar CCI. The most recent available data shows Los Angeles CCI increased much more than the minimum 2%, but staff recommends the RTCIP be adjusted only by the required minimum of 2% in 2023 ($2,741.97). Even though CCI inflation has accelerated from its previous low pace, this 2% increase is enough to ensure that the RTCIP fee maintains its purchasing power to complete necessary transportation improvements due to past CCI increases being less than 2%.

Staff will also continue monitoring the performance of the economy and the construction cost indices. Downside risks related to persistent inflation, a looming recession, and economic uncertainty, which can sap growth and expansion, put additional pressure on commodity prices and labor costs. These considerations may necessitate an increase larger than the 2% minimum RTCIP increase in 2024.

AGENDA ITEM NO. +10

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	Policy Advisory Committee Actions
SUGGESTED ACTION:	The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.

ATTACHMENTS:
PAC actions.pdf

Policy Advisory Committee Actions

Overview

SANDAG Board Policy No. 001 delegates certain responsibilities to the Policy Advisory Committees to allow SANDAG to effectively address key public policy and funding responsibilities. All items delegated to the Policy Advisory Committees are subject to ratification by the Board of Directors. Below are the delegated actions taken by the Policy Advisory Committees that are subject to ratification.

Action: **Approve**

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

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Transportation Committee: February 3, 2023

Adopted federal performance measure targets for Performance Management Rules 1, 2, and 3.

Approved a retroactive schedule amendment to allow San Ysidro Health to have a Specialized Transportation Grant Program vehicle in non-use status from July 8, 2022, through February 28, 2023.

Executive Committee: February 10, 2023

Approved the draft Board of Directors agenda, as modified, for February 24, 2023, and the proposed topics areas to be covered at the Board Retreat, scheduled for March 9-10, 2023.

Transportation Committee: February 17, 2023

Adopted Resolution No. 2023-03, approving the FY 2022 Transportation Development Act claim amendment for the North County Transit District.

Robyn Wapner, Director of Public Affairs

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

AGENDA ITEM NO. +11

SANDAG

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Approve
AGENDA SECTION:	Consent
SUBJECT:	FY 2024 to FY 2028 TransNet Program and Transit-Related Revenues
SUGGESTED ACTION:	The Transportation Committee recommends that the Board of Directors approve the FY 2024 to FY 2028 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

ATTACHMENTS:

FY 24 to 28 Transit Related Revenues.pdf
Att. 1 - Funding Programs.pdf
Att. 2 - Forecast Methodology for TDA and TransNet Forecasts_2023.pdf
Att. 3 - FY 2024 Apportionment and Estimates for FY 2025 to FY 2028.pdf

FY 2024 to FY 2028 TransNet Program and Transit-Related Revenues

Overview

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

Action: **Approve**

The Transportation Committee recommends that the Board of Directors approve the FY 2024 to FY 2028 estimates and apportionments for Transportation Development Act, Federal Transit Administration, and TransNet funds.

Fiscal Impact:

SANDAG estimates that approximately $775 to $818 million will be available in Transportation Development Act (TDA), Federal Transit Administration (FTA), and TransNet funds in FY 2024.

Schedule/Scope Impact:

Pending approval by the Board of Directors, SANDAG and the transit agencies will use the FY 2024 to FY 2028 TDA, FTA, and *TransNet* estimates to inform the FY 2024 budget development process.

Key Considerations

FY 2024 TransNet, TDA, and FTA Estimates

For FY 2024, the TransNet estimate is approximately $430 million and reflects an estimated growth rate of approximately 1.0% over anticipated revenues for FY 2023 of $425.8 million. Of this total, the TransNet Transit System Improvements, which includes funding for transit operations and capital improvements, Americans with Disabilities, and competitive grant program funding for senior transportation services, estimate is approximately $68 million.

The TDA estimate for FY 2024 is approximately $205.8 million and reflects similar growth as confirmed by the County of San Diego.

The FTA estimate for FY 2024 is approximately $161 million. Estimates for FY 2024 are based on the Federal Register which provides the FTA apportionment based on the new federal transportation bill passed in the Bipartisan Infrastructure Law as enacted in the Infrastructure Investment and Jobs Act (IIJA).

Forecast Methodology

The forecast methodology used to develop the TransNet and TDA estimates is described in Attachment 2. The revenue estimates for each of the funding sources for FY 2024 through FY 2028 are shown in Attachment 3.

Peer Review Process

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 9, 2022, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert

panel[1], was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in December 2022. The ITOC reviewed the TransNet program revenue estimates at its February 8, 2023, meeting, and expressed some concern as to whether the forecast might be optimistic, but in the course of further discussion about the forecast methodology, the ITOC did not recommend any adjustment to the forecast.

Next Steps

Upon approval by the Board, SANDAG and the transit agencies will use these estimates to inform the FY 2024 budget development process and any proposed FY 2023 amendments to Capital Improvement Program budgets and/or TDA claims.

Susan Huntington, Director of Financial Planning and Budgeting

Key Staff Contacts: Zara Sadeghian, (619) 595-5395, zara.sadeghian@sandag.org
Marcia Smith, (619) 595-5538, marcia.smith@sandag.org

Attachments:
1. Funding Programs
2. Forecast Methodology for Transportation Development Act and TransNet Forecasts
3. FY 2024 Apportionment and Estimates for FY 2025 to FY 2028

[1] Peer Review Panel external participants: Mark Bryson and Fran Mancia (Avenu Insights); Irena Anguelov (County of San Diego); SANDAG staff participants: Cindy Burke, Mike Duncan, Andre Douzdjian, Susan Huntington, Ray Major, Naomi Young, Jim Miller, Zara Sadeghian, Marcia Smith, and Ariana zur Nieden.

Funding Programs

Transportation Development Act

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

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

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

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

TransNet

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

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

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

Federal Transit Administration Formula Programs

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

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

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

Section 5339: The Infrastructure Investment and Jobs Act provides both formula and discretionary funding for this section, and there is also a sub-program that provides competitive grants for bus and bus facility projects that support low- and zero-emission vehicles. The purpose of both formula and competitive programs is to provide capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

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

Forecast Methodology for Transportation Development Act and TransNet Forecasts

Forecast Methods

SANDAG uses a two-step method to forecast sales tax revenues, including a near-term forecast (FY 2023 and FY 2024) and long-term estimates beyond FY 2024.

In the long term, sales tax revenue forecasts are based on three variables:: (1) the population forecast from the California Department of Finance (DOF); (2) a consensus (simple average) of three independent nationally recognized forecasts of real rates of growth in per-capita retail sales (IHS Markit, Moody's Analytics, and Oxford Economic Forecasting); and (3) the average projected Consumer Price Index (CPI, or inflation rates) from the same independent sources.[1] The real per-capita growth rate is considered the most reliable predictor of how retail sales—and ultimately, TransNet and Transportation Development Act (TDA) revenues—are likely to behave, given each forecasting agency's substantial differences in assumptions about population, CPI, and even current levels of taxable sales.

While past consensus forecasts were derived from annual data, COVID-19-related disruptions in 2020 warranted using quarterly data to capture evolving economic conditions with greater frequency. Quarterly data facilitated SANDAG's ability to observe the economic impacts of social distancing protocols, business restrictions, increased telework, higher consumer spending on taxable goods, fiscal stimulus payments, and vaccine progress. Another COVID-related methodology change was that quarterly retail sales forecasts were lagged 1½ months to account for the delay between the sales and the actual collection of the associated tax revenue. Given the continuing level of economic uncertainly, quarterly data remains the preferred data for its sensitivity to current conditions.

Near-term Adjustments

The above methodology has allowed for adjustments to the near-term forecast (current and next year) based on the professional judgment of SANDAG staff and informed by the California Department of Tax and Fee Administration's (CDTFA, formerly known as the California Board of Equalization) sales tax revenue allocation formula; the year-to-date sales tax collections; the forecasts provided by SANDAG's sales tax revenue consultant Avenu Insights & Analytics; and the current and forecasted general economic conditions.

Also, the first six-to-eight quarters of the consensus forecast are typically adjusted to reflect current collections and general economic conditions. In the December 2022 forecast, the remainder of FY 2023, FY 2024, and the first quarter of FY 2025 were lowered slightly to reflect a potential economic downturn in the coming two years. The growth rate for FY 2023 is estimated at nearly 5.0%, while FY 2024 is estimated at just under 1.0% and FY 2025 is estimated at 3.3%

Forecast Overview

Overall sales tax revenues were flat in FY 2020 but saw a healthy gain of 9.2% in FY 2021 ($334.0 million). Spurred by a high demand for taxable goods, government stimulus, a re-opening economy, and rising inflation, FY 2022 showed an unprecedented 21.5% year-over-year increase in TransNet revenue ($405.9 million) and a 23.7% year-over-year increase in TDA revenue ($194.1 million). Through December of FY 2023, sales tax revenue is pacing ahead of FY 2022 collections, with TransNet revenue posting 9.8% growth and TDA up 5.8%. We do not expect additional growth for the entire year, as inflation wanes and rising interest rates begin to slow the economy. This forecast is intended to be conservative, given economic uncertainty and a desire to exercise caution with revenue projections.

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

[1] Woods & Poole Economics and Caltrans forecasts were dropped from the consensus forecasts because they are only available in calendar years and updated only once a year (July for Woods & Poole, November for Caltrans).

Growth in TransNet Extension Ordinance Sales Tax Receipts

Fiscal Year	Amount	Percent Change
2009 (Actual)	$221.0M	–9.2%
2010 (Actual)	$204.2M	–8.0%
2011 (Actual)	$221.3M	8.4%
2012 (Actual)	$236.9M	7.1%
2013 (Actual)	$247.2M	4.3%
2014 (Actual)	$260.1M	5.2%
2015 (Actual)	$268.8M	3.4%
2016 (Actual)	$275.5M	2.5%
2017 (Actual)	$284.5M	3.3%
2018 (Actual)	$301.5M	6.0%
2019 (Actual)	$305.3M	1.3%
2020 (Actual)	$305.9M	0.2%
2021 (Actual)	$334.0M	9.2%
2022 (Actual)	$405.9M	21.5%
2023 (Forecast)	$425.8M	5.0%
2024 (Forecast)	$430.0M	1.0%
2025 (Forecast)	$444.0M	3.3%
2026 (Forecast)	$457.9M	3.1%
2027 (Forecast)	$470.9M	2.8%

Peer Review Process

Based on a request by the TransNet Independent Taxpayer Oversight Committee (ITOC) and consistent with the SANDAG Data Accuracy and Modeling Work Plan, on December 9, 2022, a Peer Review Process (PRP) meeting, consisting of subject matter experts and an external economic forecasting expert panel[2], was convened to review the proposed forecast methodology. The PRP expert panel concurred with the proposed forecast methodology. In addition, the current forecast went through the SANDAG Quality Assurance/Quality Control process in December 2022. The ITOC reviewed the TransNet program revenue estimates at its February 8, 2023, meeting, and expressed some concern as to whether the forecast might be optimistic, but in the course of further discussion about the forecast methodology, the ITOC did not recommend any adjustment to the forecast.

Economic Conditions

In 2022, the San Diego economy essentially completed its two-year recovery from the deep, COVID-19 recession while also weathering its highest inflation in more than 40 years. The relatively quick return to near-normal activity is a testament to the regional economy's diversification across several recession-resistant and recession-resilient sectors (Military, Government, Innovation, Education, and Healthcare).

Employment across all major sectors has rebounded to its February 2020 pre-pandemic levels, reaching 1.65 million private, government, and military jobs as of September 2022. The unemployment rate sank to 2.7% in May 2022 before ticking up to 3.3% (not seasonally adjusted) in November 2022, as more

[2] Peer Review Panel external participants: Mark Bryson and Fran Mancia (Avenu Insights); Irena Anguelov (County of San Diego); SANDAG staff participants: Cindy Burke, Mike Duncan, Andre Douzdjian, Susan Huntington, Ray Major, Naomi Young, Jim Miller, Zara Sadeghian, Marcia Smith, and Ariana zur Nieden.

individuals joined civilian labor force (1.58 million persons). Many jobseekers have capitalized on a hot labor market in which regional businesses competed—and often struggled—to recruit and retain employees. Skilled workers had the leverage to negotiate hybrid work options, better opportunities, and higher compensation commensurate with rising costs of living.

While 2022 opened with employment gains, the year closed with significant economic headwinds: persistent and pervasive inflation, rising costs of living, job insecurity, stock market volatility, household financial vulnerability, recessionary fears, economic uncertainty, and weak consumer confidence—all that can sap growth and investment. U.S. real gross domestic product (GDP) increased at an annual rate of 3.2% in the Q3 of 2022, in contrast to decreases of 0.6% in Q2 and 1.6% in Q1. But by year's end, numerous agencies forecast sluggish U.S. growth (<1%) in 2023, given current economic conditions, modestly relenting inflation, and a hawkish Federal Reserve.

San Diego's 12-month inflation measured just 1.7% in January 2021, then soared to 6.6% by November 2021 and 8.3% by May 2022 (a 41-year high) before easing to 6.7% in November 2022. Rising prices have mirrored national trends, squarely striking gas, groceries, energy, shelter, and other necessities before broadening to other products and services. Multiple factors have triggered and sustained inflation. Initially, in 2020 and 2021, extraordinarily high consumer spending on goods—stoked by COVID lockdown life and pandemic relief payments (stimulus checks, advanced child tax credits, and supplemental unemployment benefits)—overwhelmed supply chains already short on raw materials, labor, and transportation resources. Then, supply chains were further congested when China's zero-COVID policy closed its major production and shipping centers periodically through December 2022, stunting global trade. Also, Russia's War in Ukraine, which began in February 2022, has impacted global markets for energy, grains, and metals, and continues to strain trade relationships and intensify geopolitical tensions.

Persistent high inflation prompted the Federal Reserve to intervene. From March 2022 to December 2022, the Fed increased its benchmark rate seven times for a combined 425 basis points, elevating its effective Federal Funds Rate to 4.33%. The rate-hike cycle, which attempts to curb spending by raising the costs of borrowing (i.e., raising interest rates for credit cards, car loans, mortgages, etc.), is expected to resume in 2023. Whether the Fed's moves can cool the U.S. economy without falling into recession is the most pressing question entering 2023.

In FY 2021 and FY 2022, the combined effects of inflation and increased consumer spending had resulted in higher regional sales tax revenues and, in turn, record TransNet and TDA collections. But by the start of FY 2023, economic conditions shifted: pandemic relief payments dried out, stimulus was spent, inflation entrenched. Consumer spending—particularly on discretionary goods and services—began slowing.

San Diego average weekly wages in 2022, up 9% from 2020, have not kept pace with inflation, which was 13% over that period. Weak real household income growth and inflated prices for necessities have reduced personal savings and increased reliance on credit cards, buy-now, pay-later programs, and other financial tools to make ends meet. The interest rate increases, designed to curb inflation, could lead to mounting household debt and financial distress, especially among low-income families. But healthy fundamentals, notably San Diego's tight and diversified labor market, can offer protection from widespread job loss amid an economic downturn.

SUMMARY OF FY 2024 TRANSIT RELATED REVENUES ($1000s)

	Transportation Development Act TDA[1]	*TransNet* Transit System Improvements	Federal Transit Administration (FTA) 2023[1]	Total
Total Estimated	**$ 205,770**	**$ 68,028**	**$ 160,862**	**$ 434,659**
County Administration Fee	$ (50)			$ (50)
Amounts Distributed	**$ 205,720**	**$ 68,028**	**$ 160,862**	**$ 434,609**
Metropolitan Transit System	$ 135,514	$ 46,770	$ 107,714	$ 289,999
North County Transit District	$ 55,482	$ 19,047	$ 46,648	$ 121,177
SANDAG	$ 10,549		$ 6,499	$ 17,048
Community Transit Services (CTSA)	$ 195			$ 195
Discretionary Programs[2]	$ 3,980	$ 2,211		$ 6,191

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

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

*Totals may not add up due to rounding.

Transportation Development Act

FY 2024 Apportionment and Estimates from FY 2025 - FY 2028

	FY 2024 Apportionment	FY 2025 Estimate ($000s)	FY 2026 Estimate ($000s)	FY 2027 Estimate ($000s)	FY 2028 Estimate ($000s)
Total Apportionment[1,2]	**$205,769,696**	**$212,459**	**$219,101**	**$225,340**	**$231,387**
Less County Auditor Expenses (PUC 99233.1)	(50,000)	(51)	(52)	(53)	(54)
Less SANDAG Administration (PUC 99233.1)[3]	(566,483)	(795)	(610)	(627)	(854)
Less 3% Planning Funds (PUC 99233.2)	(6,154,596)	(6,348)	(6,553)	(6,740)	(6,914)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(3,979,972)	(4,105)	(4,238)	(4,358)	(4,471)
Less 5%Community Transit Service (PUC 99233.7)	(9,750,932)	(10,058)	(10,382)	(10,678)	(10,955)
Subtotal	**$185,267,712**	**$191,101**	**$197,266**	**$202,884**	**$208,139**
Total Available for MTS	131,653,411	135,799	140,179	144,171	147,906
Less Regional Planning/Capital Projects[4]	(278,570)	(284)	(290)	(296)	(302)
Less Transferred Functions[5]	(2,651,202)	(2,735)	(2,823)	(2,903)	(2,978)
Total Community Transit Service	6,790,544	7,004	7,230	7,436	7,629
Total Available to Claim	**$135,514,184**	**$139,784**	**$144,297**	**$148,409**	**$152,254**
Total Available for NCTD	53,614,301	55,302	57,086	58,712	60,233
Less Regional Planning/Capital Projects[4]					
Less Transferred Functions[5]	(898,040)	(926)	(956)	(983)	(1,009)
Total Community Transit Service	2,765,369	2,852	2,944	3,028	3,107
Total Available to Claim	**$55,481,630**	**$57,229**	**$59,075**	**$60,757**	**$62,331**
Total Available for SANDAG:					
Regional Planning/Capital Projects	278,570	284	290	296	302
Transferred Functions	3,549,242	3,661	3,779	3,886	3,987
SANDAG Expenses[3]	566,483	795	610	627	854
3% Planning Funds	6,154,596	6,348	6,553	6,740	6,914
Prior Year Carryover	0				
Total Available to Claim	**$10,548,891**	**$11,088**	**$11,232**	**$11,549**	**$12,058**
Total Community Transit Service (CTSA)	**$195,019**	$201	$208	$214	$219
Prior Year Carryover	$0				
Total Available to Claim	**$195,019**	**$201**	**$208**	**$214**	**$219**

*Totals may not add up due to rounding

[1]The County Auditor provided the apportionment for FY 2024. The projected estimates for FY 2025 to FY 2028 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

[2]Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2021 - approximately 71% for MTS and 29% for NCTD.

[3]The SANDAG Administration cost rises in FY 2025 and FY 2028 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

[4]Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2024 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2024 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

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

TransNet Program

Estimates from FY 2024 to FY 2028 (in $000s)

TransNet Program Revenues	FY 2023	FY 2024			FY 2025			FY 2026			FY 2027			FY 2028		
		105%		95%	105%		95%	105%		95%	105%		95%	105%		95%
Estimated Sales Tax Receipts	**$425,804**	$451,492	**$429,993**	$408,493	$466,169	**$443,970**	$421,772	$480,743	**$457,851**	$434,958	$494,433	**$470,888**	$447,344	$507,702	**$483,525**	$459,349
***TransNet* Program Allocations**																
Administrative Allocations[1]			$8,600			$8,879			$9,157			$9,418			$9,671	
Independent Taxpayer Oversight Committee[2]			$504			$513			$521			$529			$538	
Bike, Pedestrian & Neighborhood Safety[3]			$8,600			$8,879			$9,157			$9,418			$9,671	
Total off-the-top Programs			$17,704			$18,271			$18,835			$19,365			$19,879	
Net Available for Subprograms*			**$412,289**			**$425,699**			**$439,016**			**$451,523**			**$463,647**	
Program Allocations																
Major Corridors Program[4]			$174,810			$180,496			$186,143			$191,446			$196,586	
New BRT/Rail Operations[5]			$33,395			$34,482			$35,560			$36,573			$37,555	
Transit System Improvements[6]			$68,028			$70,240			$72,438			$74,501			$76,502	
Local System Improvement[7]			$136,055			$140,481			$144,875			$149,003			$153,003	
Total Program Allocations*			**$412,289**			**$425,699**			**$439,016**			**$451,523**			**$463,647**	

*Totals may not add up due to rounding

NOTES:

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

1Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

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

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

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

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

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

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

TransNet Revenue Forecast - Transit System Improvement Program

Estimates for FY 2024 to FY 2028 (in $000s)

	FY 2023	FY 2024 (Proposed)	FY 2025 (Estimate)		FY 2026 (Estimate)		FY 2027 (Estimate)		FY 2028 (Estimate)	
		Mid-Range	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
Total Available For Transit Purposes[1,2]:	$67,371	$68,028	$70,240	$66,728	$72,438	$68,816	$74,501	$70,776	$76,502	$72,677
Less 2.5% for ADA-related Services	($1,684)	($1,701)	($1,756)	($1,668)	($1,811)	($1,720)	($1,863)	($1,769)	($1,913)	($1,817)
Less 3.25% for Senior Services	($2,190)	($2,211)	($2,283)	($2,169)	($2,354)	($2,237)	($2,421)	($2,300)	($2,486)	($2,362)
Subtotal	***$63,497***	***$64,116***	***$66,202***	***$62,891***	***$68,272***	***$64,859***	***$70,218***	***$66,707***	***$72,103***	***$68,498***
MTS Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	$45,185	$45,562	$47,044	$44,692	$48,515	$46,089	$49,897	$47,402	$51,237	$48,675
ADA Services	$1,196	$1,208	$1,247	$1,185	$1,286	$1,222	$1,323	$1,257	$1,359	$1,291
NCTD Projects And Services:										
Transit Service Improvements (Operations and Supporting Capital)	$18,312	$18,554	$19,158	$18,200	$19,757	$18,770	$20,321	$19,305	$20,866	$19,823
ADA Services	$488	$493	$509	$483	$525	$498	$539	$512	$554	$526
Regional Discretionary Programs[3]:										
Competitive Grant Program for Senior Transportation Services	$2,190	$2,211	$2,283	$2,169	$2,354	$2,237	$2,421	$2,300	$2,486	$2,362

*Totals may not add up due to rounding

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

[2]Distribution between the 2 agencies for FY 2022 through 2026 are based on Jan. 2020 population.

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

Other Notes:

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

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

C. The Board approved NCTD's participation in the SANDAG Commercial Paper Program on XX/XX/XX. Future revenue forecasts will include the debt service attributable to NCTD.

Federal Transit Administration Formula Programs
FY 2024 Apportionment and Estimates from FY 2025 - FY 2028

		FY 2024			FY 2025 ($000s)			FY 2026 ($000s)			FY 2027 ($000s)			FY 2028 ($000s)		
	Carryover Apportionment	Apportion-ment[1]	Regional Capital Projects	Regional Planning	Apportion-ment[1]	Regional Capital Projects	Regional Planning	Apportion-ment[1]	Regional Capital Projects	Regional Planning	Apportion-ment[1]	Regional Capital Projects	Regional Planning	Apportion-ment[1]	Regional Capital Projects	Regional Planning
Section 5307 Urbanized Area Formula Funds																
MTS		$61,194,869	$0	($1,114,279)	$62,480	$0	($1,136)	$64,104	$0	($1,159)	$65,451	$0	($1,183)	$67,152	$0	($1,208)
NCTD		$26,226,372	$0	N/A	$26,777	$0	N/A	$27,473	$0	N/A	$28,050	$0	N/A	$28,780	$0	N/A
SANDAG (Vanpool Program)[2]		$5,384,906	N/A	$1,114,279	$5,498	N/A	$1,136	$5,641	N/A	$1,159	$5,759	N/A	$1,183	$5,909	N/A	$1,208
SANDAG (Capital Projects)[3]		0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$92,806,147	$0	$0	$94,755	$0	$0	$97,219	$0	$0	$99,260	$0	$0	$101,841	$0	$0
Section 5337 State of Good Repair/ High Intensity																
MTS		$43,355,766	$0	N/A	$44,049	$0	N/A	$44,930	$0	N/A	$45,874	$0	N/A	$46,608	$0	N/A
NCTD		$18,588,421	$0	N/A	$18,886	$0	N/A	$19,264	$0	N/A	$19,668	$0	N/A	$19,983	$0	N/A
Total	$0	$61,944,187	$0	N/A	$62,935	$0	N/A	$64,194	$0	N/A	$65,542	$0	N/A	$66,591	$0	N/A
Section 5339 Bus/Bus Facilities																
MTS		$4,278,086	$0	N/A	$4,368	$0	N/A	$4,477	$0	N/A	$4,594	$0	N/A	$4,690	$0	N/A
NCTD		$1,833,466	$0	N/A	$1,872	$0	N/A	$1,919	$0	N/A	$1,969	$0	N/A	$2,010	$0	N/A
Total	$0	$6,111,552	$0	N/A	$6,240	$0	N/A	$6,396	$0	N/A	$6,562	$0	N/A	$6,700	$0	N/A

[1] A federal transportation bill was passed in the Bipartisan Infrastructure Law (as enacted in the Infrastructure Investment and Jobs Act (IIJA)). The Federal Register (FR) provides the FTA apportionment based on the IIJA, which increases funding each year through FY 2026, as reflected in the outyear's estimate except FY 2027 - FY 2028 which is outside of the last year of the IIJA.

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

[3] Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2024 MTS/NCTD Capital budget. The specific projects and funding recommendation would be presented to the Transportation Committee/Board of Directors as part of the FY 2024 Transit Capital Improvement Program at their respective meetings in March/April.

Note:

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

AGENDA ITEM NO. +12

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Approve

AGENDA SECTION: Consent

SUBJECT: Proposed 2023 Legislative Program

SUGGESTED ACTION: The Executive Committee recommends that the Board of Directors approve the proposed 2023 Legislative Program.

ATTACHMENTS:
2023 Legislative Program.pdf
Att. 1 - 2023 Legislative Program.pdf

Proposed 2023 Legislative Program

Overview

Each year, the Executive Committee recommends a legislative program to the Board of Directors to guide SANDAG's legislative activities. Consistent with past programs, the proposed 2023 Legislative Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision.

Action: **Approve**

The Board of Directors is asked to approve the proposed 2023 Legislative Program as recommended by the Executive Committee.

Fiscal Impact:

None

Schedule/Scope Impact:

None

The Legislative Program informs the Board and the public on the policy areas and discussions that staff will be engaging in for the following year and does not commit SANDAG to implement anything in the San Diego region.

Key Considerations

The proposed 2023 Legislative Program includes a new goal in support of Vision Zero and adds language to an existing goal to highlight support for zero fare public transit and sustaining transit operations funding.

The Executive Committee reviewed the proposed 2023 Legislative Program at its February 10, 2023, meeting (Attachment 1). Questions were raised regarding Goal No. 3 and whether this would include support for a road usage charge. This goal was originally added to the Legislative Program in 2002 as a standing goal to support implementation of the Regional Plan and has not changed at all since last year. The Board has directed staff to remove the regional road usage charge from the Regional Plan, and the Legislative Program would be implemented consistent with that direction.

There also was discussion on Goal No. 7 and whether to add language specifying that this funding come from state or federal sources. Following feedback from General Counsel that this addition would restrict the funding sources that could be pursued to support public transit funding, the Committee ultimately decided not to make this modification.

The Executive Committee did recommend the addition of language to existing Goal No. 10 to underscore support for social housing development and replacing the word "ensure" with "support" in Goal No. 11.

Based on a request from Vice Chair Elo-Rivera, the Committee also approved adding a goal to the Program that would highlight support for a regional Electric Vehicle charging network. Staff was instructed to work with the Vice Chair to add the necessary language. However, upon further review with the Vice Chair, it was determined that this goal is reflected in Goal No. 9 which references SANDAG's Regional Energy Strategy and Regional Plan, both of which include components highlighting the need for a comprehensive Electric Vehicle charging network.

Attachment 1 shows the proposed modifications to the Legislative Program (as compared to the 2022 Legislative Program) in tracked changes.

Next Steps

If adopted by the Board, staff will use the Legislative Program to guide SANDAG legislative advocacy and activities.

Robyn Wapner, Director of Public Affairs

Key Staff Contacts: Jose Alvarez, (619) 744-8509, Jose.Alvarez@sandag.org
Hannah Stern, (619) 837-6507, Hannah.Stern@sandag.org

Attachment: 1. Proposed 2023 Legislative Program

SANDAG

2023 LEGISLATIVE PROGRAM

2023 Legislative and Policy Programs

The SANDAG Legislative and Policy Program provides a framework to advance policies and legislative initiatives in support of the agency's mission, strategic goals, and long-term vision. In 2023, SANDAG will work to support the following initiatives:

No.	SUPPORT
1	Efforts to inform the next Federal Surface Transportation Authorization, including appropriate funding levels, goods movement and border programs, transit investment and reforms, process improvements (including streamlined environmental processes), active transportation, and tribal transportation planning.
2	Resources and funding mechanisms consistent with financial strategies adopted in the Regional Plan, including but not limited to increasing revenues for transportation, cap-and-trade revenues, gas tax or equivalent revenue sources, bond measures, public/private partnerships, smart growth, and higher pass-through maintenance/preservation funding.
3	Expanded access to resources and technical tools that will enable SANDAG to implement the Regional Plan, including value pricing, Managed Lanes, High Occupancy Toll Lanes, the alleviation of current constraints on transponder technology, transit priority treatments, Transportation Demand Management, and other efforts that promote efficient use of highways and local roads.
4	Efforts that address border transportation infrastructure needs consistent with the Regional Plan and California-Baja California Border Master Plan.
5	Policy and/or legislative changes to streamline the California Environmental Quality Act (CEQA) for public transit improvements, active transportation projects, and other transportation projects located within existing rights-of-way.
6	Policy and/or legislative changes to improve the planning and implementation of the Regional Plan.
7	Public transit funding and continued support for intercity rail, including funding to promote zero fare public transit and sustaining operations funding.
8	Efforts to advance connected and autonomous vehicle technology to enhance transportation safety, sustainable and efficient mobility, a healthier environment, and economic growth and job creation.
9	Efforts to advance clean energy and clean transportation policies, programs, and legislation for the region that are consistent with the Regional Energy Strategy and Regional Plan.
10	Incentives to jurisdictions that provide opportunities for more housing, including affordable and transit-oriented developments; efforts to create social housing to address the shortage of affordable homes by developing publicly owned housing for people of all income levels; regional fair-share allocation of housing funds; and providing additional affordable housing funding with greater local/regional control.

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No.	SUPPORT
11	Policy and funding to support safe conditions for those who walk, cycle, roll, and use alternate transportation, and reach a Vision Zero goal.
12	Efforts to pursue funding and enact policies, programs, legislation, and other initiatives that advance equity and inclusion, including eliminating the digital divide.
13	Policies and/or legislation implementing climate action and adaptation plans and programs, including cap-and-trade, that are consistent with the Regional Plan.
14	Efforts to pursue resources to improve regional public safety voice and data communications and interoperability, including connectivity with state and federal systems.
15	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.
16	Fiscal reform initiatives that enable regions to develop their own fiscal strategies and oppose unfunded mandates on local governments.
17	Efforts to lower the current two-thirds voter requirement for special purpose taxes, such as transportation and quality of life improvements, to a simple majority vote.
18	Efforts assisting in the implementation of key environmental issues, including habitat conservation, planning, beach restoration and replenishment, and water quality-related issues.
19	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.
20	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.
21	Legislation and/or policies that promote governmental efficiencies and cost savings.
22	Transit boards' legislative programs where consistent with SANDAG Policy.
23	Other organizations' legislative programs where consistent with SANDAG Policy (i.e., California Association of Councils of Governments, American Public Transportation Association, National Association of Regional Councils, California Transit Association, Self-Help Counties Coalition, League of California Cities, California State Association of Counties, Caltrans, International Association of Chiefs of Police, National Sheriffs' Association, California Police Chiefs Association, California State Sheriffs' Association, Coalition for America's Gateways and Trade Corridors (CAGTC), and National Association of Counties).

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No.	MONITOR
24	Efforts to pursue legislative and/or administrative reform of the Regional Housing Needs Assessment process and state housing element law.
25	Proposals that limit the use of eminent domain for public infrastructure projects.
26	Legislation affecting solid waste, water supply, and storm water; support funding opportunities to assist in these areas, and implementation of the Regional Plan.
27	Legislation relating to personnel matters (i.e., workers' compensation, Public Employee Retirement System benefits) and other labor related issues.
28	Legislation requiring local agencies to implement new administrative compliance measures.
29	Legislative efforts related to offshore oil drilling in the coastal waters within the San Diego region.

DRAFT

AGENDA ITEM NO. +13

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Consent
SUBJECT:	Chief Executive Officer Delegated Actions*
SUGGESTED ACTION:	In accordance with various SANDAG Board Policies, this report summarizes certain delegated actions taken by the Chief Executive Officer since the last Board meeting.

ATTACHMENTS:
CEO Delegated Actions.pdf

Chief Executive Officer Delegated Actions

Overview

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

Action: **Information**

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

Fiscal Impact:

None

Schedule/Scope Impact:

None

Delegated Actions

***Legal Matters*:** Board Policy No. 008, section 6.1, authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

In the matter of Bonita Pipeline Inc. v. Morrow Meadows Corporation (Superior Ct. Case No. 2021-00035812), the following actions were taken by Best Best & Krieger on behalf of SANDAG:

- On January 19, 2023, filed a Case Management Statement and an Answer to First Amended Complaint
- On January 23, 2023, filed a Notice of Remote Appearance

In the matter of He v. Metropolitan System (Superior Ct. Case No. 2021-00002319), the following actions were taken by Bremer Whyte Brown & O'Meara on behalf of SANDAG:

- On January 18, 2023, filed an Informal Discovery Conference Brief
- On January 19, 2023, attended an Informal Discovery Conference

In the matter of Skanska v. SANDAG (Orange County Superior Ct. Case No. 2019-01086344), the following actions were taken by Best Best & Krieger on behalf of SANDAG:

- On January 20, 2023, filed a Motion to Compel Hayward Baker Inc. to produce job cost reports

In the matter of City of Philadelphia et al. v. Bank of America Corp. et al. (U.S. Dist. Ct Southern Dist. of New York Case No. 19-cv-1608 (JMF), the following actions were taken by Ellis George Cipollone on behalf of SANDAG:

- On December 1, 2022, filed a motion for class certification and corresponding expert reports, and a motion to seal the redacted portions thereof.

Board Policy No. 008 Section 1.7.4, authorizes the Chief Executive Officer to take action on claims filed against SANDAG:

- On January 24, 2023, the claim of Daniel Codorniz was rejected. The claim alleged that while driving on SR-125, Mr. Codorniz struck a metal object lying in the roadway, damaging his vehicle in an unspecified amount. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.

- On February 2, 2023, the claim of Veysel Derinalp was rejected. The claim alleged that while driving on SR-125, an object struck Mr. Derinalp's windshield, cracking it. Mr. Derinalp alleged $399 in damages. Upon investigation of the claim, it was determined that SANDAG was not liable for the alleged damages.

Right-of-Way: Board Policy No. 017, Section 4.15, authorizes the Chief Executive Officer to execute Right-of-Way Certifications for submittal to the California Department of Transportation, and take all other actions necessary to facilitate the timely filing of such certifications, for SANDAG projects that are either on the State Highway System or for those off-system projects with federal funding. The list below reflects corrections to the approved documents reported last month.

Mid-Coast Corridor Transit Project – Capital Improvement Project No. 1257001			
No.	**Address**	**Nature of Activity**	**Date**
1.	4901-4907 Morena Boulevard, San Diego, CA 92117; **B9 Sequoia (formerly PS Rose Canyon)**	Settlement and Release Agreement	11/7/2022
2.	~~8657~~ **8651** Villa La Jolla Dr. La Jolla, CA 92037; Marshalls of CA, LLC	Settlement Agreement	11/11/2022

Offer of Just Compensation: Board Policy No. 017, Section 4.4, authorizes the Chief Executive Officer to Approve the establishment of an offer of just compensation based on a qualified appraisal and within approved project budget for property sought to be acquired, and direct payment to persons for such property so long as the payment amount does not exceed 110 percent of the appraised value, or $100,000 above the appraised value, whichever is greater, or the full satisfaction of court judgments regarding property valuation. The list below reflects corrections to the approved documents reported last month.

Downtown Bus Stopover Project – Capital Improvement Project No. 1201514				
No.	**Address**	**Nature of Activity**	**Appraisal Amount**	**Offer Date & Amount**
1.	Northwest corner of Union Street and 1241 State Street, San Diego, CA 92101; ~~Marshalls of CA, LLC~~ **San Diego County Bar Association**	Purchase and Sale Agreement	~~N/A~~ $16,965,000	11/8/2022; $16,965,000.00

Hasan Ikhrata, Chief Executive Officer

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

AGENDA ITEM NO. +14

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BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Consent
SUBJECT:	Meetings and Events Attended on Behalf of SANDAG
SUGGESTED ACTION:	This report summarizes external meetings and events attended by Board members on behalf of SANDAG.

ATTACHMENTS:
Meetings and Events.pdf

Meetings and Events Attended on Behalf of SANDAG

Overview

In accordance with Government Code requirements, when members of a legislative body attend external meetings at the expense of the local agency, a report is to be provided summarizing such external meetings. On January 26, 2023, SANDAG was notified of Board member attendance at several 2022 meetings as summarized below.

Action: **Information**

This report summarizes external meetings and events attended by Board members on behalf of SANDAG.

Fiscal Impact:

Funding for expenses related to these meetings is provided via Overall Work Program Element No. 9000100 in accordance with Section 5 of the SANDAG Bylaws.

Schedule/Scope Impact:

None.

February 24, 2022: FACT Board Meeting; San Diego, CA

Councilmember Jewel Edson (City of Solana Beach) participated in the FACT Board meeting as the SANDAG representative. Councilmember Edson participated in discussions on FACT Board retreat planning; new grant opportunities; and a review of Board structure, bylaws, and compensation.

September 22, 2022: FACT Board Meeting; San Diego, CA

Councilmember Edson participated in the FACT Board meeting as the SANDAG representative. Councilmember Edson participated in discussions on the 300,000th Ride celebration & Media Release, and SANDAG STGP Cycle 12 Applications.

November 17, 2022: FACT Board Meeting; San Diego, CA

Councilmember Edson participated in the FACT Board meeting as the SANDAG representative. Councilmember Edson participated in discussions on the FACT Board of Directors Annual Meeting, Board Officer Elections, and the SANDAG AFA Program.

December 7, 2022: FACT Annual Board of Directors Meeting; San Diego, CA

Councilmember Edson participated in the FACT Board meeting as the SANDAG representative. Councilmember Edson participated in discussions on the past year's accomplishments, as well as presentation of the Norine Sigafoose Partner of the Year Award.

Robyn Wapner, Director of Public Affairs

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

AGENDA ITEM NO. +15

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BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Consent
SUBJECT:	Office of the Independent Auditor-2nd Quarter Fraud, Waste and Abuse Report for FY 2022-2023
SUGGESTED ACTION:	The Board of Directors is provided this report as information.

ATTACHMENTS:
BOD OIPA Fraud Waste and Abuse Report Q2.pdf
Att. 1 - Fraud Waste and Abuse Report-Quarter Ending December 31, 2022.pdf

Office of the Independent Performance Auditor 2nd Quarter Fraud, Waste, and Abuse Report for FY 2022-23

Overview

In accordance with Assembly Bill 805 (Gonzalez, 2017) and Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities (Board Policy No. 039) Section 3.1.9, and in accordance with the Independent Performance Auditor's (IPA) established Performance Measures, the IPA has prepared, for discussion and recommendation to the Board of Directors as informational, the 2nd Quarter Fraud, Waste, and Abuse Report for the period of October 1, 2022 through December 31, 2022.

Action: **Information**

The Board of Directors is presented these reports as information.

Fiscal Impact:

Potential Fund Recovery.

Schedule/Scope Impact:

FY 2023

Key Considerations

The Independent Performance Auditor has prepared the FY 2023 2nd Quarter Fraud, Waste, and Abuse report. The reports are provided to the members of the Board of Directors as informational and will be posted to the OIPA Website.

Next Steps

The reports will be posted to the OIPA website to ensure transparency to members of the Public.

Mary Khoshmashrab, Independent Performance Auditor

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

Attachments: Office of the Independent Performance Auditor 2nd Quarter Fraud, Waste and Abuse Report for FY 2022-23

SANDAG

THE OFFICE OF THE INDEPENDENT PERFORMANCE AUDITOR

Fraud, Waste and Abuse Report

Fiscal Year 2022-23 – Second Quarter

December 2022

About the Fraud, Waste and Abuse:

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

SANDAG Board Policy No. 41 - Internal Control Standards is intended to help prevent and detect potential fraud, waste, and abuse of public funds by guiding and encouraging agency management and staff to consider, implement, and monitor good system controls. Additionally, SANDAG Board Policy No. 042 dictates the policy and procedures for reporting Fraud, Waste and Abuse to the OIPA.

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

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

Per the Board of Director's approval of SANDAG Board Policy No. 039, the Independent Performance Auditor (IPA) is the official body of SANDAG to investigate allegations of potential fraud, waste, and abuse identified by staff or other stakeholders. Once the investigation into the allegations has been conducted, the IPA advises the Audit Committee, the Office of the General Counsel or outside counsel under contract with SANDAG on whether improper activities occurred.

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

DATE: December 31, 2022

TO: Members of the Audit Committee

FROM: Mary Khoshmashrab, Independent Performance Auditor

SUBJECT: **Independent Performance Auditor First Quarter Fraud, Waste, and Abuse Report**

During Fiscal Year 2022-23 – as of December 31, 2022, OIPA has received no additional Fraud, Waste and Abuse complaints. During the 2nd Quarter OIPA was able to close ***five*** pending investigations, with ***one*** matter found to be partially substantiated, ***one*** matter found to be undeterminable, ***one*** matter unresolved and ***two*** to be unsubstantiated. Currently, there are ***eight*** external and ***two*** internal (one prior fiscal year) cases that remain open and pending review or additional information has been requested.

Table 1: the following page summarizes the types of reporting's received during Fiscal Year2022-23 or pending from prior fiscal year.

Table 2: page 5 provides detailed reporting and status on External Fraud, Waste and Abuse Reporting's.

Table 3: page 7 provides detailed reporting and status on Internal Fraud, Waste, and Abuse Reporting's.

Table 1: Reporting Received in Fiscal Year 2022-23

Independent Performance Auditor Reporting's	Number of Reporting's (Prior Year)	Number of Reporting's (Current Year)	Closed	Open
External Reporting's				
Fraud				
Gross Mismanagement				
Waste				
Abuse/Misuse	1	1	1	1
Substantial and Specific Danger to Public Health and Safety		1		1
Combination of Allegations	7		1	6
Subtotal External Investigations	8	2	2	8
Internal Reporting's				
Abuse of Authority		1		1
Unfair Treatment				
Misuse and Abuse		1		1
Employee Relations				
Overall Risk Lack of Control/Policy				
Theft of Time	1		1	
Combination of Allegations	2		2	
Subtotal Internal Investigations	3	2	3	2
Total Reports Received in Purview of the IPA	11	4	5	10

Table 2: Status of External Fraud, Waste and Abuse Reporting Fiscal Year 2022-23

No.	Incident Type	Case #	Received	Date Started	Status/Outcome	Date Closed
1	Abuse	PPY004	1/13/20	1/13/20	**Unresolved**	11/28/2022
	An allegation stating that SANDAG is allowing for unsafe traffic circles, ignoring, and lying to the SANDAG Board of Directors, and evading the Brown Act. The matter is on hold and pending additional information that OIPA has requested from the complainant. As of 12/31/22, no additional information has been provided by complainant. Since this has been pending for 2 years, the matter is closed. The complainant will have to resubmit complaint.					
2-5	Combination of Allegations (GM, Waste, and Abuse)	PY001-22, PY003-22, PY004-22, PY006-22	07/27, 02/02, 02/08,02/14	10/20/22	Open	Pending
	An allegation stating that SANDAG, the City of San Diego and Consultants working on the Bike Project are grossly mismanaging, wasting, and abusing public dollars. The claim includes four different complaints filed through the fraud, waste, and abuse hotline. The matter includes concerns that the project has doubled in estimated cost. Additionally, there are allegations that in some areas that have been completed, the contractors failed to ensure that proper safety guidelines be followed including proper signage and advanced posting of work task.					
6	Combination of Allegations (Waste, GM, Abuse)	PY007-22	02/25/22	03/16/22	Open	Pending
	An allegation regarding misuse and abuse by a SANDAG consultant/contractor. The claim is regarding abuse of billing, overreaching of authority and failure to adhere to the terms of the contract. The claimant states that these actions by the contractor have been ongoing for many years.					
7	Combination of Allegations (GM, Abuse, COI, Quid Pro-Quo)	PY009-22	02/17/22	Not started	Open	Pending
	An allegation regarding misuse and abuse by a SANDAG consultant/contractor and prior SANDAG employee. The claim is regarding abuse of power, conflict of interest (COI), overreaching of authority and financial gain by prior employee and contractor. Claimant provides detail of a “this for a that” agreement.					
8	Combination of Allegations (GM, Abuse, COI)	PY012-22	08/04/22	9/16/2022	**Unsubstantiated**	10/11/2022
	On 8/04/22 a complaint was filed relating to this same contractor. The accusation is related and will be investigated together. PY013-22 claims that the contractor violated SANDAG’s DBE program and that SANDAG DBE was informed, was provided support yet ignored the matter. The complainant who was a subcontractor claims that there were also matters involving conflict of interest. **IPA’s conclusion**: **Unsubstantiated.** Complainant was unable to support their accusations with sufficient evidence.					

9	Public Safety Issue	002-23	08/7/22	Not Started	Open	Pending
	Complainant alleges that since 2006, for 16 years, she has had ongoing concerns regarding Seismic Safety on SANDAG, Port, Airport, and City of San Diego public funded projects. Specifically, for SANDAG, the concern is Seismic Safety concerns on the Rose Canyon Fault Zone (RCFZ) on SANDAG's Headquarters and SDMTS Bus Maintenance Facility in downtown San Diego, the double tracking over the San Diego River, the Old Town Station, and the limited fault investigations for only 3 bridges along the Mid-Coast Corridor, and the new stations and Transit Oriented Development (TOD) housing projects adjacent new trolley stops. The Complainant alleges that in the past SANDAG stated they were not confirming or denying active faulting along the full Mid-Coast corridor or the bridges over the San Diego River due to budget constraints. The ask is to require all SANDAG, Airport, Port, and City fault investigations to have third-party approvals. With the fault investigation reports and approvals sent to the State Geologist within 30 days of approval. Second, reconvene the Caltrans 2006 Coronado Fault Technical Advisory Panel (TAP) or reconvene or contact Caltrans's Seismic Advisory Board (SAB) for free Seismic guidance and approvals for public funded projects on liquefiable soils. Additional State Seismic guidance and approvals should be required for SANDAG's proposed Airport connectivity project for a new subway/trolley to the airport, Central Mobility Hub (CMH), and new City Hall complex, the Navy Broadway Complex (NBC), Seaport Village, and SANDAG's new Headquarters and SDMTS Bus Maintenance Facility.					
10	Waste and Abuse	003-23	12/14/22	12/14/22	Open	Pending
	Complainant alleges that SANDAG provided, at no cost, public resources and supplies to non-government organization that have left leaning political preferences and pose conflict of interest risk.					

Table 3: Status of Internal Fraud, Waste and Abuse Reporting Fiscal Year 2022-23

No.	Incident Type	Case #	Received	Date Started	Status/Outcome	Date Closed
11	Combination of Allegations	PY010-22	03/8/22	03/25/22	**Partially Substantiated**	10/27/2022
	An allegation of employee misuse and abuse of SANDAG Vehicles. **IPA's conclusion: Partially substantiated.** Due to the laxed procedures including no requirements for maintenance of mileage and location logs with start and end mileage, place of travel, and the given that some employees were permitted to travel to and from home with overnight and weekends home storage privileges, created an environment where management was unable to provide assurance that the vehicles were not misused, and that waste or abuse did not occur. Overnight use and home storage are no longer allowed for any employee. GPS monitors have been installed on all vehicles and strong system controls have been implemented.					
12	Combination of Allegations	PY011-22	03/10/22	10/10/2022	**Undetermined**	11/30/2022
	An allegation of employee misuse of SANDAG minor equipment used while working remotely and otherwise. Information and detail regarding the matter was provided. **IPA's conclusion: The matter was found to be undeterminable.** The OIPA is unable to identify whether the allegations are substantiated due to the inability to identify documents that support that SANDAG consistently tracked, properly inventoried and/or reconciled minor equipment purchased since 2019 to an employee or if previous employees returned assets. Prior to March of 2022 for the period of review management confirmed that that inventory was not performed. Management claimed that prior to Covid, inventory was performed on technology and equipment. However, upon review of the documents provided the auditor identified that relevant information such as a purchase date, disposal date, disposal tracking, which employee held the equipment or when it was return, etc., was missing. As for other minor assets, such as desk chairs, stand-up desk, etc., management informed the IPA that in the past inventory on these items were not performed. The period under review was from January 2019 to current. SANDAG Management cited Covid as the reason for not tracking prior to 2019. Further. Since March of 2022, the Director of Technology and the Assistant CEO, Ray Major has been working with OIPA to implement stronger system controls, including inventorying of minor technology equipment and software, and stronger controls around purchasing. Additionally, Ray Major has been working with the Manager of Business Administration and Operations whose charged with supporting employees needs around other minor equipment which includes developing an inventory processes and procedures. Although the investigation resulted in the auditor's inability to determine if the allegation has merit, control deficiencies were identified and thus OIPA intends to perform a follow-up review of minor equipment during the FY23-24 Annual Audit Cycle.					
13	Theft of Time	PY008-22	03/08/22	Not started	**Unsubstantiated**	10/09/2022
	Allegations of a current SANDAG employee and theft of time. Claimant states and provides examples of the employee and theft of time including coming in late, leaving early, etc. OIPA had planned a time audit, but due to limited resources this has been pending review. However, this matter will be individually reviewed to determine if actions should be taken. **IPA's conclusion: The matter was found to be unsubstantiated**. During Covid many employees worked remote and with varying hours. There were new staff starting with a blend of schedules that were for some unique to adjust to workload needs which may have contributed to the appearance of an employee was abusing time; however, the allegation was found to be unsupported.					

14	Misuse and Abuse	001-23	07/22/22	8/9/22	Open	Pending
	Allegation of misuse and abuse of public funds. Complainant alleged that SANDAG has paid out hundreds of thousands to employees over the past years that were unreasonable material amounts. Complainant provided dollar amounts for various past employees that were released from their duties at SANDAG yet were at will. Complainant demanded that the matter be reviewed as the amounts were material and the employees were at will. The complainant alleged that the polices should be changed and the Board should set more perimeters around how SANDAG management spends public funds.					
15	Abuse of Authority	004-23	12/21/22	12/21/22	Open	Pending
	Allegation of abuse of authority. Complainant alleged that some SANDAG Executive Management members abused their power of authority that resulted in negativity impacting the complainant.					

Conclusion

The Office of the Independent Performance Auditor is committed to ensuring that all reported claims of fraud, waste, and abuse related to SANDAG's operations are sufficiently investigated andsuccessfully resolved.

SANDAG Management works diligently with OIPA to resolve these complaints and bring improvements to help prevent similar events from happening in the future.

Respectfully submitted,

Mary Khoshmashrab, MSBA, CFE, CPA
Independent Performance Auditor

cc: Audit Committee Chair David Zito
Audit Committee Vice Chair Mayor Racquel Vasquez
Audit Committee Public Members
SANDAG Board of Directors
Hasan Ikhrata, Executive Director
OIPA Webpage and File

AGENDA ITEM NO. +16

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Information

AGENDA SECTION: Consent

SUBJECT: Quarterly Progress Report on SANDAG Capital Program Through December 2022

SUGGESTED ACTION: This quarterly report provides an update on the status of the projects that make up SANDAG's Capital Program as approved in the FY 2023 Program Budget.

ATTACHMENTS:
Capital Quarterly Report.pdf
Att. 1 - FY23 Q2 Executive Summary.pdf
Att. 2 - Planned and Actual Expenditures_FY23Q2.pdf
Att. 3 -Total Project Cost vs. Estimate at Completion_FY23_Q2.pdf
Att. 4 - BOD Schedule Report (FY23_Q1 Q2) V2.pdf

Progress Report on FY 2023 Capital Projects – Through December 2022

Action: **Information**

This quarterly report provides an update on the status of the projects that make up SANDAG's Capital Program as approved in the FY 2023 Program Budget.

Fiscal Impact:
The projects summarized in this report represent an investment of approximately $493 million for Fiscal Year (FY) 2023 in the San Diego regional transportation system.

Schedule/Scope Impact:
In FY 2023 Q1, 6 milestones were completed and in FY 2023 Q2, 5 milestones were completed.

Overview

This report provides an update on the status of SANDAG's Capital Projects and programs funded by federal, state, local, and TransNet revenue sources.[1]

SANDAG's Capital Program includes regionally significant projects and requires ongoing collaboration with Caltrans, the transit operators, and local jurisdictions to implement major transit, highway, and bikeway projects throughout the San Diego region. The projects in this report are characterized by various corridors and are divided into the following sections of the capital budget:

TransNet Program of Projects, which includes projects approved as part of the TransNet Ordinance;The TransNet funds programmed on these projects are from the Bicycle, Pedestrian, and Neighborhood Safety Program (2% off the top) and the Major Corridor Capital Projects (38% of net annual revenues) program. These funds are utilized to match federal and state funds, which brings additional funding to the region. Chapter 9 of the FY 2023 Program Budget provides more detail on the Capital Program including project scope, milestones, project limits, progress to date and proposed funding for each Capital Improvement Project (CIP).

Trade Corridors Improvement Fund (TCIF)/Goods Movement;

Regional Bikeway Program;

Major Capital Projects, which are regionally significant capital investments over $1 million; and

Comprehensive Multimodal Corridor Plans (CMCP).

Key Considerations

Through December 2022, approximately 26% of the projected FY 2023 Capital Program Budget has been spent, as shown in Attachment 1. Additional budget information on specific projects can be found in Attachment 2.

[1] The projects in this report are a subset of projects shown in the Final FY 2023 Program Budget. This report does not include minor capital projects or projects in the closeout phase.

Major Project / Program Highlights

- In July, SANDAG and Caltrans celebrated completion of the southbound State Route 125 to westbound State Route 905 freeway grade-separated interchange connector. This connector lays the groundwork to develop an innovative new land port of entry that will reduce wait times and enhance regional mobility.
- In August, SANDAG and the City of Encinitas officially opened the El Portal Undercrossing. The new undercrossing provides a safe path for pedestrians and bicyclists crossing the railroad between North Coast Highway 101 and Vulcan Avenue, east of El Portal Street. This project provides a new ADA-compliant connection for businesses, schools, and the community.
- The Regional Bikeway program had a significant milestone accomplishment during the second quarter of FY 2023. In November, the Notice to Proceed (NTP) was issued for the construction phase of the Border to Bayshore Bikeway, which represents achievement of the Begin Construction milestone. When complete, the new bikeway will provide a 6.5-mile route between the Bayshore Bikeway and the San Ysidro Port of Entry at the U.S./Mexico border.
- Some upcoming milestones for Quarter 3 include the following: 1) State Route 11 Otay Mesa East Port of Entry: Utility Improvements are planned to begin construction (March 2023); 2) North park/Mid-City Bikeways: Howard Bikeway will complete the final environmental document (March 2023); and 3) Del Mar Bluffs V and San Onofre to Pulgas Double Track – Phase 2 are scheduled to advertise for construction (February 2023 and March 2023 respectively).
- Attachment 3 provides detail on the total estimated cost for the capital program. Approximately $1.2 billion in additional funds is needed to close the gap between how much is in the budget and how much is needed to complete projects for which estimates are known at this time.

Schedule Changes

Schedule updates and milestone definitions can be found in Attachment 4. Page 1 provides an overview of FY 2023 Quarters 1 and 2 actual milestone attainment, while pages 2 through 4 provide updated schedules for upcoming milestones and comments if the current milestone completion dates vary from the FY 2023 baseline completion dates.

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

Next Steps

The next progress report will be presented in May 2023 and will provide financial data through Quarter 3 of FY 2023, along with milestones completed in Quarter 3 and upcoming milestones for Quarter 4. Further information for TransNet funded projects can be found on the TransNet Dashboard.

Susan Huntington, Director of Financial Planning, Budgets and Grants

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

Attachments:
1. FY 2023 Executive Capital Budget Summary – through December 2022
2. Annual Planned vs. Actual Expenditures – through December 2022
3. Total Project Cost vs. Estimate at Completion – through December 2022
4. Quarterly Capital Program Status Report – July - December 2022

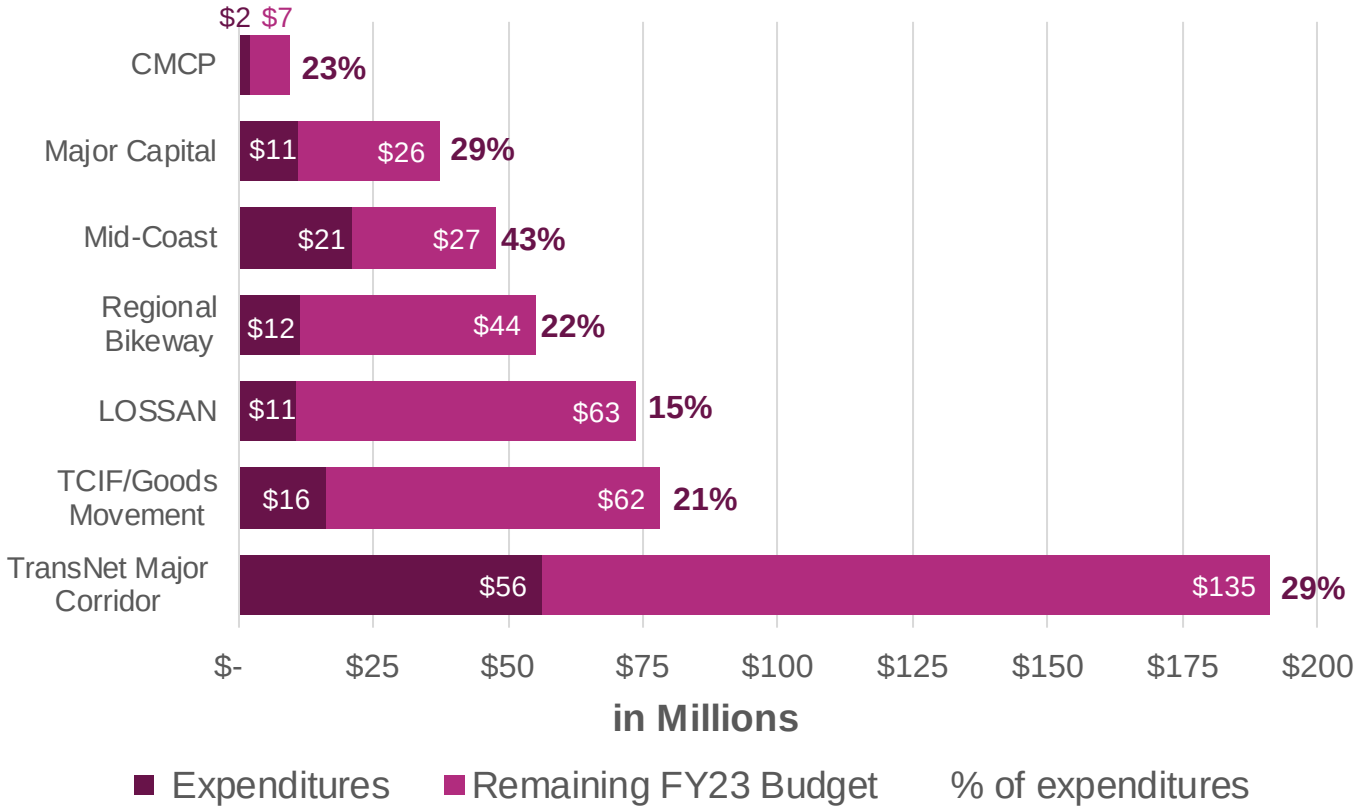
Executive Summary

The TransNet Major Corridor program has spent 29% ($56M) of its annual budget which represents most of the capital projects in the San Diego Region. All other capital subprograms are listed in the chart below with their respective FY23 expenditures and budget utilization percentage through the second quarter.

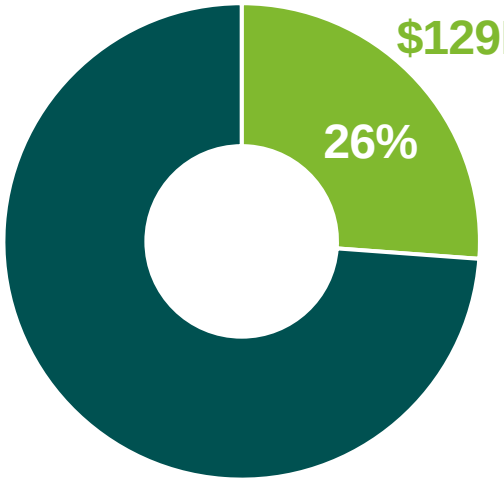
Further detail can be found in Attachments 2–4.

Through the second quarter of FY23, **the Capital Program has expended 26% of the projected FY23 budget**. As of December 2022, the total FY23 Annual budget was $493 million with a total of $129 million being spent.

FY 23 Capital Expenditures by Corridor

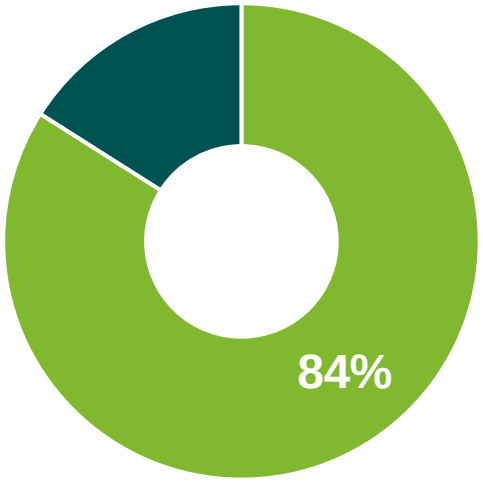


Budget Spent



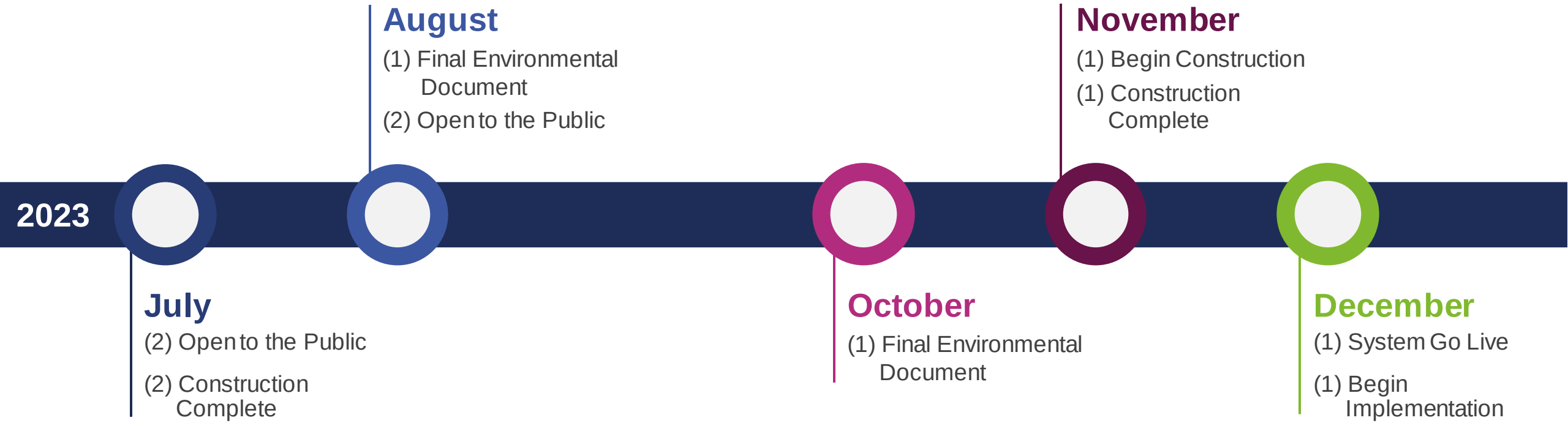
Total Budget:
$493M

Funded



Need **$1.2B** to fund active projects

Actual Milestones
(July through December)



Capital Programs FY23 Budget
Planned and Actual Expenditures
through December 31, 2022 (in $000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY23 Budget	Expenditures for FY23 (July 2022 - December 2022)	% of Expenditures for FY23	Comments
	Overall Capital Program*		**$5,705,557**	**$492,898**	**$129,076**	**26%**	
1257001	Mid-Coast Light Rail Transit (LRT)	**Mid-Coast**	$1,964,801	$47,238	$20,509	43%	
	Interstate 5 - North Projects	**I-5 North Total**	**$900,137**	**$111,131**	**$34,768**	**31%**	
1200504	I-5 North Coast: 2HOV Lanes	I-5 North	$401,187	$41,359	$13,269	32%	
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	$342,015	$17,510	$4,298	25%	
1200510	I-5 HOV: Carlsbad	I-5 North	$128,991	$41,430	$16,756	40%	
1200513	SR 56 Auxiliary Lanes	I-5 North	$27,944	$10,832	$445	4%	Cooperative agreement still pending with City of San Diego. Project is tenatively delayed until FY24.
	Interstate 5 - South Projects	**I-5 South Total**	**$192,057**	**$5,649**	**$666**	**12%**	
1200506	I-5/Genesee Interchange and Widening	I-5 South	$121,278	$414	$148	36%	
1200507	I-5/Voigt Drive Improvements	I-5 South	$43,380	$3,432	$516	15%	Project is finalizing plant establishment and is working on final construction activites.
1200512	I-5/Genesee Auxiliary Lane	I-5 South	$7,249	$3	$0	0%	Project is closing out this FY. There will be minimal expenditures.
1200515	I-5/I-805 HOV Conversion to Express Lanes	I-5 South	$20,150	$1,800	$2	0%	Pending ready to advertise date and begin construction date.
	Interstate 15 Projects	**I-15 Corridor Total**	**$47,097**	**$20,782**	**$17,311**	**83%**	
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	$45,975	$19,979	$17,311	87%	Budget is for purchase of property. No further expenditures are expected this FY.
1201520	I-15 Express Lanes – Forrester Creek Improvements	I-15 Corridor	$1,122	$803	$0	0%	Project started in FY23. Expenditures will increase.
	State Route 125 Projects	**SR 125 Corridor Total**	**$34,240**	**$15,250**	**$93**	**1%**	
1212501	SR 94/SR 125 South to East Connector	SR-125 Corridor	$34,240	$15,250	$93	1%	Project is being rephased and environmental revaluated.
	State Routes 52, 67, 76 and 78 Projects	**SR 52, 67 , 76, 78 Corridors Total**	**$280,344**	**$12,572**	**$2,312**	**18%**	
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	$12,000	$514	$0	0%	Project is delayed due to Private Developer.
1206701	SR 67 Improvements	SR 52, 67, 76, 78 Corridors	$16,000	$3,900	$1,096	28%	Budget change request will be initiated to update FY23 budget.
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	$203,289	$1,579	$241	15%	Working on final closeout activities.
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	$32,937	$4,116	$975	24%	Delay in getting model of traffic studies underway. Higher expenditures expected in the second half of FY23 as the project report and environmental documents are underway.
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	$16,118	$2,463	$0	0%	Budget change request will be initiated to update FY23 budget.
	Trolley Renewal Projects	**Trolley Renewal**	**$77,627**	**$14,702**	**$448**	**3%**	
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	$367	$112	$39	35%	
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	$72,260	$12,060	$0	0%	Purchases are expected by end of fiscal year.
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	$5,000	$2,530	$409	16%	Design was delayed.
	LOSSAN Rail Corridor Projects	**LOSSAN Total**	**$684,269**	**$73,724**	**$10,995**	**15%**	
1239809	Eastbrook to Shell Double Track	LOSSAN	$10,326	$307	$96	31%	
1239811	Elvira to Morena Double Track	LOSSAN	$184,309	$1,346	$1,037	77%	
1239812	Sorrento to Miramar Phase 2	LOSSAN	$29,194	$5,200	$356	7%	Closing escrow on multiple properties.
1239813	San Dieguito Lagoon Double Track and Platform (Des)	LOSSAN	$24,162	$5,341	$470	9%	The federal lead transfer took 7 months longer to complete. Invoices from Engineer of Record (EOR) are expected to be recorded in Q3 and Q4.
1239814	COASTER Preliminary Engineering	LOSSAN	$1,649	$220	$45	20%	
1239816	Batiquitos Lagoon Double Track	LOSSAN	$14,509	$815	$124	15%	Project is pending the approval of 404 permit.
1239820	COASTER Train Sets	LOSSAN	$58,800	$30,600	$8,361	27%	Local Partnership Program disbursements based on North County Transit
1239821	LOSSAN Corridor Improvements	LOSSAN	$5,020	$1,095	$480	44%	
1239822	San Dieguito Lagoon Double Track and Platform - Construction (Phase 1)	LOSSAN	$56,300	$50	$0	0%	Project has been delayed due additional enviromental work in 1239813. A budget change request is currently in process.
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	$300,000	$28,750	$26	0%	Funding was allocated in December and currently working towards procuring consultant services for Preliminary Engineering and Environmental.

Capital Programs FY23 Budget
Planned and Actual Expenditures
through December 31, 2022 (in $000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY23 Budget	Expenditures for FY23 (July 2022 - December 2022)	% of Expenditures for FY23	Comments
	Interstate 805 Projects	**I-805 Total**	**$411,066**	**$11,154**	**$736**	**7%**	
1280504	South Bay BRT	I-805	$126,691	$90	$207	230%	Additional funding being requested in FY24 to complete as-builts and project closeout expenses. Budget change request is in progress to update budget.
1280511	I-805 North: 2 HOV Lanes	I-805	$112,086	$465	$37	8%	Project is Open to Public and final construction activities are 97% complete. The FY23 budget was reduced to $465k in a currently routing FY23 mid-year CR and the total budget was reduced by $1.879M.
1280513	I-805 / SR-94 Bus on Shoulder Demonstration Project	I-805	$30,900	$999	$352	35%	
1280515	I-805 South Soundwalls	I-805	$109,589	$7,740	$140	2%	Fund transfer complete in January 2023. Caltrans will begin allocating additional funding in Q3 and Q4.
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	$15,800	$260	$0	0%	Project is being partially defunded due to CMCP delay. Funds will be redirected to 1207804.
1280520	I-805/SR 94/SR 15 Transit Connection	I-805	$16,000	$1,600	$0	0%	Design is expected to begin in the spring of 2023.
	Bikeway Program Projects	**Bikeway Program Total**	**$304,704**	**$55,641**	**$12,053**	**22%**	
1223016	Coastal Rail Trail San Diego: Rose Creek	Regional Bikeway Program	$27,996	$50	$98	196%	Construction Complete milestone was advanced by 10 months so more closeout tasks have occurred in FY23 than anticipated. The project is currently in plant establishment and will close out in early FY24.
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway Program	$9,820	$178	$6	3%	Final design and pre-construction tasks should pick up in Q3 and Q4.
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway Program	$4,358	$719	$15	2%	Project is experiencing right-of-way and final design review delays.
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Regional Bikeway Program	$24,379	$2,185	$823	38%	
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway Program	$1,700	$348	$1	0%	Continued design progress is pending additional right-of-way and design discussions with the City of San Diego.
1223054	Central Avenue Bikeway	Regional Bikeway Program	$1,344	$45	$11	24%	Environmental and design expenditures should increase in Q3 and Q4 as NEPA clearance and final design work progress.
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway Program	$37,562	$15,723	$5,191	33%	
1223056	Border to Bayshore Bikeway	Regional Bikeway Program	$27,322	$8,256	$256	3%	Project broke ground in late Q2. Construction expenditures will increase substantially in Q3 and Q4.
1223057	Pershing Drive Bikeway	Regional Bikeway Program	$22,418	$9,928	$4,402	44%	
1223058	Downtown to Imperial Bikeway	Regional Bikeway Program	$18,445	$5,030	$151	3%	Project is now scheduled to advertise in Q4 so construction won't begin until early FY24. The majority of funds budgeted in FY23 were for construction. A FY23 budget change request is in process to fully fund construction, consistent with recent BOD action, and to push FY23 construction funds into FY24 to align with the schedule.
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway Program	$1,778	$100	$11	11%	Final design has been delayed by work to complete final environmental clearance. Environmental and Design expenditures should increase in Q3 and Q4.
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway Program	$21,247	$4,285	$63	1%	Advertisement has been delayed to FY24 due to escalated construction costs that have resulted in a funding need for the project. Most of the funding budgeted in FY23 was for construction so a budget change request will be completed to push out those funds into FY24 and beyond.
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Regional Bikeway Program	$26,534	$55	$348	633%	There is an FY23 budget change request in process to shift FY22 unspent funds into FY23 to support construction completion and closeout processes.

Capital Programs FY23 Budget
Planned and Actual Expenditures
through December 31, 2022 (in $000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY23 Budget	Expenditures for FY23 (July 2022 - December 2022)	% of Expenditures for FY23	Comments
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway Program	$22,505	$1,039	$220	21%	Final design expenditures should increase in Q3 and Q4 as project nears advertisement.
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway Program	$16,624	$672	$59	9%	Advertisement was pushed from FY23 into FY24 due to delayed plan review by the City of San Diego and right-of-way delays. An FY23 budget change request will be completed to adjust expenditures to align with new schedule.
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway Program	$788	$473	$0	0%	Continued design is on-hold pending direction from the City regarding key design features.
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway Program	$6,416	$1,290	$36	3%	Advertisement has been delayed to FY24 due to escalated construction costs. Most of the FY23 budget was for construction so a FY23 budget change request will be completed to adjust expenditures accordingly.
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway Program	$1,967	$540	$177	33%	
1223094	Inland Rail Trail Phase 3	Regional Bikeway Program	$19,275	$3,786	$183	5%	Advertisement has been delayed to FY24 due to escalated construction costs. Most of the FY23 budget was for construction so a FY23 budget change request will be completed to adjust expenditures accordingly.
1223095	Inland Rail Trail Phase 4	Regional Bikeway Program	$12,226	$939	$2	0%	Design has been delayed on Phase 4 as the focus has been completing final design for Phase 3 (CIP 1223094).
	Goods Movement Projects	**TCIF / Goods Movement Total**	**$436,995**	**$78,340**	**$16,311**	**21%**	
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	TCIF / Goods Movement	$235,344	$59,389	$10,302	17%	Some delays in Design due to change in project delivery method. Expenditures will increase in Q3 and Q4.
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	TCIF / Goods Movement	$127,769	$5,320	$627	12%	Project is in final plant establishment. A budget change request is being processed to reduce budget in FY23.
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	TCIF / Goods Movement	$32,308	$2,461	$3,047	124%	FY22 budget spent in FY23. Total project is still within budget and a budget change request will be processed to align FY22 and FY23 budgets.
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic/Revenue Study	TCIF / Goods Movement	$3,100	$565	$123	22%	Revenue study is being finalized.
1201106	Otay Mesa East Port of Entry Utility Improvements	TCIF / Goods Movement	$9,142	$5,550	$203	4%	Begin Construction delayed to March 2023 due to Otay Water District.
1390506	SR 125/905 Southbound to Westbound Connector	TCIF / Goods Movement	$29,332	$5,055	$2,009	40%	
	Comprehensive Multimodal Corridor Plan (CMCP)	**CMCP Total**	**$29,082**	**$9,555**	**$2,172**	**23%**	
1600101	CMCP - Regional CMCP Development	CMCP	$1,000	$434	$164	38%	
1600501	Central Mobility Hub - Notice of Preparation/P3 Procurement	CMCP	$5,714	$2,055	$15	1%	Delay in task order Disadvantaged Business Enterprise (DBE) Program goal setting. New task order executed recently.
1600504	CMCP - Central Mobility Connections	CMCP	$3,198	$1,377	$331	24%	Following Sept 2022 public outreach, the CMCH CMCP experienced a pause due to 2021 Regional Plan amendment activities.
1600505	CMCP - Central Mobility Hub: Military Installation Resilience - Phase 2	CMCP	$978	$156	$131	84%	
1600801	CMCP - High Speed Transit/I-8	CMCP	$3,000	$2,158	$691	32%	
1605201	CMCP - Coast, Canyons and Trails (SR 52)	CMCP	$1,980	$667	$362	54%	
1606701	CMCP - San Vicente Corridor (SR 67)	CMCP	$1,220	$21	$48	229%	FY22 budget spent in FY23. Total project is still within budget and a BCR will be processed to align FY22 and FY23 budgets.
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	CMCP	$3,000	$78	$187	240%	FY22 budget spent in FY23. Total project is still within budget and a BCR will be processed to align FY22 and FY23 budgets.
1612501	CMCP - High Speed Transit/SR 125	CMCP	$3,192	$1,390	$41	3%	Delay in consultant contract. Work anticipated to begin in late Q3.
1685501	CMCP - South Bay to Sorrento Corridor	CMCP	$5,800	$1,219	$202	17%	Project was completed in Q1 of FY23. Project savings are being reviewed to decide where savings should go.

Capital Programs FY23 Budget
Planned and Actual Expenditures
through December 31, 2022 (in $000's)

			a	b	c	c/b	
CIP	Project Name	Corridor	Approved Funded Budget	FY23 Budget	Expenditures for FY23 (July 2022 - December 2022)	% of Expenditures for FY23	Comments
	Major Capital Projects	**Major Capital Total**	**$343,138**	**$37,160**	**$10,702**	**29%**	
1128400	Document Control	Major Capital	$300	$90	$13	14%	Project will start closeout process by the end of the fiscal year
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	$11,883	$3,914	$112	3%	Invoice from contractor expected soon and expenditures are anticipated to increase during the second half of FY23.
1130100	Financial ERP System	Major Capital	$5,941	$1,753	$532	30%	
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	$2,085	$214	$19	9%	Delays on the preliminary design review
1145400	San Onofre Bridge Replacements	Major Capital	$110	$5	$1	20%	Finalizing Project Status Report (PSR). Project will go into "Projects Completed Through a Major Milestone" for FY24 Budget.
1146100	Del Mar Bluffs IV	Major Capital	$18,684	$1,044	$681	65%	Additional construction work was required to remove a stockpile from the project site. All punchlist work has been completed and burn rate will be reduced now that the project is entering the closeout phase.
1146500	Bridge 257.2 Replacement Project	Major Capital	$14,184	$1,160	$163	14%	The Construction Management and Architectural & Engineering on-call contracts were delayed due to Caltrans pre-award auditing requirements. Negotiation for task order amendment with the Engineer of Record (EOR) for the bid ready package is anticipated to wrap up by end of this month and to be fully executed by mid-February.
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	$35,537	$460	$157	34%	
1146701	UCSD Mid-Coast Improvements – Pepper Canyon	Major Capital	$3,030	$4	$2	50%	
1146702	UCSD Mid-Coast Improvements – Voigt	Major Capital	$15,400	$1,121	$484	43%	
1146703	UCSD Mid-Coast Improvements – Lyman Roundabout	Major Capital	$13,800	$90	$304	338%	FY22 budget spent in FY23. Total project is still within budget and a BCR will be processed to align FY22 and FY23 budgets.
1146900	El Portal Undercrossing	Major Capital	$12,100	$648	$1,291	199%	Construction expenditures were less in FY22 than anticipated and have therefore been greater in FY23. Expenditures at end of project are projected to be within overall project budget.
1147100	Del Mar Bluffs V	Major Capital	$77,999	$3,295	$1,225	37%	
1147200	Old Town Transit Center West Improvements	Major Capital	$5,492	$129	$50	39%	
1147300	Del Mar Bluffs Emergency Repairs	Major Capital	$1,000	$180	$2	1%	Closeout is in process.
1147400	Content Management	Major Capital	$1,293	$729	$262	36%	
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	$9,644	$4,912	$725	15%	Notice-to-proceed issued in Q3. No long term delays expected.
1149000	Central Mobility Hub	Major Capital	$40,000	$4,599	$2,660	58%	
1400000	Regional Tolling Back Office System	Major Capital	$16,105	$3,732	$1,550	42%	
1400402	Roadway Toll Collection System	Major Capital	$49,792	$9,069	$469	5%	Milestones are large in both length of time and payments. Budget is expected to be spent by end of fiscal year.
1400405	SR 125 Ramps Overlay	Major Capital	$8,759	$12	$0	0%	Project is routing through Caltran's final vouchering process.

** Project listing does not include Projects Pending Closeout or Minor Capital Projects*

Capital Programs FY23 Budget
Estimate at Completion, Funded Through and Estimated Open to Traffic
through December 31, 2022 (in 000's)

			a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	Overall Capital Program		**$5,705,557**	**$6,756,079**	**$1,167,831**			
1257001	Mid-Coast Light Rail Transit (LRT)	**Mid-Coast**	$1,964,801	$1,964,801	$0	CON	2021	
	Interstate 5 - North Projects	**I-5 North Total**	**$900,137**	**$879,203**	**$7,010**			
1200504	I-5 North Coast: 2HOV Lanes	I-5 North	$401,187	$408,197	$7,010	CON	2021	
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	$342,015	$342,015	$0	CON	2021	
1200510	I-5 HOV: Carlsbad	I-5 North	$128,991	$128,991	$0	CON	2022	
1200513	SR 56 Auxiliary Lanes	I-5 North	$27,944	TBD	TBD	DES	TBD	
	Interstate 5 - South Projects	**I-5 South Total**	**$192,057**	**$189,895**	**($2,162)**			
1200506	I-5/Genesee Interchange and Widening	I-5 South	$121,278	$119,716	($1,562)	CON	2018	Long-Term Plant Establishment
1200507	I-5/Voigt Drive Improvements	I-5 South	$43,380	$42,780	($600)	CON	2021	
1200512	I-5/Genesee Auxiliary Lane	I-5 South	$7,249	$7,249	$0	CON	2020	Finalizing CON Package
1200515	I-5/I-805 HOV Conversion to Express Lanes	I-5 South	$20,150	$20,150	$0	DES		
	Interstate 15 Projects	**I-15 Corridor Total**	**$47,097**	**$47,097**	**$0**			
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	$45,975	$45,975	$0	ROW	TBD	
1201520	I-15 Express Lanes – Forrester Creek Improvements	I-15 Corridor	$1,122	$1,122	$0			
	State Route 125 Projects	**SR 125 Corridor Total**	**$34,240**	**$171,240**	**$137,000**			
1212501	SR 94/SR 125 South to East Connector	SR 125 Corridor	$34,240	$171,240	$137,000	ROW	TBD	EAC includes CON; pending additional funding
	State Routes 52, 67, 76 and 78 Projects	**SR 52, 67 , 76, 78 Corridors Total**	**$280,344**	**$258,407**	**$23,000**			
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	$12,000	TBD	TBD	DES	N/A	Operational Improvements
1206701	SR 67 Improvements**	SR 52, 67, 76, 78 Corridors	$16,000	$39,000	$23,000	DED	TBD	Estimates through Design
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	$203,289	$203,289	$0	CON	2017	Landscaping is on-going
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	$32,937	TBD	TBD	FED	TBD	
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	$16,118	$16,118	$0			
	Trolley Renewal Projects	**Trolley Renewal**	**$77,627**	**$72,367**	**$0**			
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	$367	$367	$0	CON	_	Vehicle Delivery
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	$72,260	$72,000	$0	CON	2025	Vehicle Delivery
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	$5,000	TBD	TBD	DES	TBD	
	LOSSAN Projects	**LOSSAN Total**	**$684,269**	**$1,144,462**	**$460,193**			
1239809	Eastbrook to Shell Double Track	LOSSAN	$10,326	$109,858	$99,532	DES	TBD	
1239811	Elvira to Morena Double Track	LOSSAN	$184,309	$182,870	($1,439)	CON	2020	Finalizing Right-of-Way acquisition
1239812	Sorrento to Miramar Phase 2	LOSSAN	$29,194	$276,487	$247,293	ROW	TBD	
1239813	San Dieguito Lagoon Double Track and Platform	LOSSAN	$24,162	$21,887	($2,275)	DES	TBD	
1239814	COASTER Preliminary Engineering	LOSSAN	$1,649	$1,661	$12	N/A	N/A	PE only CIP
1239816	Batiquitos Lagoon Double Track	LOSSAN	$14,509	$117,795	$103,286	DES	TBD	
1239820	COASTER Train Sets	LOSSAN	$58,800	$58,800	$0	CON	2024	Vehicle Delivery
1239821	LOSSAN Corridor Improvements	LOSSAN	$5,020	$4,678	($342)	PE	N/A	Project Study Report
1239822	San Dieguito Lagoon Double Track and Platform - Construction (Phase 1)	LOSSAN	$56,300	$70,426	$14,126	CON	2025	
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	$300,000	$300,000	$0	ENV	TBD	
	Interstate 805 Projects	**I-805 Total**	**$411,066**	**$397,645**	**$2,379**			
1280504	South Bay BRT	I-805	$126,691	$127,191	$500	CON	2019	Finalizing CON Package
1280511	I-805 North: 2 HOV Lanes	I-805	$112,086	$113,965	$1,879	CON	2016	Landscaping is on-going
1280513	I-805/SR-94 Bus on Shoulder Demonstration Project	I-805	$30,900	$30,900	$0	CON	2022	
1280515	I-805 South Soundwalls	I-805	$109,589	$109,589	$0	CON	2021	Unit 1 has opened to traffic; Unit 2 is currently in progress
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	$15,800	TBD	TBD	ENV	TBD	
1280520	I-805/SR 94/SR 15 Transit Connection	I-805	$16,000	$16,000	$0	DES		

Capital Programs FY23 Budget
Estimate at Completion, Funded Through and Estimated Open to Traffic
through December 31, 2022 (in 000's)

			a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	Bikeway Program Projects	**Bikeway Program Total**	**$304,704**	**$347,094**	**$42,390**			
1223016	Coastal Rail Trail San Diego: Rose Creek	Regional Bikeway Program	$27,996	$27,996	$0	CON	2021	
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway Program	$9,820	$15,820	$6,000	DES	TBD	
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway Program	$4,358	$8,094	$3,736	DES	TBD	
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	Regional Bikeway Program	$24,379	$24,379	$0	CON	2022	
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway Program	$1,700	$9,830	$8,130	ROW	TBD	
1223054	Central Avenue Bikeway	Regional Bikeway Program	$1,344	$4,104	$2,760	DES	TBD	
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway Program	$37,562	$44,184	$6,622	CON	2024	
1223056	Border to Bayshore Bikeway	Regional Bikeway Program	$27,322	$27,322	$0	CON	2025	
1223057	Pershing Bikeway	Regional Bikeway Program	$22,418	$22,418	$0	CON	2024	
1223058	Downtown to Imperial Bikeway	Regional Bikeway Program	$18,445	$18,445	$0	CON	2025	
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway Program	$1,778	$9,873	$8,095	DES	TBD	
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway Program	$21,247	$21,247	$0	CON	2026	
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	Regional Bikeway Program	$26,534	$26,534	$0	CON	2022	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway Program	$22,505	$22,505	$0	CON	2025	
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway Program	$16,624	$16,624	$0	CON	2025	
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway Program	$788	$5,680	$4,892	DES	TBD	
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway Program	$6,416	$6,416	$0	CON	2026	
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway Program	$1,967	$1,967	$0	N/A	N/A	Public Outreach Program
1223094	Inland Rail Trail Phase 3	Regional Bikeway Program	$19,275	$19,275	$0	CON	2026	
1223095	Inland Rail Trail Phase 4	Regional Bikeway Program	$12,226	$14,381	$2,155	CON	2028	
	Goods Movement Projects	**TCIF / Goods Movement Total**	**$436,995**	**$848,094**	**$411,099**			
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	TCIF / Goods Movement	$235,344	$633,505	$398,161	CON	2024	
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	TCIF / Goods Movement	$127,769	$132,074	$4,305	CON	2022	
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange	TCIF / Goods Movement	$32,308	$32,308	$0	CON	2022	
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic/Revenue Study	TCIF / Goods Movement	$3,100	$3,100	$0	N/A	N/A	Traffic Study Only
1201106	Otay Mesa East Port of Entry Utility Improvements	TCIF / Goods Movement	$9,142	$9,142	$0	N/A	N/A	
1390506	SR 125/905 Southbound to Westbound Connector	TCIF / Goods Movement	$29,332	$37,965	$8,633	CON	2022	
	Comprehensive Multimodal Corridor Plan (CMCP)	**CMCP Total**	**$29,082**	**$10,000**	**$4,286**			
1600101	CMCP - Regional CMCP Development	CMCP	$1,000	TBD	TBD	PE	N/A	
1600501	Central Mobility Hub - Notice of Preparation/P3 Procurement	CMCP	$5,714	$10,000	$4,286	PE	N/A	
1600504	CMCP - Central Mobility Connections	CMCP	$3,198	TBD	TBD	PE	N/A	
1600505	CMCP - Central Mobility Hub: Military Installation Resilience - Phase 2	CMCP	$978	TBD	TBD	PE	N/A	
1600801	CMCP - High Speed Transit/I-8	CMCP	$3,000	TBD	TBD	PE	N/A	
1605201	CMCP - Coast, Canyons and Trails (SR 52)	CMCP	$1,980	TBD	TBD	PE	N/A	
1606701	CMCP - San Vicente Corridor (SR 67)	CMCP	$1,220	TBD	TBD	PE	N/A	
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	CMCP	$3,000	TBD	TBD	PE	N/A	
1612501	CMCP - High Speed Transit/SR 125	CMCP	$3,192	TBD	TBD	PE	N/A	
1685501	CMCP - South Bay to Sorrento Corridor	CMCP	$5,800	TBD	TBD	PE	N/A	

Capital Programs FY23 Budget
Estimate at Completion, Funded Through and Estimated Open to Traffic
through December 31, 2022 (in 000's)

			a	b	b-a			
CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	Major Capital Projects	**Major Capital**	**$343,138**	**$425,774**	**$82,636**			
1128400	Document Control	Major Capital	$300	$300	$0	CON	2024	
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	$11,883	$11,883	$0	CON	2015	
1130100	Financial System Upgrade Contract Management System	Major Capital	$5,941	$5,941	$0	GO LIVE	2023	
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	$2,085	$13,331	$11,246	DES	TBD	
1145400	San Onofre Bridge Replacements	Major Capital	$110	$14,448	$14,338	FED	TBD	
1146100	Del Mar Bluffs IV	Major Capital	$18,684	$18,684	$0	CON	2023	
1146500	Bridge 257.2 Replacement Project	Major Capital	$14,184	$14,184	$0	CON	TBD	
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	$35,537	$35,535	($2)	CON	2025	
1146701	UCSD Mid-Coast Improvements – Pepper Canyon	Major Capital	$3,030	$3,030	$0	CON	2021	
1146702	UCSD Mid-Coast Improvements – Voigt	Major Capital	$15,400	$15,400	$0	CON	2022	
1146703	UCSD Mid-Coast Improvements – Lyman Roundabout	Major Capital	$13,800	$13,800	$0	CON	2021	
1146900	El Portal Undercrossing	Major Capital	$12,100	$11,933	($167)	CON	2022	
1147100	Del Mar Bluffs V	Major Capital	$77,999	$79,939	$1,940	CON	2026	
1147200	Old Town Transit Center West Improvements	Major Capital	$5,492	$5,492	$0	CON	2021	
1147300	Del Mar Bluffs Emergency Repairs	Major Capital	$1,000	$1,000	$0	CON	2020	
1147400	Content Management	Major Capital	$1,293	$1,293	$0	GO LIVE	2023	
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	$9,644	$9,644	$0	GO LIVE	2023	
1149000	Central Mobility Hub	Major Capital	$40,000	$95,281	$55,281	FED	2025	
1400000	Regional Tolling Back Office System	Major Capital	$16,105	$16,105	$0	GO LIVE	2020	
1400402	Roadway Toll Collection System	Major Capital	$49,792	$49,792	$0	GO LIVE	2022	
1400405	SR 125 Ramps Overlay	Major Capital	$8,759	$8,759	$0	CON	2021	

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

*EAC through the Construction phase as of December 2022

** Projected estimates are through Design only

Quarterly Capital Program Status Report
July - December 2022

Schedule Data as of 12/31/2022

Capital Program 6-Month Outlook

Milestones marked as A indicate an actualized event. Milestones marked as X indicate a planned event.

Segment	Milestone	2022 Jul	2022 Aug	2022 Sep	2022 Oct	2022 Nov	2022 Dec
I-5 North Corridor							
COASTER: San Dieguito Lagoon Double Track Design (CIP-1239813)	FED		A				
COASTER: San Diego River Bridge (CIP-1239815)	COMPLETE	A					
I-15 Corridor							
I-15: Downtown Multiuse and Bus Stopover Facility (CIP-1201514)	FED				A		
Border Access Corridor							
SR 125/905 Southbound to Westbound Connector (CIP-1390506)	OPEN	A					
Regional Bikeway Corridor							
Border to Bayshore Bikeway (CIP-1223056)	BEGIN					A	
Major Capital							
UCSD Mid-Coast Improvements - Pepper Canyon (CIP-1146701)	OPEN	A					
UCSD Mid-Coast Improvements - Lyman Roundabout (CIP-1146703)	COMPLETE					A	
El Portal Undercrossing (CIP-1146900)	OPEN		A				
Old Town Transit Center West Improvements (CIP-1147200)	COMPLETE	A					
Content Management (CIP-1147400)	OPEN						A
Next Operating System (Next OS) Implementation - Phase 1 (CIP-1147700)	BEGIN						A

Schedule Milestones

DED represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.
FED represents the signing of the Final Environmental Document by approving agency.
ADVERTISE represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.
BEGIN represents the beginning of construction initiated by the Notice to Proceed.
OPEN represents the opening of the constructed facility for its intended use.
COMPLETE represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

Schedule Data as of 12/31/2022

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

Capital Program Upcoming Milestones

*Variance between current schedule and FY23 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
I-5 South Corridor						
I-5 South:I-5/Genesee Interchange and Widening (CIP-1200506)	COMPLETE	03/31/2024	03/31/2025	-12	CON	SDG&E delays
I-5 South:I-5/Voigt Drive Improvements (CIP-1200507)	COMPLETE	07/31/2023	07/31/2024	-12	CON	Additional time for plant establishment
I-5 South:I-5/Gilman Drive Bridge (CIP-1200508)	COMPLETE	01/31/2024	01/31/2024	0	CON	
I-5 South:I-5/Genesee Auxiliary Lane (CIP-1200512)	COMPLETE	09/30/2024	09/30/2024	0	CON	
I-5 South:Mid-Coast Light Rail Transit (LRT) (CIP-1257001)	COMPLETE	07/31/2026	07/31/2026	0	CON	
I-5 North Corridor						
I-5 North:I-5 HOV: Manchester Avenue to Palomar Airport Road (CIP-1200504)	COMPLETE	08/31/2028	08/31/2025	36	CON	
I-5 North:I-5 HOV: San Elijo Bridge Replacement (CIP-1200509)	COMPLETE	12/31/2026	12/31/2028	-24	CON	Additional time for plant establishment
I-5 North:I-5 HOV: Carlsbad (CIP-1200510)	OPEN	12/31/2022	05/31/2023	-5	CON	Construction change orders
I-5 North:SR 56 Auxiliary Lanes (CIP-1200513)	ADVERTISE	11/30/2022	01/31/2023	-2	DES	Co-op agreement with City of SD pending
COASTER:Poinsettia Station Improvements (CIP-1239805)	COMPLETE	03/31/2023	03/31/2024	-12	CON	Leak in underpass, replanting
COASTER:Sorrento Valley Double Track (CIP-1239807)	COMPLETE	12/31/2022	03/31/2023	-3	CON	Sidewalk repairs pending
COASTER:Elvira to Morena Double Track (CIP-1239811)	COMPLETE	12/31/2022	12/31/2023	-12	CON	Still procuring access easement
COASTER:COASTER Train Sets (CIP-1239820)	OPEN	05/31/2024	05/31/2024	0	CON	
COASTER:San Dieguito Lagoon Double Track (CIP-1239822)	ADVERTISE	10/31/2022	10/31/2023	-12	DES	Add'l environmental work delayed design
COASTER:San Dieguito to Sorrento Valley Double-Track (CIP-1239823)	DED	01/31/2025	01/31/2025	0	ENV	
SR 76 Corridor						
SR 76 Corridor:SR 76 East (CIP-1207606)	COMPLETE	09/30/2024	09/30/2024	0	CON	
SR 78/SPRINTER Corridor						
SR 78/SPRINTER:I-15/SR 78 HOV Connectors (CIP-1207802)	DED	03/31/2023	11/30/2023	-8	ENV	Traffic studies model delayed
Orange Line-Blue Line Corridor						
Trolley Renewal:Low-Floor Light Rail Transit Vehicles (CIP-1210090)	OPEN	05/31/2025	05/31/2025	0	CON	
I-805 Corridor						
I-805 South: 2 HOV and Direct Access Ramp (CIP-1280510)	COMPLETE	12/31/2023	07/31/2024	-7	CON	Delay in direct access ramp (DAR) closeout
I-805 North: 2 HOV Lanes (CIP-1280511)	COMPLETE	01/31/2025	02/28/2023	23	CON	

Schedule Milestones

DED represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.
FED represents the signing of the Final Environmental Document by approving agency.
ADVERTISE represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.
BEGIN represents the beginning of construction initiated by the Notice to Proceed.
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COMPLETE represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

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

Schedule Data as of 12/31/2022

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

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
I-805 Corridor (continued)						
I-805:I-805/SR 94 Bus on Shoulder Demonstration Project (CIP-1280513)	COMPLETE	05/31/2026	05/31/2026	0	CON	
I-805:I-805 South Soundwalls (CIP-1280515)	COMPLETE	12/31/2027	12/31/2027	0	CON	
Border Access Corridor						
Border Access Corridor: SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	ADVERTISE	07/31/2023	07/31/2023	0	DES	
Border Access Corridor: SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors (CIP-1201103)	COMPLETE	11/30/2023	11/30/2023	0	CON	
Border Access Corridor: SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction (CIP-1201104)	COMPLETE	11/30/2023	11/30/2023	0	CON	
Border Access Corridor: Otay Mesa East Port of Entry: Utility Improvements (CIP-1201106)	BEGIN	07/31/2022	02/28/2023	-7	DES	Review of plans by Otay Water delayed
Border Access Corridor:SR 125/905 Southbound to Westbound Connector (CIP-1390506)	COMPLETE	11/30/2024	11/30/2024	0	CON	
Regional Bikeway Corridor						
Regional Bikeway:Coastal Rail Trail San Diego: Rose Creek Bikeway (CIP-1223016)	COMPLETE	05/31/2024	07/31/2023	10	CON	
Regional Bikeway:Uptown Bikeways: Fourth and Fifth Avenue Bikeways (CIP-1223022)	COMPLETE	03/31/2023	03/31/2023	0	CON	
Regional Bikeway:Bayshore Bikeway: Barrio Logan (CIP-1223055)	OPEN	12/31/2024	12/31/2024	0	CON	
Regional Bikeway:Border to Bayshore Bikeway (CIP-1223056)	OPEN	07/31/2025	09/30/2025	-2	CON	Advertisement delay
Regional Bikeway:Pershing Drive Bikeway (CIP-1223057)	OPEN	12/31/2023	01/31/2024	-1	CON	Construction change order
Regional Bikeway:Downtown to Imperial Avenue Bikeway (CIP-1223058)	ADVERTISE	10/31/2022	02/28/2023	-4	DES	Extended coordination with partner agencies
Regional Bikeway:North Park/Mid-City Bikeways: Howard Bikeway (CIP-1223079)	FED	12/31/2022	03/31/2023	-3	ENV	Federal agency review delayed
Regional Bikeway:North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	ADVERTISE	07/31/2022	01/31/2024	-18	DES	Escalated construction costs
Regional Bikeway:North Park/Mid-City Bikeways: Georgia-Meade Bikeway (CIP-1223082)	COMPLETE	04/30/2024	04/30/2024	0	CON	
Regional Bikeway:Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	ADVERTISE	08/31/2023	03/31/2023	5	DES	
Regional Bikeway:Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	ADVERTISE	01/31/2023	08/31/2023	-7	DES	Final design review delays
Regional Bikeway:North Park/Mid-City Bikeways: Orange Bikeway (CIP-1223087)	ADVERTISE	02/28/2023	10/31/2023	-8	DES	Escalated construction costs
Regional Bikeway:Inland Rail Trail Phase 3 (CIP-1223094)	ADVERTISE	01/31/2023	02/28/2024	-13	DES	Escalated construction costs
Regional Bikeway:Inland Rail Trail Phase 4 (CIP-1223095)	ADVERTISE	11/30/2023	07/31/2025	-20	DES	Strategic project prioritization

Schedule Milestones

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

Quarterly Capital Program Status Report
July - December 2022

Schedule Data as of 12/31/2022

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

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
Major Capital						
OCS Insulator & Catch Cable Replacement (CIP-1129200)	COMPLETE	05/31/2023	01/31/2024	-8	CON	Green Line change order delays
Financial ERP System (CIP-1130100)	OPEN	01/31/2023	07/31/2023	-6	CON	System go live pushed to start of FY
Financial System Upgrade Contract Management System (CIP-1130102)	COMPLETE	05/31/2028	07/31/2024	46	CON	
Fiber Optic Information Network Gap Closures (CIP-1131500)	OPEN	10/31/2023	10/31/2023	0	CON	
Joint Transportation Operations Center (JTOC) (CIP-1142600)	ADVERTISE	09/30/2022	07/31/2023	-10	DES	Scope modifications
Del Mar Bluffs IV (CIP-1146100)	COMPLETE	03/31/2024	03/31/2024	0	CON	
Bridge 257.2 Replacement Project (CIP-1146500)	FED	10/31/2020	07/31/2023	-33	ENV	401 and 404 permit approval delays
San Onofre to Pulgas Double Track - Phase 2 (CIP-1146600)	ADVERTISE	07/31/2022	03/31/2023	-20	DES	Navy requested add'l SHPO consultation
UCSD Mid-Coast Improvements – Voigt (CIP-1146702)	COMPLETE	11/30/2022	07/31/2024	-20	CON	Issue with plant establishment coverage
Beyer Blvd. Slope & Drainage (CIP-1147000)	ADVERTISE	10/31/2022	05/31/2023	-7	DES	Increased construction costs
Del Mar Bluffs V (CIP-1147100)	ADVERTISE	09/30/2022	02/28/2023	-5	DES	Permits, Federal Coastal Consistency Certification delay
Content Management (CIP-1147400)	COMPLETE	07/31/2023	07/31/2023	0	CON	
Next Operating System Implementation - Phase 1 (CIP-1147700)	OPEN	12/31/2024	09/30/2024	3	CON	
Central Mobility Station (CIP-1149000)	DED	01/31/2025	01/31/2025	0	ENV	
Regional Tolling Back Office System (CIP-1400000)	COMPLETE	12/31/2022	02/28/2024	-14	CON	Delay in vendor software development
Roadway Toll Collection System (CIP-1400402)	COMPLETE	11/30/2022	07/31/2024	-20	CON	Additional acceptance testing
SR 125 Ramps Overlay (CIP-1400405)	COMPLETE	03/31/2023	03/31/2023	0	CON	

Schedule Milestones

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AGENDA ITEM NO. +17A

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Information

AGENDA SECTION: Chair's Report

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

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

ATTACHMENTS:
PAC Appointments.pdf
Att. 1 - 2023 Membership Policy Advisory Committees.pdf
Att. 2 - Transit Reps Serving on BOD.pdf

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

Overview

Pursuant to SANDAG Board Policy No. 002, the Chair of the SANDAG Board of Directors has selected the Chair and Vice Chair for each of the Policy Advisory Committees (PACs). Attachment 1 identifies these designations as well as the voting and advisory members appointed to the Policy Advisory Committees.

Action: **Information**

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

Key Considerations

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

Fiscal Impact:

Per SANDAG Bylaws, Board Members serving as Policy Advisory Committee members and their alternates receive a stipend of $100 per meeting attended.

Schedule/Scope Impact:

All appointments are effective immediately.

Attachment 2 reflects the primary or alternate Board members who serve as a primary or alternate members on the Metropolitan Transit System and/or North County Transit District Boards. All SANDAG Board members simultaneously serving on the local transit boards will serve as public transportation representatives for the purpose of meeting the federal requirement.

Robyn Wapner, Director of Public Affairs

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

Attachments:
1. 2023 Policy Advisory Committees Membership
2. Public Transit Representatives Serving on the SANDAG Board of Directors as of February 17, 2023

SANDAG
2023 Policy Advisory Committee Membership

	Executive Committee	Transportation Committee	Regional Planning Committee	Borders Committee	Public Safety Committee	Audit Committee *BOD Members pending Item No. XXB
City of San Diego						
Primary	**Sean Elo-Rivera, Vice Chair** Council President City of San Diego	**Raul Campillo, Vice Chair** Councilmember City of San Diego	Stephen Whitburn Councilmember City of San Diego	Vivian Moreno Councilmember City of San Diego	Raul Campillo Councilmember City of San Diego	
First Alternate	Vivian Moreno Councilmember City of San Diego	Marni von Wilpert Councilmember City of San Diego	Kent Lee Councilmember City of San Diego	Sean Elo-Rivera Council President City of San Diego	Marni von Wilpert Councilmember City of San Diego	
Second Alternate	Marni von Wilpert Councilmember City of San Diego					
County of San Diego						
Primary	**Nora Vargas, Chair** Chair County of San Diego	Terra Lawson-Remer Supervisor County of San Diego	**Terra Lawson-Remer, Chair** Supervisor County of San Diego	Joel Anderson Supervisor County of San Diego	Joel Anderson Supervisor County of San Diego	
First Alternate	Terra Lawson-Remer Supervisor County of San Diego	Joel Anderson Supervisor County of San Diego	Joel Anderson Supervisor County of San Diego	Nora Vargas Chair County of San Diego	Terra Lawson-Remer Supervisor County of San Diego	
Second Alternate		Nora Vargas Chair County of San Diego				
East County						
Primary	Raquel Vasquez Mayor City of Lemon Grove	**Jack Shu, Chair** Councilmember City of La Mesa	Patricia Dillard Councilmember City of Lemon Grove	Laura Koval Vice Mayor City of Santee	**John Minto, Vice Chair** Mayor City of Santee	

SANDAG
2023 Policy Advisory Committee Membership

	Executive Committee	Transportation Committee	Regional Planning Committee	Borders Committee	Public Safety Committee	Audit Committee *BOD Members pending Item No. XXB
Alternate	Mark Arapostathis Mayor City of La Mesa	Jennifer Mendoza Councilmember City of La Mesa	Bill Wells Mayor City of El Cajon	Patricia Dillard Councilmember City of Lemon Grove	Steve Goble Deputy Mayor City of El Cajon	
North County Coastal						
Primary	**Lesa Heebner, Second Vice Chair** Mayor, City of Solana Beach	Tony Kranz Mayor City of Encinitas	Terry Gaasterland Councilmember City of Del Mar	Dave Druker Councilmember City of Del Mar	Keith Blackburn Mayor City of Carlsbad	
Alternate	Priya Bhat-Patel Mayor Pro Tem City of Carlsbad	David Zito Deputy Mayor City of Solana Beach	Joy Lyndes Deputy Mayor City of Encinitas	Peter Weiss Councilmember City of Oceanside	Ryan Keim Deputy Mayor City of Oceanside	
North County Inland						
Primary	Rebecca Jones Mayor City of San Marcos	John Franklin Mayor City of Vista	Rebecca Jones Mayor City of San Marcos	Dane White Mayor City of Escondido	Caylin Frank Councilmember City of Poway	
Alternate	Steve Vaus Mayor City of Poway	Steve Vaus Mayor City of Poway	Joe Green Councilmember City of Vista	Mike Morasco Councilmember City of Escondido	Ed Musgrove Councilmember City of San Marcos	
South County						
Primary	Andrea Cardenas Councilmember City of Chula Vista	John Duncan Councilmember City of Coronado	**Ditmas Yamane, Vice Chair** Councilmember City of National City	**Matthew Leyba-Gonzalez Chair** Mayor Pro Tem, City of Imperial Beach	**José Rodriguez, Chair** Councilmember City of National City	
Alternate	Richard Bailey Mayor City of Coronado	José Rodriguez Councilmember City of National City	Jack Fisher Councilmember City of Imperial Beach	Carolina Chavez Councilmember City of Chula Vista	Mike Donovan Councilmember City of Coronado	

SANDAG
2023 Policy Advisory Committee Membership

	Executive Committee	Transportation Committee	Regional Planning Committee	Borders Committee	Public Safety Committee	Audit Committee *BOD Members pending Item No. XXB
Ex-Officio Members						
	Jack Shu Councilmember City of La Mesa Chair, Transportation Committee					
	José Rodriguez Councilmember City of National City Chair, Public Safety Committee					
	Chair, Audit Committee					
	Matthew Leyba-Gonzalez Mayor Pro Tem City of Imperial Beach Chair, Borders Committee					
Additional Voting Members						
Public Members						
						Stewart Halpern
						Bob Monson
						Agnes Wong Nickerson

SANDAG
2023 Policy Advisory Committee Membership

	Executive Committee	Transportation Committee	Regional Planning Committee	Borders Committee	Public Safety Committee	Audit Committee *BOD Members pending Item No. XXB
Imperial County						
Primary				**Jesus Eduardo Escobar, Vice Chair** Supervisor Imperial County		
Alternate				Luis Plancarte Supervisor, Imperial County		
Metropolitan Transit System						
Primary		Vivian Moreno Councilmember City of San Diego				
Alternate		Marcus Bush Councilmember City of Imperial Beach				
North County Transit District						
Primary		Priya Bhat-Patel Mayor Pro Tem City of Carlsbad				
First Alternate		Jewel Edson Councilmember City of Solana Beach				
Second Alternate		Corinna Contreras Councilmember City of Vista				
San Diego County Regional Airport Authority						
Primary		Esther Sanchez Mayor City of Escondido				

SANDAG 2023 Policy Advisory Committee Membership						
	Executive Committee	**Transportation Committee**	**Regional Planning Committee**	**Borders Committee**	**Public Safety Committee**	**Audit Committee** *BOD Members pending Item No. XXB
Alternate		Rafael Perez				
Port of San Diego						
Primary		Sandy Naranjo Vice Chair				
Alternate		Rafael Castellanos Chairman				
Regional Fire / Emergency Medical Services						
Primary					Dave McQead Chief, Rancho Santa Fe Fire District	
First Alternate					Criss Brainard Chief, San Miguel Fire Protection District	
San Diego County District Attorney						
Primary					Summer Stephan District Attorney	
First Alternate					Jorge Duran Chief Investigator	
Second Alternate					Donald Holmes Deputy Chief Investigator	
San Diego County Sheriff						
Primary					Kelly Martinez Sheriff	
Alternate					Richard Williams Undersheriff	
Second Alternate					Brian Nevins Assistant Sheriff	

SANDAG
2023 Policy Advisory Committee Membership

	Executive Committee	Transportation Committee	Regional Planning Committee	Borders Committee	Public Safety Committee	Audit Committee *BOD Members pending Item No. XXB
County Chief's / Sheriff's Association						
Seat A, Primary					Chuck Kaye Chief, Coronado Police Department	
Seat A, Alternate					José Tellez Chief, National City Police Department	
Seat B, Primary					Fred Armijo Chief, Oceanside Police Department	
Seat B, Alternate					Roxana Kennedy Chief, Chula Vista Police Department	
San Diego Police Department						
Primary					David Nisleit Chief, City of San Diego Police Department	
First Alternate					Chris McGrath Assistant Chief, City of San Diego Police Department	
Second Alternate					Paul Connelly Assistant Chief, City of San Diego Police Department	

Public Transit Representatives Serving on the SANDAG Board of Directors as of February 17, 2023

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

Carolina Chavez, Councilmember, City of Chula Vista**
Mike Donovan, Councilmember, City of Coronado*
Steve Goble, Councilmember, City of El Cajon*
Matthew Leyba-Gonzalez, Mayor Pro-Tem, City of Imperial Beach*
Patricia Dillard, Councilmember, City of La Mesa*
George Gastil, Councilmember, City of Lemon Grove*
~~Marcus Bush, Councilmember, City of National City*~~
Caylin Frank, Councilmember, City of Poway*
Sean Elo-Rivera, Council President, City of San Diego
Todd Gloria, Mayor, City of San Diego
Ronn Hall, Councilmember, City of Santee*

MTS Alternate Board Members on the Board of Directors

Andrea Cardenas, Councilmember, City of Chula Vista
John Duncan, Councilmember, City of Coronado*
Nora Vargas, Chair, County of San Diego
~~Paloma Aguirre, Mayor, City of Imperial Beach*~~
Mark Arapostathis, Mayor, City of La Mesa
Jennifer Mendoza, Councilmember, City of Lemon Grove*
José Rodriguez, Councilmember, City of National City*
Brian Pepin, Councilmember, City of Poway*
Marni von Wilpert, Councilmember, City of San Diego*
Joe LaCava, Councilmember, City of San Diego*
Vivian Moreno, Councilmember, City of San Diego*
Raul Campillo, Councilmember, City of San Diego*
Laura Koval, Vice Mayor, City of Santee*

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

Jewel Edson, Councilmember, City of Solana Beach*
Priya Bhat-Patel, Mayor Pro Tem, City of Carlsbad*
Dave Druker, Councilmember, City of Del Mar*
Kellie Hinze, Councilmember, City of Encinitas*
Dane White, Mayor, City of Escondido
Sharon Jenkins, Mayor Pro Tem, City of San Marcos*
Corinna Contreras, Councilmember, City of Vista**

NCTD Alternate Board Members on the Board of Directors

Tony Kranz, Mayor, City of Encinitas
Terra Lawson-Remer, Supervisor, County of San Diego*
Ed Musgrove, Councilmember, City of San Marcos*

* Alternate to SANDAG Board of Directors
** Advisory member to SANDAG Board of Directors

AGENDA ITEM NO. +17B

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Approve

AGENDA SECTION: Chair's Report

SUBJECT: Appointment of Board Members: SANDAG Audit Policy Advisory Committee and Military Working Group

SUGGESTED ACTION: The Board of Directors is asked to approve the appointment of Board members to the SANDAG Audit Policy Advisory Committee as recommended by the SANDAG Chair, including waiving the three-year service requirement as it pertains to Councilmember Musgrove's appointment; and City of El Cajon Deputy Mayor Steve Goble as the San Diego Regional Military Working Group Chair.

ATTACHMENTS:
Military and Audit Recs.pdf

Appointment of Board Members: SANDAG Audit Policy Advisory Committee and Military Working Group

Overview

The Board of Directors is periodically required to make appointments to the San Diego Regional Military Working Group and Audit Policy Advisory Committee.

Action: **Approve**

The Board of Directors is asked to approve the appointment of Board members to the SANDAG Audit Policy Advisory Committee as recommended by the SANDAG Chair, including waiving the three-year service requirement as it pertains to Councilmember Musgrove's appointment; and City of El Cajon Deputy Mayor Steve Goble as the San Diego Regional Military Working Group Chair.

Fiscal Impact:

Per SANDAG Bylaws, Board Members serving as Policy Advisory Committee members and their alternates, and Board members serving as Chair of a Working Group, receive a stipend of $100 per meeting attended.

Schedule/Scope Impact:

Appointed Board members will immediately begin their term of office.

Key Considerations

Audit Policy Advisory Committee

As dictated by SANDAG's governing statutes, the SANDAG Audit Committee is composed of five voting members with two members of the Board of Directors and three members of the public, all of which shall be appointed by the Board.

Section 4.1 of SANDAG Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities states that the two Board members and any Board member alternates serving on the Audit Committee shall be recommended for appointment by the Chair of the Board. The Chair of the Board will select the Chair and Vice Chair of the Audit Committee from among its members.

The Chair of the Board shall select Board members to recommend to the Board based on the following criteria:

- The Board member shall have served on the Board for at least three years;
- The Board member shall have a basic understanding of the role of the Audit Committee; and
- The Board member shall express a willingness to work through the Audit Committee to pursue opportunities for improvements in operations, financial reporting, and internal controls identified through the agency's audit products.

The Board members recommended by the Chair of the Board are subject to approval by a majority vote of the Board. Board members appointed to the Audit Committee shall serve a term of two years, or until their successors are appointed. In no case shall any member serve more than five years on the Audit Committee.

Deputy Mayor David Zito (Solana Beach) and Councilmember David Druker (Del Mar) are recommended as the primary Board members for the Audit Committee for a two-year term, and Councilmember Ed Musgrove (San Marcos) is recommended as an alternate.

Although Councilmember Musgrove has not served on the Board for the requisite three-year term, that provision may be waived by the Board as a component of any motion supporting his appointment, as this

requirement is set forth in Board Policy but not statute. The Board previously exercised this authority in 2021 when Councilmember Musgrove was appointed to his first term on the Audit Committee.

Military Working Group

The San Diego Regional Military Working Group Charter requires that its Chair be a member of the Board of Directors and appointed by the Board. The Chair shall oversee the meetings of the Military Working Group but shall not be a voting member.

The Military Working Group responsibilities include reviewing current activities and plans being implemented by SANDAG and the various branches of the military. The goal is to coordinate programs, address issues of concern, and determine the best ways in which the military can support regional prosperity, while the region supports the effective operations of the military.

The previous Military Working Group Chair, former Mayor Alejandra Sotelo-Solis, is no longer a member of the Board of Directors. Deputy Mayor Steve Goble, City of El Cajon, has agreed to act as the new Military Working Group Chair.

Next Steps

Pending action by the Board, appointed Board members will immediately begin their term of office.

Nora Vargas, Chair, SANDAG Board of Directors

Key Staff Contact: Amberlynn Deaton, (619) 595-1405, amberlynn.deaton@sandag.org

AGENDA ITEM NO. +18

SANDAG

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE: February 24, 2023

SUBMITTED BY: John White, Office of the Clerk of the Board

ITEM TYPE: Approve

AGENDA SECTION: Reports

SUBJECT: Safe Streets and Roads for All Grant Award

SUGGESTED ACTION: The Board of Directors is asked to accept $2.5 million in Safe Streets and Roads for All grant funds and authorize the Chief Executive Officer or his designee to execute a grant agreement with the Federal Highway Administration. Staff will also provide a brief update on the agency's transportation safety work.

ATTACHMENTS:
Safe Streets and Roads for All Grant Award.pdf
Supporting Materials.pdf

Safe Streets and Roads for All Grant Award Update

Overview

On July 22, 2022, the SANDAG Board of Directors adopted Board Resolution 2023-02 declaring a Vision Zero Action Plan as integral to a safe and equitable transportation system and directed staff to seek funding to advance safety planning in the region. Since adoption of the ordinance, staff has made progress to advance the goals of the resolution including development of a Regional Safety Data Dashboard, a successful Safe Streets for All grant application to fund development of a regional Vision Zero Action Plan, and outreach education.

Action: **Accept**

The Board of Directors is asked to accept $2.5 million in Safe Streets and Roads for All grant funds and authorize the Chief Executive Officer or his designee to execute a grant agreement with the Federal Highway Administration. Staff will also provide present a brief update on the agency's transportation safety work.

Fiscal Impact:

Upon grant execution, staff will incorporate the Safe Streets and Roads for All grant funding into the FY 2024 final budget.

Schedule/Scope Impact:

None.

Key Considerations

Vision Zero Action Plan

The US Department of Transportation has announced that SANDAG was successful in its Safe Streets and Roads for All (SS4A) grant application. This competitive grant award will allow SANDAG to advance the development of a Regional Vision Zero Action Plan which will complement local safety plans. This award allows SANDAG to develop a qualifying safety plan that will enable the region and local jurisdictions to apply for implementation funds in a future SS4A grant.

Regional Safety Data Dashboard

A Regional Safety Data Dashboard is under development to support planning and monitoring of safety efforts. The dashboard is envisioned to show safety trends across our region and will be essential for identifying areas most in need of safety enhancements in the region. The beta version of the dashboard is being reviewed in collaboration with local jurisdictions and is expected to launch publicly by summer 2023.

Bike Anywhere Day

Outreach and education are core components of Vision Zero. SANDAG will take advantage of Bike Month in May to increase knowledge about bike safety. This includes the hallmark Bike Anywhere Day, formerly Bike to Work Day, on Thursday, May 18. Bike Anywhere Day builds upon last year's efforts to expand beyond commute trips and promotes the idea of exploring your community on newly built SANDAG bikeways for any trip. SANDAG member agencies are encouraged to participate by hosting a pit stop on Bike Anywhere Day and encouraging more bike month activities in their jurisdictions.

Next Steps

SANDAG staff will work over the coming months to execute a grant agreement with FHWA and expects to kick off the development of the Regional Vision Zero Action Plan this summer.

Antoinette Meier, Senior Director of Regional Planning

Key Staff Contact: Sam Sanford, (619) 595-5607, samual.sanford@sandag.org

Vision Zero Grant Award and Safety Planning Update

Board of Directors | Item 18

Presented by Sam Sanford
Senior Planner
February 24, 2023

1

Safe Streets and Roads For All Grant

- $2.5M discretionary federal funds
- Advances development of regional Vision Zero Action Plan
- Grant partners:
  - Caltrans
  - City of Vista
  - La Jolla Band of Luiseño Indians

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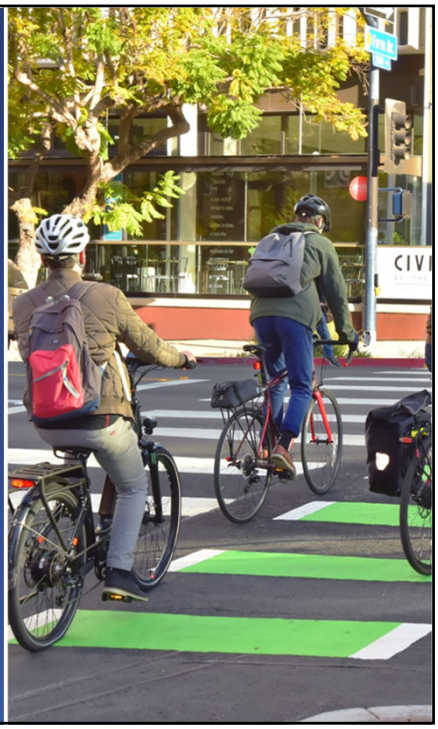
2

Regional Vision Zero Action Plan

- Define high injury network and identify data gaps
- Regional safety policy recommendations
- Multi-disciplinary technical advisory group
- Local safety planning templates



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Safety Data Dashboard

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Bike Anywhere Day

Thursday, May 18, 2023

- Expands event reach beyond the commute
- Participation from all ages and abilities
- Educates riders on bike safety including safe bike route options

5

Next Steps

- **FHWA coordination**
- **Grant execution and budget inclusion**
- **Anticipated plan completion summer 2024**
- **Capital funding opportunities**
- **2025 Regional Plan integration**

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AGENDA ITEM NO. +19

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Reports
SUBJECT:	2023 Board Retreat
SUGGESTED ACTION:	Staff will present an overview of the Board Retreat agenda and objectives.

ATTACHMENTS:
BOD Retreat Overview.pdf
Att. 1 - Draft Board Retreat Agenda.pdf

2023 Board of Directors Retreat

Overview

The Board of Directors typically meets on an annual basis for an off-site retreat focused on strategic planning, team-building, and informational sessions. The agenda for the 2023 Board Retreat, which is scheduled for March 9-10, 2023, is included as Attachment 1.

Action: **Information**

This report provides an overview of planned activities and agenda items for the 2023 Board of Directors Retreat will be presented.

Fiscal Impact:

The 2023 Board of Directors Retreat is funded through Overall Work Program Element No. 9000100.

Schedule/Scope Impact:

The 2023 Board Retreat is scheduled for March 9-10, 2023.

Key Considerations

This year's Retreat will focus on how we can partner together to create a San Diego region where every person who visits, works, and lives can thrive. Survey responses from Board members collected at the January 24, 2023, Board meeting described shared interest in the following topics (in no particular order):

- Regional Plan
- Priority projects
- Equity
- Weighted vote
- Data
- Funding & financing

Several Board members shared that success at the Retreat would include feeling a sense of collaboration and meaningful partnership with fellow Board members and staff. There was also a focus on better understanding of regional priorities and the ability to have an open and honest dialogue.

Consistent with SANDAG Bylaws and the Brown Act open meeting laws, each day of the retreat will be treated as a separate meeting. Board members will receive meeting stipends for each meeting and the public will be afforded the right to offer non-agenda comments at each meeting.

In addition, expenses for lodging/meals (within the local GSA per diem rate) for primary BOD members and one alternate from each jurisdiction, as well as lodging/meals (within per diem) for primary advisory members (or one alternate in absence of primary) will be provided. Expenses for lodging/meals (within per diem) for staff with an identified business need to be there and/or stay overnight due to safety or business case considerations will be provided. Board members and staff will be subject to the normal mileage reimbursement policies.

Next Steps

The Retreat will be streamed for online viewing; however, participation will be limited to those in-person. Consistent with normal policy, written comments may be provided to the Board via clerk@sandag.org.

Robyn Wapner, Director of Public Affairs

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

Attachment: 1. Board Retreat Agenda

Thursday,
March 9th

2023 Board Retreat
AGENDA

Breakfast will be available starting at 8:00 a.m.

9:00 AM

Item #1 – Non-Agenda Public Comment/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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.

Item #2 – SANDAG Board of Directors Workshop

The Board of Directors will participate in team-building and informational sessions focused on regional priorities and cross-jurisdictional collaboration.

How Did We Get Here? A Review of Where We've Been

We hear a lot about what has been promised, what has been delivered, and how things used to be at SANDAG. This session will take a look back at everything from projects to legal requirements and everything in between.

Where Are We Going?

We have a lot to do! Staff will get members up to speed on our current priority projects, major milestones, and decision points in 2023.

Lunch

Yes, No, Maybe So

Board members will participate in a structured activity to talk about where they can and can't work together; including on the weighted vote.

Now What?

Building off the day's activities, Board members will identify potential process improvements and areas of collaboration.

Dinner

SANDAG

Friday,
March 10th

2023 Board Retreat
AGENDA

Breakfast will be available starting at 8:00 a.m.

8:30 AM

Item #1 – Non-Agenda Public Comment/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. Public speakers are limited to three minutes or less per person. Board members also may provide information and announcements under this agenda item. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comment.

Item #2 – SANDAG Board of Directors Workshop

The Board of Directors will participate in team-building and informational sessions focused on state and federal requirements, the regional planning process, and community collaboration.

Fact vs. Fiction

The work that SANDAG does is complicated. From the Regional Plan to project delivery – it's important to provide accurate information to the community. Third-party experts will join to help clear up some of the most pressing questions swirling around these days.

Regional Plan Puzzle: A Community Conversation

As a taxpayer-funded agency, SANDAG exists to serve the people. Projects, programs, policies, and funding all must come together to meet dozens of requirements, laws, and regulations – while still serving the needs and priorities of a beautifully diverse region. Board Members and community members will participate in an interactive puzzle session to help crack the code on how a Regional Plan comes together.

Closing Comments

AGENDA ITEM NO. 20

Item Cover Page

BOARD OF DIRECTORS AGENDA ITEM REPORT

DATE:	February 24, 2023
SUBMITTED BY:	John White, Office of the Clerk of the Board
ITEM TYPE:	Information
AGENDA SECTION:	Reports
SUBJECT:	SANDAG 101: Data Science
SUGGESTED ACTION:	Staff will present an overview of the data that SANDAG uses and provides to advance the region's priorities.

ATTACHMENTS:
Supporting Materials.pdf

SANDAG 101: Data Science

Board of Directors | Item 20

Dr. Cynthia Burke
Senior Director, Data Science
February 24, 2023

1

Using data…

We Plan. We Build.

We Provide and Preserve Resources.

2

2

SANDAG

“

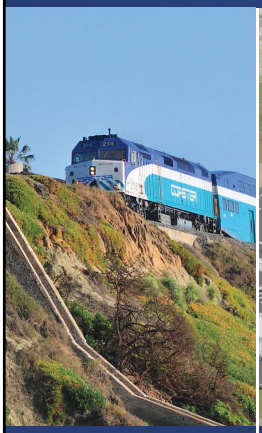
It is a capital mistake to theorize before one has data. Insensibly one begins to twist facts to suit theories, instead of theories to suit facts.

- Sherlock Holmes

3

3

Data is Essential for Our Priority Projects

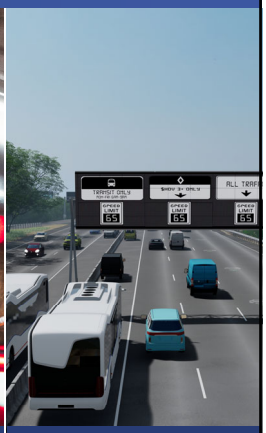


LOSSAN Corridor and Del Mar Bluffs

SR 11/Otay Mesa East Port of Entry

Central Mobility Hub

Purple Line and Blue Line Commuter Rail



Smart Corridors

4

Data is Essential for Our Priority Projects

- Estimated ridership/trips
- Economic impact
- Wait times
- Toll revenue estimates
- Social equity analyses
- Environmental impact analyses

5

Data Mandates

State

- SB 1703 (SANDAG Consolidation)
- SB 375 (Sustainable Communities Strategy)
- SB 743 (Transportation Impacts under CEQA)
- Comprehensive Multimodal Corridor Plans
- Social Services Transportation Advisory Council
- Annual Transit Report
- Regional Comprehensive Plan
- Regional Housing Needs Assessment
- Airport Multimodal Accessibility Plan
- Congestion Management Agency

Federal

- Federal Transportation Performance Management
- Fixing America's Surface Transportation Act
- Federal Clean Air Act
- Regional Transportation Plan
- Congestion Management Agency
- Title VI Program Administration

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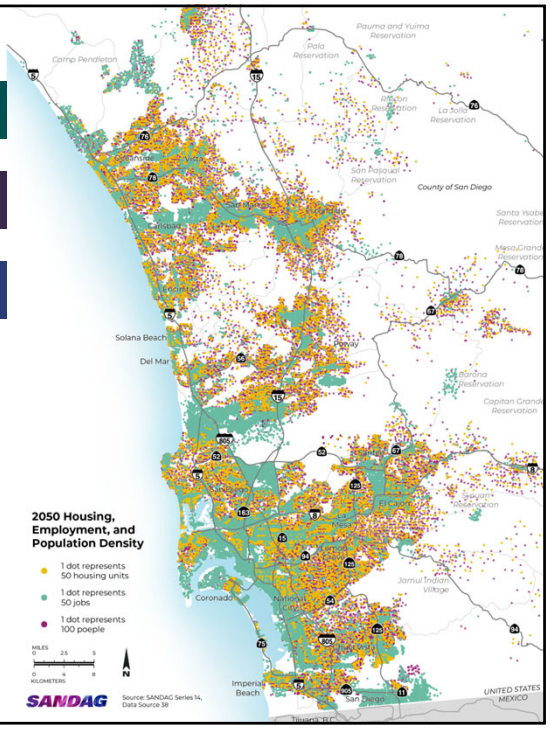
What Will the Region Look Like in the Future?

Population

Housing

Jobs



7

What is the Activity-Based Model?

Travel Decisions We Make	Different Types of Trips	Outputs Related to the Trips
• Do I make a trip?	• Residents	• Total number of trips
• Do I go alone or with others?	• Visitors	• Vehicle miles traveled
• How many stops on the trip?	• Commercial vehicles	• Mode of travel
• What route will I take?	• Interregional	• Length of trip
• When will I go?	• Cross-border	• Traffic volumes
• How will I get there?	• Heavy-duty trucks	• Congestion
		• Transit ridership
		• Walking/biking

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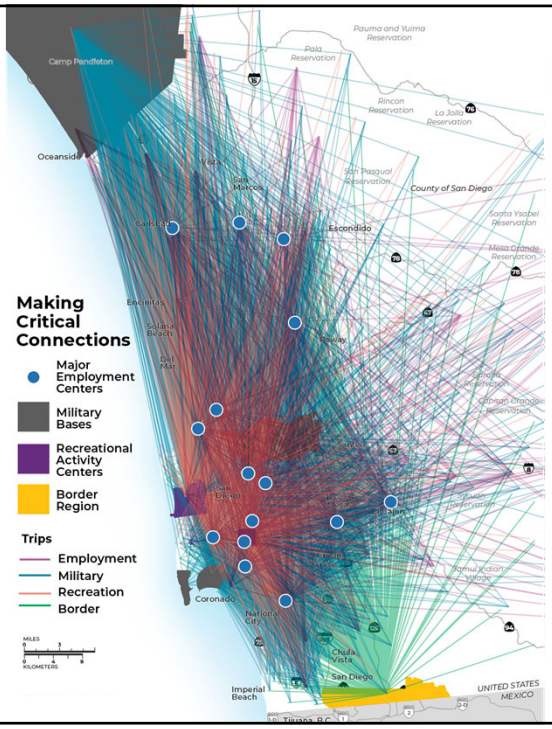
Different Trips Around the Region



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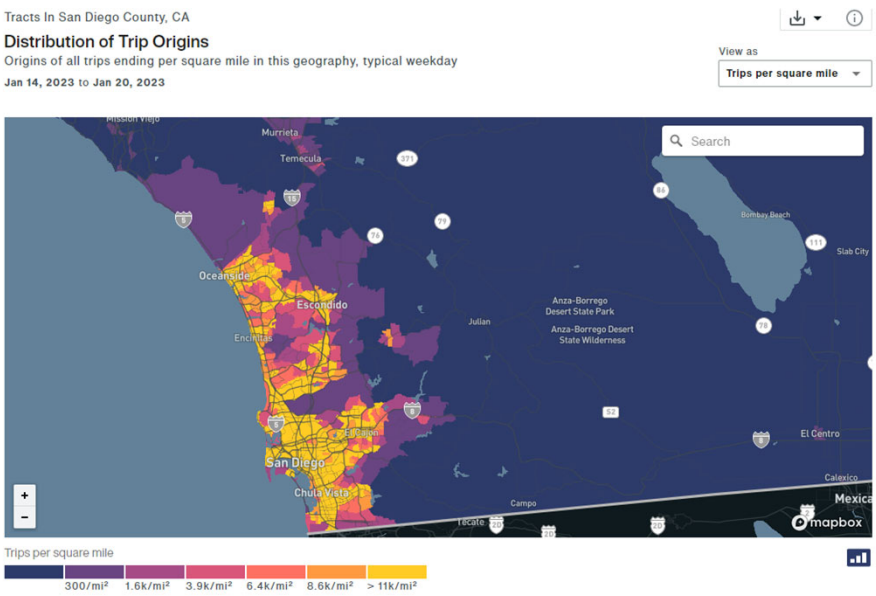
Big Data
Replica



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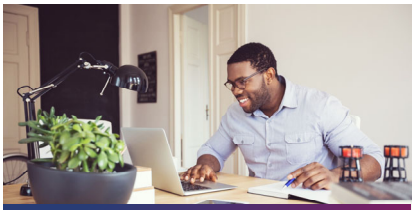
Collecting Data Not Available Elsewhere

Parking Survey

Commercial Vehicle Survey



Telecommute Survey

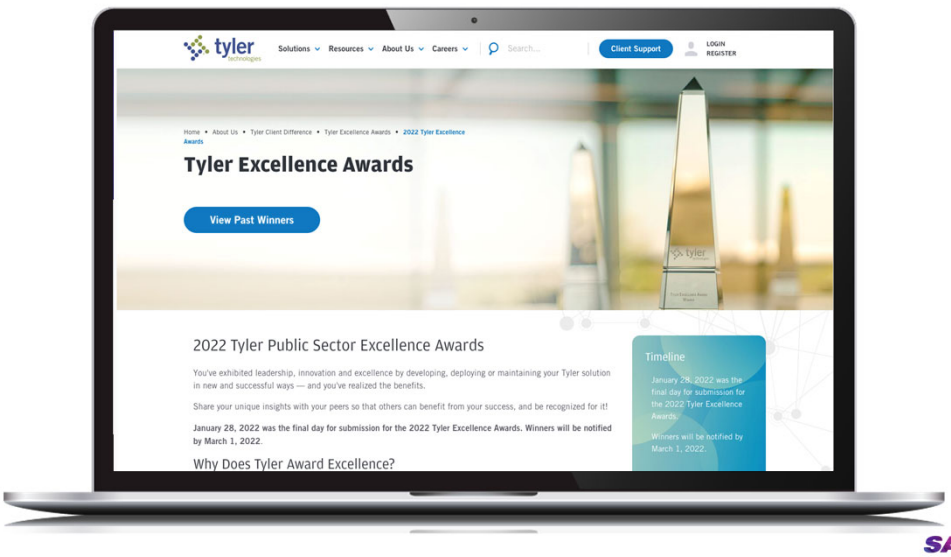
Household Travel Behavior Survey

On-Board Transit Survey

Cross-Border Travel Survey

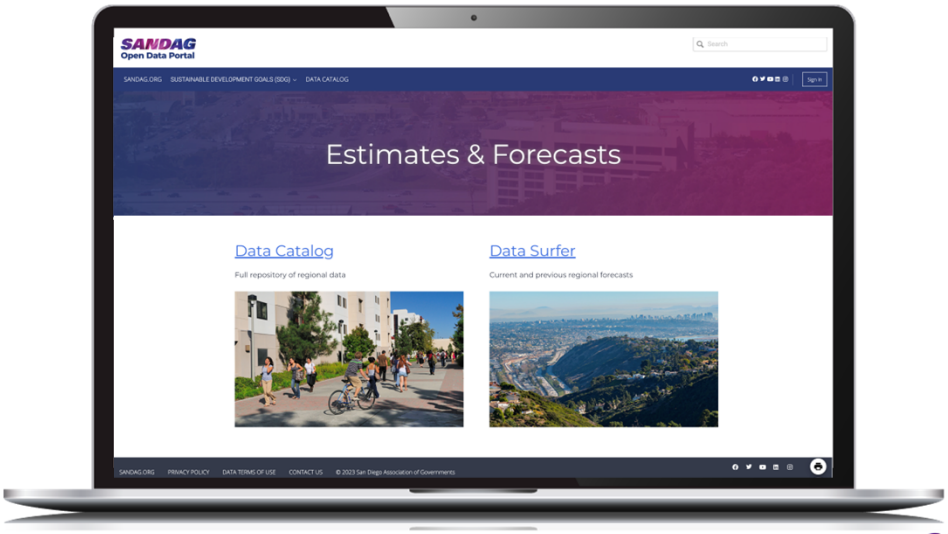
Accessible and Interactive Data

Explore the data at opendata.sandag.org



Data Catalog and Data Visualization

Census, Estimate, Forecast
Current and previous regional forecasts



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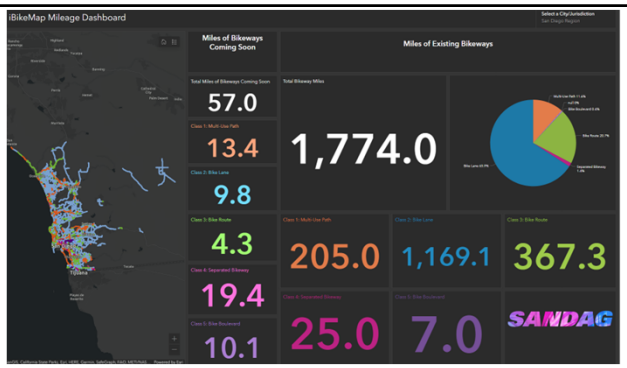
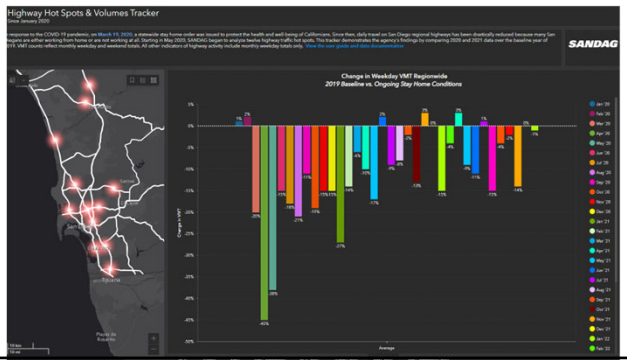
Interactive Dashboards

iBikeMap Mileage Dashboard

Highway Traffic Data
Average daily traffic volumes





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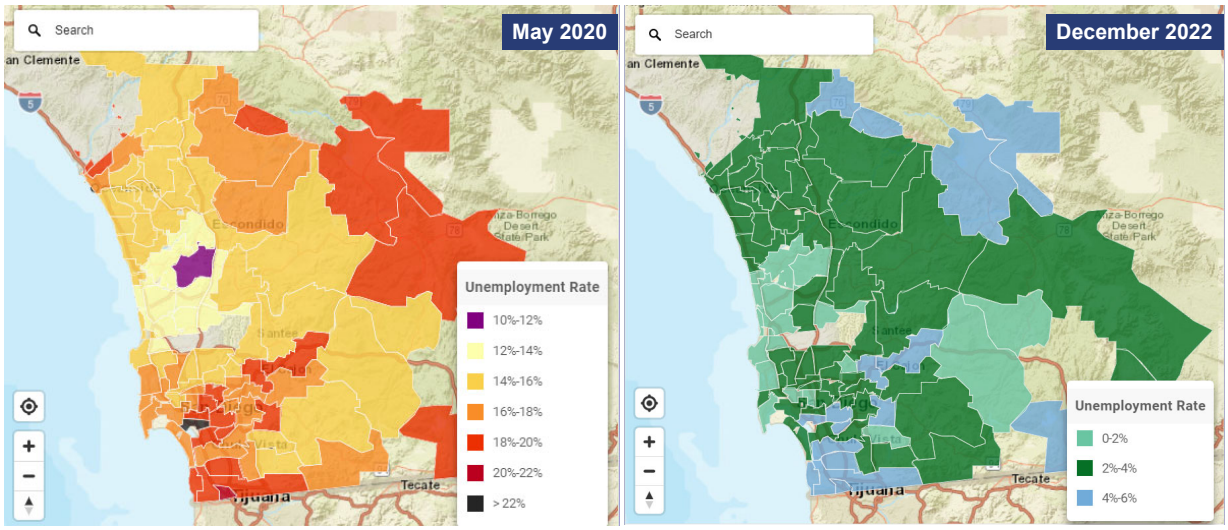
Up-To-Date Data on Unemployment

Unemployment Analysis



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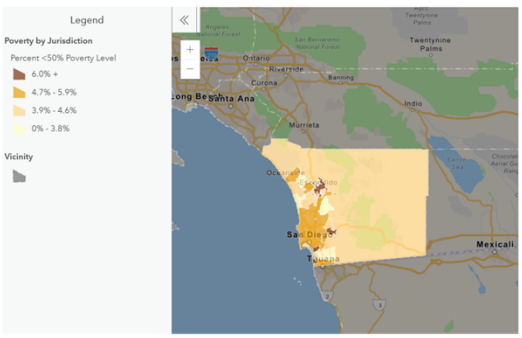
Working Regionally and Internationally on Sustainable Development Goals

Sustainable Development Goals (SDG)
Explore the goals & data

The map below displays 2020 ACS Poverty Estimates for each jurisdiction in the San Diego region. View the mapped jurisdictional data.



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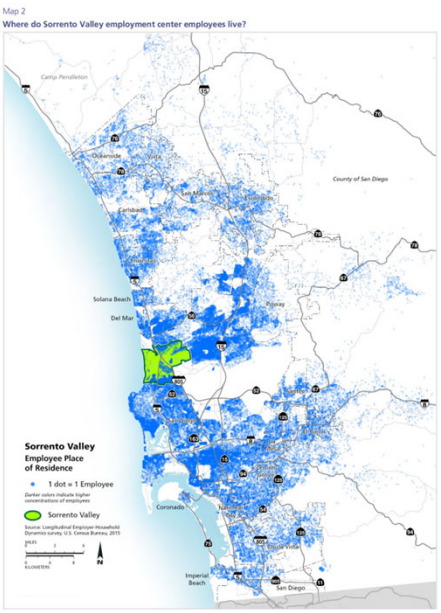
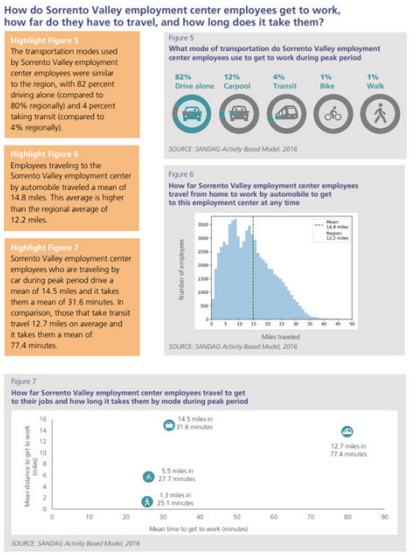
Understanding Where People Live and Work

Employment Centers





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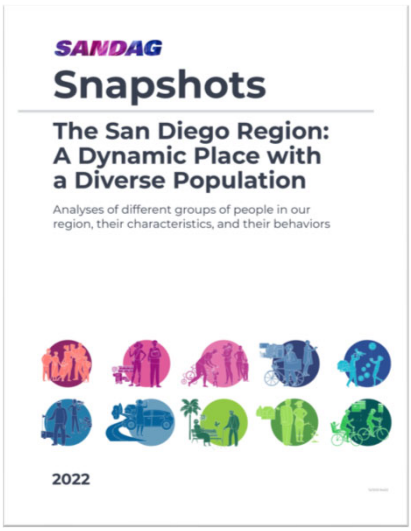
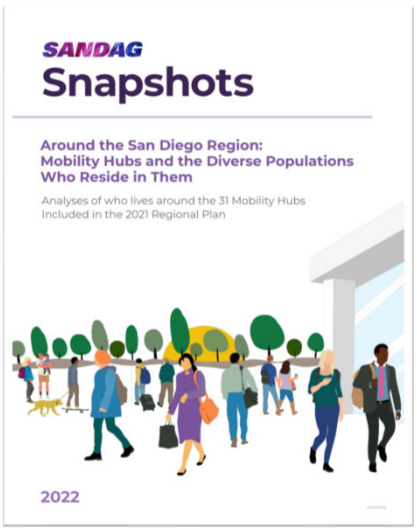
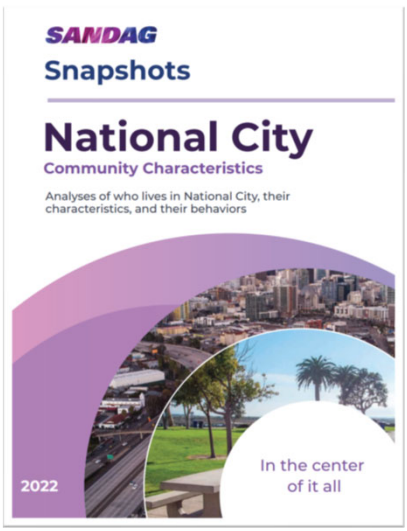
Community Characteristics

How do we best meet the needs of those in our region?

Community Characteristics







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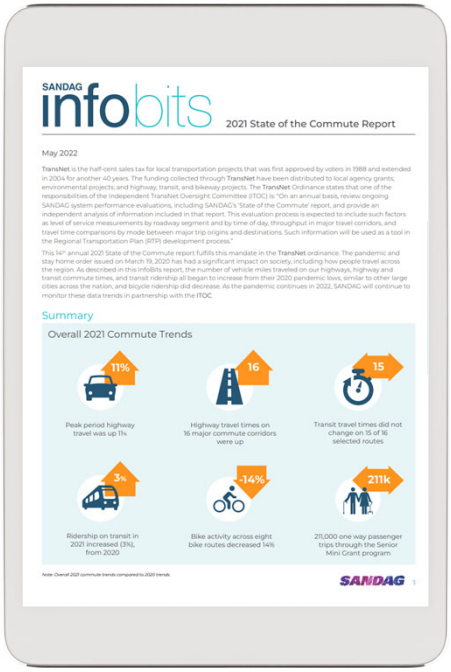
Performance Monitoring and Sharing Outcomes

State of the Commute



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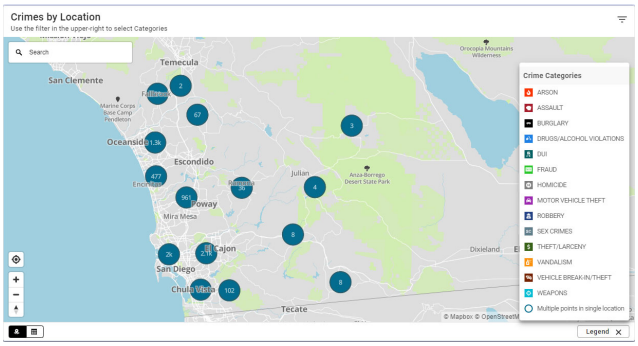
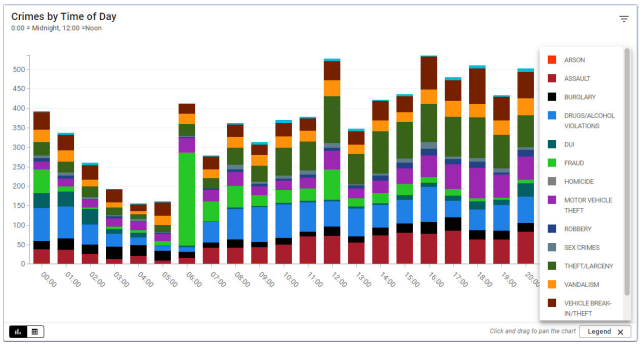
ARJIS Crime Statistics

Law enforcement and public

ARJIS Crime Mapping Data





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Criminal Justice Clearinghouse Statistics and Evaluations

Criminal Justice Research Clearinghouse

Table 3
Annualized FBI Index Violent Crime rates per 1,000 population by jurisdiction
San Diego Region, Mid-Year 2018, 2021, and 2022

	2018	2021	2022	Change 2018-2022	Change 2021-2022
Carlsbad	2.02	1.82	2.15	6%	18%
Chula Vista	3.02	3.59	3.68	22%	3%
Coronado	0.75	0.81	2.59	--	--
El Cajon	4.73	5.09	5.15	9%	1%
Escondido	3.14	3.43	3.63	16%	6%
La Mesa	2.70	3.02	2.55	-6%	-16%
National City	4.95	5.74	5.07	2%	-12%
Oceanside	3.50	4.31	4.25	21%	-1%
San Diego	3.71	4.11	4.22	14%	3%
Sheriff - Total	2.78	2.92	2.92	5%	0%
Del Mar	2.33	1.41	0.94	--	--
Encinitas	1.89	2.15	1.86	-2%	-13%
Imperial Beach	2.25	3.53	3.67	63%	4%
Lemon Grove	5.57	6.45	6.23	12%	-3%
Poway	1.09	1.51	1.02	--	--
San Marcos	1.77	2.10	2.08	18%	-1%
Santee	2.20	2.50	3.06	39%	22%
Solana Beach	1.15	1.45	1.45	--	--
Vista	3.02	3.47	3.54	17%	2%
Unincorporated	2.51	2.50	2.31	-8%	-8%
4S Ranch	0.51	0.36	0.18	--	--
Alpine	1.51	1.78	1.21	--	--
Fallbrook	1.73	2.25	1.99	15%	-12%
Lakeside	3.44	2.50	2.72	-21%	9%
Ramona	1.23	1.61	2.36	--	--
Spring Valley	3.82	4.51	3.46	-9%	-23%
Valley Center	5.33	2.82	4.35	-18%	54%
Total	**3.32**	**3.66**	**3.73**	**12%**	**2%**

NOTES: The FBI Crime Index Violent Crime include homicide, rape, robbery, aggravated assault. "Sheriff-Total" includes the contract cities and the unincorporated area served by the San Diego County Sheriff's Department, as well as crime reported in the Sheriff's "other" category that includes the Sheriff's detention facilities, courts staffed by the Sheriff, and crimes reported to the Sheriff that were determined to have occurred in a city not served by the Sheriff or at a location for which jurisdiction could not be determined. "Unincorporated" includes 4S Ranch, Alpine, Fallbrook, Lakeside, Ramona, Spring Valley, and Valley Center, as well as the unincorporated areas for which crime data are not individually shown (Campo, Julian, Pine Valley, Ranchita, and the unincorporated areas of Encinitas, Imperial Beach, Lemon Grove, Poway, San Marcos, Santee, and Vista). The annualized crime rate per 1,000 population reflects the number of incidents reported in the first six months of the year, times two, divided by the population which has been divided by 1,000. Percent changes are not presented if either comparison number used to compute the crime rate equals 30 or less.

Figure 5
Homicide by gender and age in the San Diego region, 2021

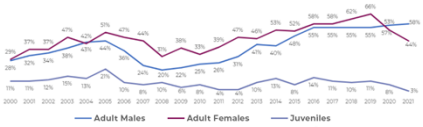
Sources: SANDAG; ARJIS; 2021 Homicide Supplemental report

Figure 6
Homicide victims by gender and race/ethnicity in the San Diego region, 2021

Sources: SANDAG; ARJIS; 2021 Homicide Supplemental report
Note: Percentages may not equal 100 due to rounding.

As seen in Figure 2, the percentage of juveniles who tested positive for meth in 2021 (3%) is a 22-year low. A similar trend of decline was seen in the percentage of adult females who tested positive for meth. However, the percentage of adult males who tested positive for meth in 2021 (58%) is a 22-year high (Figure 2).

Figure 2
Percentage of Arrestees Who Tested Positive for Meth in the Past Twenty-Two Years



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Peer Review with Outside Experts

SCAG – Innovating for a better tomorrow
San Diego Workforce Partnership
San Diego Tourism Authority
Puget Sound Regional Council
UC San Diego
USC
SDSU
California Air Resources Board
U.S. Department of Transportation – Federal Highway Administration
UCDAVIS – University of California
SDMAC – San Diego Military Advisory Council

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Commitment to Data Quality

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Being a Data Driven Agency

- **Collect and compile data**
- **Make and validate estimates, forecasts, and models**
- **Create applications and visualizations**
- **Collect measures and output**
- **Share and distribute data and information**
- **Use data internally to make data driven decisions and recommendations**
- **Share data with the region for local use**
  - Service Bureau, Climate Action Plans, and General Plan Updates

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