



# Transportation Committee Agenda

Friday, July 21, 2023  
9 a.m.

Welcome to SANDAG. The Transportation Committee meeting scheduled for Friday, July 21, 2023, will be held in person in the SANDAG Board Room. While Committee members will attend in person, members of the public will have the option of participating either in person or virtually.

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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.

# Transportation Committee

Friday, July 21, 2023

## Comments and Communications

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

Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Transportation Committee on any issue within the jurisdiction of the Transportation Committee 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 comment. Transportation Committee members also may provide information and announcements under this agenda item.

### 2. Agency Report

*Coleen Clementson, SANDAG*

Discussion

Deputy Chief Executive Officer Coleen Clementson will present an update on pertinent agency activities.

### 3. SSTAC and Mobility Working Group Report

SSTAC and Mobility Working Group Chairs will have an opportunity to provide an update on the various activities of the Working Groups.

Discussion

## Consent

### +4. Approval of Meeting Minutes

*Francesca Webb*

Approve

The Transportation Committee is asked to review and approve the minutes from its June 16, 2023, meeting.

[Meeting Minutes](#)

### +5. Grant Program Quarterly Status Update and Smart Growth Incentive Program Amendment Request

*Tracy Ferchaw, Aly Vazquez, Lauren Lee, and Ben Gemblar, SANDAG*

Approve

This report provides an update on the progress and performance of projects funded by SANDAG's grant programs. The Transportation Committee is also asked to approve a 4-month schedule extension for the City of National City's Sweetwater Road Protected Bikeway Smart Growth Incentive Program project.

[Grants Quarterly Status Update](#)

[Att 1 - Glossary of Terms](#)

[Att 2 - Discussion Memo](#)

[Att 3 - Project Showcase](#)

[Att 4 - County of San Diego Withdrawal - Letter](#)

[Att 5 - Valley Center Community Plan Update Grant Agreement](#)

[Att 6 - City of National City Request Letter](#)

- +6. Regional Active Transportation Program Awards and FY 2024 Program Budget Amendments** Recommend  
*Jenny Russo and Chris Kluth, SANDAG*
- The Transportation Committee is asked to recommend the Board of Directors approve the proposed budget amendments.
- [Regional Act Transportation Program Awards FY 24 Program Budget Amendment Att 1 - Bike EAP Priority List](#)  
[Att 2 - Proposed FY 2024 Program Budget Amendments ATP](#)
- +7A. State Infrastructure Investments and FY 2024 Program Budget Amendments** Recommend  
*Sharon Humphreys, Maria Rodriguez-Molina, and Tim Dewitt, SANDAG*
- +7A. Proposed FY 2024 Program Budget Amendments: SR 11/Otay Mesa East Port of Entry and Harbor Drive 2.0/Vesta Bridge**
- The Transportation Committee is asked to recommend that the Board of Directors accept the allocation of \$140,000,000 in Trade Corridor Enhancement Program Funds for the SR 11/ Otay Mesa East Port of Entry Project (FY24 Capital Improvement Program Project No. 1201101) and the allocation of \$18,500,000 for Harbor Drive 2.0/Vesta Bridge (FY24 Capital Improvement Program Project No. 1148000).
- [TCEP Budget Amendment Final](#)  
[Att 1 - Proposed Budget Amendment 1201101 OME](#)  
[Att 2 - Proposed Budget Amendment Harbor 2.0 Vesta](#)
- +7B. +7B. FY 2024 Program Budget Amendment: Batiquitos Double Track Project** Recommend  
*Sharon Humphreys, Maria Rodriguez-Molina, and Tim Dewitt, SANDAG*
- +7B. FY 2024 Program Budget Amendment: Batiquitos Double Track Project**
- The Transportation Committee is asked to recommend that the Board of Directors accept Solutions for Congested Corridors Program funding, as approved by the California Transportation Commission, and amend the FY 2024 SANDAG Program Budget for the advancement of the Batiquitos Double Track project (Capital Improvement Project No. 1239816).
- [Batiquitos Budget Amendment](#)  
[Proposed Program Budget Amendment for CIP No. 1239816 Batiquitos](#)
- +8. 2023 Regional Transportation Improvement Program: Amendment No. 5** Recommend  
*Richard Radcliffe, SANDAG*
- The Transportation Committee is asked to recommend that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), adopt Resolution No. RTC-2024-01 approving Amendment No. 5 to the 2023 Regional Transportation Improvement Program, in substantially the same form as Attachment 1.
- [2023 RTIP Amendment 5](#)  
[Att 1 - Draft Board Resolution](#)  
[Att 2 - Am No. 5 Summary](#)

- [Att 3 - 23-05 Table 2 TC](#)
- [Att 4 - 2023 Financial Summary](#)
- [Att 5 - 23-05 Changes During Public Comment](#)
- [Att 6 - Federal Requirements Analysis](#)
- [Att 7 - TTP-STIP-for-California](#)
- [Att 8 - Public Comments and Responses](#)

## Reports

- |   |  |
|---|--|
| <p><b>+9. Grants Evaluation Process</b><br/> <i>Jenny Russo, SANDAG</i></p> <p>Staff will present an overview of the current competitive selection process for SANDAG's various grant programs along with best practices to inform members for possible action.</p> <p><a href="#">Grants Evaluation Process</a><br/> <a href="#">Att 1 - Discussion Memo</a><br/> <a href="#">Att 2 - Sample CFP</a><br/> <a href="#">Supporting Materials</a></p> | <p>Discussion/<br/>Possible<br/>Action</p> |
| <p><b>+10. 2022 State of the Commute Report</b><br/> <i>Connor Vaughs and Grace Mino, SANDAG</i></p> <p>Staff will present an overview of the 2022 State of the Commute.</p> <p><a href="#">2022 State of the Commute Report</a><br/> <a href="#">Att 1 - 2022 State of the Commute Highlights</a><br/> <a href="#">Supporting Materials</a></p>  | <p>Information</p>                         |
| <p><b>+11. Regional Zero Emission Vehicle Strategy</b><br/> <i>Susan Freedman, SANDAG</i></p> <p>Staff will present an overview of and seek input on, the draft Regional ZEV Strategy that is being developed through SANDAG's participation in the Accelerate to Zero Emissions Collaboration.</p> <p><a href="#">Regional ZEV Strategy</a><br/> <a href="#">Supporting Materials</a></p>  | <p>Information</p>                         |
| <p><b>12. Upcoming Meetings</b><br/> The next meeting of the Transportation Committee is scheduled for Friday, September 1, 2023, at 9 a.m.</p>   |  |

+ 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

July 21, 2023

## June 16, 2023, Meeting Minutes

### [View Meeting Video](#)

Chair Jack Shu (East County) called the meeting of the Transportation Committee to order at 9:05 a.m.

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

Tim Bilash, member of the public, spoke regarding environmental science related to engineering and construction of projects.

Blair Beekman, member of the public, spoke regarding various County issues including tech accountability, the bus driver strike and shortage, and the San Diego City Council decision regarding homeless encampments.

Katheryn Rhodes, member of the public, spoke regarding the San Diego City Council decision regarding homeless encampments.

The Original Dra, member of the public, spoke in opposition to collaboration with the United Nations.

Councilmember Jewel Edson (North County Transit District [NCTD]) provided an update on the LOSSAN corridor.

Chairwoman Erica Pinto (Southern California Tribal Chairman's Association) spoke regarding the Supreme Court's decision to uphold the Childrens Welfare Act, provided an update on the work of the Native American Advisory to Caltrans Committee, and spoke in support of PRIDE and the Two-Spirit community.

Chair Shu spoke regarding the City of La Mesa's collaboration with Caltrans to find solutions to traffic congestion.

#### **2. Agency Report**

Director of Regional Planning Antoinette Meier presented an update on key programs, projects, and agency initiatives.

Blair Beekman spoke regarding rail service along the bluffs as well as Tribal transportation issues.

The Original Dra spoke regarding Senate Bill 1 and health and safety issues around lithium batteries.

Action: Discussion only.

#### **Consent**

#### **3. Approval of Meeting Minutes**

The Transportation Committee was asked to approve the minutes from its June 2, 2023, meeting.

#### **4. FY 2023 Transportation Development Act Claim Amendment**

The Transportation Committee was asked to adopt Resolution No. 2023-15, approving the FY 2023 Transportation Development Act claim amendment for the North County Transit District.

## 5. FY 2024 Transportation Development Act and State Transit Assistance Claims

The Transportation Committee is asked to recommend that the Board of Directors adopt Resolutions Nos. 2023-16 through 2023-21, approving the FY 2024 Transportation Development Act and State Transit Assistance (STA) claims in substantially the same form as the attached resolutions; and approve the STA findings as certified by North County Transit District.

The Original Dra spoke regarding bathroom access along public transit routes.

Blair Beekman spoke regarding SANDAG bond issuance and what projects to fund.

Action: Upon a motion by Councilmember Edson and a second by Councilmember John Duncan (South County), the Transportation Committee voted to approve the Consent Agenda.

The motion passed.

Yes: Chair Shu, Vice Chair Raul Campillo (City of San Diego), Mayor Tony Kranz (North County Coastal), Mayor John Franklin (North County Inland), NCTD Chair Edson, Commissioner Sandy Naranjo (Port of San Diego), Rafael Perez (San Diego County Regional Airport Authority), and Councilmember Duncan.

No: None.

Abstain: None.

Absent: County of San Diego and Metropolitan Transit System (MTS).

## Reports

### 6. Annual Public Transit Report

Associate Regional Planner Zac Bradt presented the item.

Tim Bilash spoke in support of the item.

The Original Dra spoke regarding funding for public restrooms and impacts of the bus driver shortage.

Blair Beekman spoke regarding transit connections between Oceanside and San Clemente.

Action: Upon a motion by Vice Chair Campillo and a second by NCTD Chair Edson, the Transportation Committee voted to recommend that the Board of Directors approve and submit to the State Legislature the Annual Report on Public Transit for the previous fiscal year.

The motion passed.

Yes: Chair Shu, Vice Chair Campillo, Mayor Kranz, NCTD Chair Edson, Mayor Franklin, Commissioner Naranjo, Rafael Perez, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: County of San Diego and MTS.

### 7. Proposed FY 2024 Transit Agency Operating Budgets

Senior Budget Program Analyst Julian Podgruszewski; Gordon Meyer and Julia Tuer, MTS; and Eun Park Lynch and Chris Orlando, NCTD; presented an update on the Blueprint and requested input on draft near- and long-term implementation strategies.

Blair Beekman spoke regarding support for electric bus systems, first and last-mile transit; and technology deployment.

The Original Dra spoke regarding dangers of lithium batteries and both transit budgets funding priorities.

Action: Upon a motion by Mayor Kranz and a second by Commissioner Naranjo, the Transportation Committee voted to approve the NCTD and the MTS FY 2024 operating budgets for funding.

The motion passed.

Yes: Chair Shu, Vice Chair Campillo, Mayor Kranz, NCTD Chair Edson, Commissioner Naranjo, Rafael Perez, and Councilmember Duncan.

No: None.

Abstain: None.

Absent: County of San Diego, MTS, and North County Inland.

## **8. Next Gen *Rapid* Routes 41, 471, and 625 Conceptual Planning**

Zac Bradt presented an update on the conceptual planning for Next Gen Rapid Routes.

Tim Bilash spoke in support of this item, the completion and design of the Blue Line, and possible location for future dedicated bus lanes.

The Original Dra spoke in opposition to investment in public transportation and reduction of freeway lanes.

Blair Beekman spoke regarding the Purple Trolley Line and Rapid services, and the future of biometric technology.

Zach Defazio Farrell commented regarding traffic signals and bus routes.

Action: Information only.

## **9. Upcoming Meetings**

The July 7, 2023, Transportation Committee meeting has been cancelled. The next scheduled meeting is Friday, July 21, 2023, at 9 a.m.

## **10. Adjournment**

Chair Shu adjourned the meeting at 12 p.m.



## Attendance at Transportation Committee Meeting

Jurisdiction	Name	Member/ Alternate	Attend
San Diego County Regional Airport Authority	Mayor Esther Sanchez	Member	No
	Rafael Perez	Alternate	Yes
City of San Diego	Vice Chair Raul Campillo	Member	Yes
	Councilmember Marni von Wilpert	Alternate	No
County of San Diego	Supervisor Terra Lawson-Remer	Member	No
	Supervisor Joel Anderson	Alternate	No
	Supervisor Nora Vargas	Alternate	No
East County	Chair Jack Shu	Member	Yes
	Councilmember Jennifer Mendoza	Alternate	Yes
Metropolitan Transit System	Councilmember Vivian Moreno	Member	No
	Councilmember Marcus Bush	Alternate	No
North County Coastal	Mayor Tony Kranz	Member	Yes
	Deputy Mayor David Zito	Alternate	Yes
North County Inland	Mayor John Franklin	Member	Yes
	Mayor Steve Vaus	Alternate	No
North County Transit District	Councilmember Priya Bhat-Patel	Member	No
	Councilmember Jewel Edson	Alternate	Yes
	Councilmember Corinna Contreras	Alternate	No
Port of San Diego	Commissioner Sandy Naranjo	Member	Yes
	Vice Chairman Rafael Castellanos	Alternate	No
South County	Councilmember John Duncan	Member	Yes
	Councilmember Jose Rodriguez	Alternate	Yes
<b>Advisory Members</b>			
Caltrans	Gustavo Dallarda	Member	No
	Ann Fox	Alternate	Yes
	Mario Orso	Alternate	No
Southern California Tribal Chairmen's Association	Erica Pinto	Member	Yes
	James Hill	Member	No

July 21, 2023

## Grant Program Quarterly Status Update and Smart Growth Incentive Program Amendment Request

### Overview

The [TransNet Extension Ordinance and Expenditure Plan](#) provides funding for various regional competitive grant programs available to local jurisdictions, transit agencies, and nonprofit organizations that help implement the 2021 Regional Plan. Grant programs include the Environmental Mitigation Program Land Management Grant Program (EMP LMG), Smart Growth Incentive Program (SGIP), Active Transportation Grant Program (ATGP), and Senior Mini-Grant Program (SMG). Additionally, SANDAG receives Federal Transit Administration Section 5310 funding that it distributes through the Section 5310 Grant Program, as well as Access for All funding from the California Public Utilities Commission that it distributes through the Access for All (AFA) grant program.

[SANDAG Board Policy No. 035](#) applies to all competitive grant programs administered through SANDAG and outlines competitive grant program procedures. SANDAG awards grant funds on a competitive basis that considers the grantees' ability to perform their proposed projects on time. SANDAG intends to hold grantees accountable for completing the project to ensure fairness in the competitive process and to encourage grantees toward implementation for public benefit on project deliverables as soon as possible. Projects are placed on a watch list if a grantee has not made timely progress toward its milestones or key project deliverables or has not implemented any SANDAG-issued corrective actions.

Status reporting on the grant projects is provided biannually to the ITOC and quarterly to one or more policy advisory committees based on which bodies provide oversight for each grant program. For a listing of policy advisory committees and grant project oversight, see "Policy Committee Oversight" in Attachment 1. This status update provides an overview of the progress and performance of projects funded through these grant programs.

### [TransNet Environmental Mitigation Program Land Management Grants](#)

Through the EMP LMG, SANDAG provides land managers with funding to help maintain and enhance the integrity and size of regional habitat preserves and protect endangered species. Eligible applicants include land managers from private nonprofit organizations, local jurisdictions, and other government agencies. Examples of land management projects include habitat restoration, habitat preservation, and non-native plant species eradication. As of the end of the reporting period, SANDAG has awarded more than \$18 million to 136 projects throughout the San Diego region, and 116 grant-funded projects have been completed and closed out.

### Action: **Approve**

This report provides an update on the progress and performance of projects funded by SANDAG's grant programs.

The Transportation Committee is also asked to approve a 4-month schedule extension for the City of National City's Sweetwater Road Protected Bikeway SGIP project.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

During the reporting period (January 1, through March 31, 2023), four projects were completed, one project requested to withdraw from the SGIP program, and six projects were on the watch list.

If approved, the 4-month schedule extension for the Sweetwater Road Protected Bikeway SGIP project will be completed and open to the public in December 2023.

### TransNet Smart Growth Incentive Program

The SGIP provides funding to local jurisdictions for transportation-related infrastructure improvements and planning efforts that support smart growth and transit-oriented development in Smart Growth Opportunity Areas. As of the end of the reporting period, SANDAG has awarded approximately \$59 million to 73 projects throughout the San Diego region, with 43 projects completed.

### Active Transportation Grant Program

The ATGP supports local efforts to increase the region's walking, biking, and transit use. The ATGP encourages local jurisdictions to plan and build facilities that promote multiple travel choices and increase biking and walking. The ATGP also is funded with Transportation Development Act funds. As of the end of the reporting period, SANDAG has awarded over \$28 million to 87 projects throughout the San Diego region, with 82 projects completed.

### Specialized Transportation Grant Program

The Specialized Transportation Grant Program is funded by the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310) and the TransNet SMG Program. The funds are used for operating, mobility management, and capital expenses associated with providing transportation services for older adults and individuals with disabilities. As of the end of the reporting period, SANDAG has awarded over \$24 million in SMGs and over \$38 million in federal funds, with 192 grants completed.

### Access for All Grant Program

The Access for All Grant Program is funded by the California Public Utilities Commission through a ten-cent fee imposed on each Transportation Network Company ride completed in the region. The program funds projects and programs that expand on-demand Wheelchair Accessible Vehicle service for individuals with disabilities in the San Diego region. As of the end of the reporting quarter, SANDAG has awarded \$2.5 million in funding to one project and the grantee began providing services in June, 2023.

## Key Considerations

Four projects were completed during the reporting period, and six were on the Watch List. A glossary of key terms for the grant programs is included in Attachment 1. Attachment 2 is a discussion memo highlighting project status changes within the reporting period for each grant program. Attachment 3 showcases completed projects or projects that met major milestones during the reporting period.

The Cycle 10 EMP LMG projects awarded by the Board of Directors in October 2022, received their executed grant agreements during the reporting period. Eleven of these projects are threat reduction stewardship projects that will reduce threats to [Management Strategic Plan](#) (MSP) priority species and their habitats on existing conserved lands and will be completed within 18 months. Seven of these projects are species and habitat recovery projects that include habitat restoration and enhancement projects with a focus on [Management Strategic Plan](#) (MSP) priority species and their habitats and will be completed within 3-5 years.

The County of San Diego has requested that its Valley Center Community Plan Update project be withdrawn from the SGIP grant program. Due to changes in local and state policies and the impacts on the plan's environmental review process, the County will be unable to meet the timeframe of the grant completion. Details on the withdrawal, including a draft termination letter, are provided in Attachment 4.

The City of National City is requesting a 4-month schedule extension for their Sweetwater Road Protected Bikeway SGIP project. Because the extension request is beyond twelve months aggregate, and approval of the time extension would cause the project to exceed the completion milestone of the project duration; per Board Policy 1, Transportation Committee must approve this extension request if it determines that extenuating circumstances existed that the grantee could not have reasonably foreseen. Details of the request and reasons for the extension are included in Attachment 5.

At its July 12, 2023 meeting, the ITOC recommended that the Transportation Committee approve the requested Sweetwater Road Protected Bikeway amendment. The ITOC also expressed concern regarding the County's Valley Center Community Plan Update withdrawal and the use of the grant expenditures to date and provided direction to staff to look at options for returning expended grant funds from future grant projects.

### **Next Steps**

The next quarterly status update on these grant programs is scheduled to be presented in October 2023. If approved, the 4-month schedule extension for the Sweetwater Road Protected Bikeway SGIP project will be completed and open to the public in December 2023.

### ***Susan Huntington, Director of Financial Planning, Budgets, and Grants***

Key Staff Contacts: *EMP LMG*: Lauren Lee, (619) 595-5660, lauren.lee@sandag.org  
*SGIP/ATGP*: Tracy Ferchaw, (619) 699-1977, tracy.ferchaw@sandag.org  
*STGP*: Aly Vazquez, (619) 744-5890, aly.vazquez@sandag.org  
*AFA* : Benjamin Gemblar (619) 849-6767, benjamin.gemblar@sandag.org

Attachments:

1. Glossary of Terms
2. Discussion Memo
3. Project Showcase
4. County of San Diego Withdrawal
5. Valley Center Community Plan Update Grant Agreement
6. City of National City Request Letter

## Glossary of Terms

Term	Applicable Grant Program(s)	Definition
Active Project	All	An ongoing project that is neither complete nor pending and will continue being funded and reported on during the next quarter.
Actual Performance	All	Refers to the grantee's performance of the project during the project term, which contrasts with the proposed performance (see definition below).
Amendment (AM)	All	Refers to no-cost, schedule-only extensions and scope modifications brought about by extenuating circumstances such as COVID-19. The Chief Executive Officer can approve time extension requests of up to twelve months aggregate or that do not miss Project Milestones (see definition). All such amendments are subsequently reported as a delegated action to the SANDAG Board of Directors. Amendments exceeding twelve months aggregate or that miss Project Milestones are considered by the following Policy Advisory Committee: <ul style="list-style-type: none"> <li>• SGIP, HAP, and EMP - Regional Planning Committee (RPC)</li> <li>• ATGP, SGIP, STGP, EMP, AFA -Transportation Committee (TC)</li> </ul>
Americans with Disabilities Act (ADA)	All	A federal law that prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, state and local government services, public accommodations, commercial facilities, and transportation
AFA	AFA	Acronym for the Access for All Program.
ARPA	STGP	Acronym for the American Rescue Plan Act, which allocated additional funding to Section 5310.
ATGP	ATGP	Acronym for the TransNet Active Transportation Grant Program.
Capital Project	All	A project to purchase or construct real or personal property such as vehicles, computers, software, sidewalks, bulb-outs, and bike lanes that provide or enhance transportation services.
Completed Project	All	A grantee has completed its project when it has provided all required deliverables in the grant agreement. <a href="#">Board Policy No. 035</a> further defines completion as: <ul style="list-style-type: none"> <li>• Capital Project: the prime construction contractor has been relieved from its maintenance responsibilities</li> <li>• Planning Project: the grantee has approved the final project deliverable</li> </ul> A project that is shaded blue in the quarterly status report connotes a project that was completed in the reporting quarter.
Consolidated Transportation Services Agency (CTSA)	STGP	CTSAs were created under the Social Service Transportation Improvement Act of 1979 to promote the consolidation of state social service transportation. In 2006, SANDAG selected Facilitating Access to Coordinated Transportation (FACT) as the CTSA for the San Diego region after a competitive selection process. In 2020, the SANDAG Board of Directors approved the dedication of 25% of STGP Cycle 11 funding to the CTSA for mobility management activities.

Term	Applicable Grant Program(s)	Definition
Cost per Trip	STGP	Used as a performance measure for Operating and Capital STGP Projects. Cost Per Trip refers to the Net Project Cost (grant plus required matching funds) divided by the number of One-Way Passenger Trips provided in the reporting period.
Cost per Unit	STGP	Used as a performance measure for Mobility Management projects. Cost per Unit is the Net Project Cost (grant plus required matching funds) divided by the number of Units provided in the reporting period, such as the number of ride referrals.
Cost per Vehicle Service Hour	STGP	Used as a performance measure for Operating and Capital STGP Projects. Cost per Vehicle Service Hour is the Net Project Cost (grant plus matching funds) divided by the number of Vehicle Service Hours.
CRRSAA	STGP	Acronym for Coronavirus Response and Relief Supplemental Appropriations Act of 2021, which allocated additional funding to Section 5310.
Education Encouragement and Awareness (EEA)	ATGP	Refers to a Non-Capital ATGP Project Category. These are projects or programs that raise awareness about biking and walking as viable transportation alternatives for trips to work, school, shopping, and other daily activities.
EMP	EMP	Acronym for the TransNet Environmental Mitigation Program
HAP	HAP	Acronym for the Housing Acceleration Program.
Individuals with Disabilities	All	Individuals with disabilities as defined by the Americans with Disabilities Act.
Mobility Management Project	STGP	A project that improves coordination among public transportation and other transportation service providers. Mobility Management does not include operating a public transportation service and is measured in Units of Service.
Net Project Cost	STGP	The Total Project Cost less any revenue generated through the project. The Net Project Cost is paid through grant and matching funds.
One-Way Passenger Trip (OWPT)	STGP	Refers to one rider making a one-way trip from origin to destination, calculated each time a passenger boards a vehicle.
Operating Project	STGP	Refers to an STGP Project Category. The project operates a transportation service that provides trips to seniors and individuals with disabilities.
Performance Threshold	STGP	Refers to 130% of the proposed Cost per Trip or Cost per Unit.
Policy Committee Oversight	All	<ul style="list-style-type: none"> <li>• <u>Independent Taxpayer Oversight Committee (ITOC)</u>: TransNet-funded grant programs.</li> <li>• <u>Regional Planning Committee (RPC)</u>: EMP, SGIP, and HAP grant programs.</li> <li>• <u>Transportation Committee (TC)</u>: ATGP, SGIP, EMP, AFA, and STGP grant programs.</li> </ul>

Term	Applicable Grant Program(s)	Definition
Project Milestone and Completion Deadlines	All	<p>Refers to milestone and completion deadlines following the issuance of the Notice to Proceed on the project that are required per <a href="#">Board Policy No. 035</a> and vary based on project type:</p> <ul style="list-style-type: none"> <li>• <u>Capital Projects</u>: completed within three and a half years if a construction contract is necessary; or open to the public within eighteen months if no construction contract is necessary.</li> <li>• <u>Planning Projects</u>: completed within three years if a consultant contract is necessary; or completed within two years if no consultant contract is necessary.</li> <li>• <u>Operations Projects</u>: operations commence within eighteen months if a service contract is necessary; or operations commence within one year if no service contract is necessary.</li> <li>• <u>Equipment or Vehicle Projects</u>: purchase contract awarded within six months and use of the equipment or vehicles for public benefit within three months of acceptance of the equipment or vehicles from the supplier.</li> </ul>
Proposed Performance	STGP	Refers to the level of performance a grantee proposed in its application and is required to maintain through its grant agreement.
Recovery Plan	STGP	A detailed plan and implementation schedule submitted by a grantee whose project is on a Watch List or is otherwise not in compliance with its grant agreement. The Recovery Plan includes how the grantee intends to achieve the Performance Threshold or come into compliance with the grant agreement. If performance does not improve, SANDAG staff notifies the relevant Policy Advisory Committee, who may decide to discontinue project funding.
Minimum Match Requirement	STGP	The minimum amount of matching funds required of a grantee is represented as a percentage of the total project cost. The Minimum Match requirement varies by funding source (e.g., Section 5310 or SMG) and by project type (e.g., Capital, Operating, or Mobility Management).
REAP	HAP	Acronym for the Regional Early Action Program, the funding source for the HAP program.
Seat Utilization Rate	STGP	Used as a performance measure for Capital Projects to assess the efficient use of a vehicle. The Seat Utilization Rate refers to the ratio of passengers to available seats in a vehicle and is calculated by dividing the number of One-Way Passenger Trips by the number of total available seats, which in turn is calculated as the number of seats in a vehicle multiplied by the number of vehicle trips.
Section 5310	STGP	Refers to the Federal Transit Administration Section 5310 Program: Enhanced Mobility of Seniors & Individuals with Disabilities
Senior	STGP	For SMG-funded projects, refers to individuals 60 years or older. For Section 5310-funded projects, refers to individuals 65 years or older.
SGIP	SGIP	Acronym for the TransNet Smart Growth Incentive Program
SMG	STGP	Acronym for the TransNet Senior Mini-Grant Program

Term	Applicable Grant Program(s)	Definition
Specialized Transportation Grant Program	STGP	Refers to the SMG and Section 5310 grant programs collectively.
Total Project Cost	All	The sum of the funds provided by the grantee (matching funds plus revenue) and the amount of grant funding awarded.
TransNet-Funded Grant Programs	All	Competitive grant programs funded through the <a href="#">TransNet Extension Ordinance and Expenditure Plan</a> . The status of these grant programs is reported to the Independent Taxpayer Oversight Committee on a biannual basis. Grant programs funded through TransNet include ATGP, EMP, SGIP, and SMG.
Transportation Brokerage	STGP	A member organization that provides negotiated competitive rates to facilitate trips based on the lowest price.
Units of Service	STGP	Used as a performance measure for Mobility Management projects. Examples of units of Service include web hits, referrals, and training provided to inform riders of their transportation options or facilitate coordination among specialized transportation providers.
Vehicle Service Hour	STGP	Used as a performance measure for Operating and Capital Projects. Vehicle Service Hour refers to the number of hours a vehicle that is transporting seniors and individuals with disabilities is in service.
Vehicle Trip	STGP	One vehicle makes one or more one-way trips from origin to destination with one or multiple riders.
Watch List	All	<ul style="list-style-type: none"> <li>• Cost Efficiency (STGP): SANDAG places a project on the Cost-Efficiency Watch List if the actual, cumulative Cost per Trip or Cost per Unit exceeds the Performance Threshold. If this occurs, SANDAG requires the grantee to complete a Recovery Plan.</li> <li>• Schedule (ALL): SANDAG places a project on the Schedule Watch List if the grantee will be unable to fully draw down funds without the approval of an extension request by a Policy Advisory Committee. SANDAG's projection is based on grant draw-down rates and other data reported to SANDAG after the sixth month of the project's start date.</li> </ul>



## Discussion Memo

This Discussion Memo highlights grant project status changes during the reporting period. The detailed status of each program's projects is located [here](#).

### Environmental Mitigation Program – Land Management Grant Program

During the reporting period, three projects were on-schedule, eighteen new projects received executed grant agreements, and one project remained on the Watch List.

#### *Projects on the Watch List & Reasoning*

- San Diego Audubon Society – Silverwood-Anstine
  - Project is on the Watch List due to the Grantee's contractor not meeting prevailing wage requirements. SANDAG filed a complaint with the Department of Industrial Relations (DIR) in March 2022. SANDAG has been awaiting a case assignment by the DIR since that time and refiled with the DIR in May 2023.
  - The Project is complete and will be closed out once the labor compliance issues are resolved by the DIR. SANDAG's labor compliance consultant has indicated that this process could take two years to complete due to a backlog of cases with the DIR.

### Smart Growth Incentive Program

During the reporting period, one project was completed, twelve projects were on schedule, one project requested to withdraw, and one project remained on the Watch List. Additional details on the withdrawal request are included in Attachment 4.

#### *Completed Projects*

- County of San Diego – Casa De Oro Campo Road Specific Plan

#### *Project Requesting Withdrawal*

- County of San Diego – Valley Center Community Plan Update

#### *Projects on the Watch List & Reasoning*

- City of San Diego – Downtown Mobility Cycle Way Improvements
  - Project is on the Watch List due to two of the Grantee's contractors not meeting prevailing wage requirements. SANDAG has been working with the City's labor compliance staff to resolve the issues.
    - Hanson Aggregates Pacific - The City filed a complaint with the DIR in August 2022, and were assigned a case investigator by the DIR in November 2022. The City will receive no further updates until the case has been resolved by the DIR.
    - T&M Electric – The City has been working with the contractor to address potential payroll violations. SANDAG and the City's labor compliance staff will continue to meet to resolve the outstanding issues.

### Active Transportation Grant Program

During the reporting period, one project was completed, two projects were on-schedule, and no projects were on the Watch List.

#### *Completed Project*

- City of National City - National City Boulevard Intercity-Bike Connection

### **Specialized Transportation Grant Program**

During the reporting period, two projects were completed, forty-four projects were on-schedule, and four projects were on the Watch List.

#### *Completed Projects*

- City of Vista – Out and About Transportation – Section 5310 COVID Relief Operating Project
- St. Madeleine’s Sophie’s Center – Mileage Reimbursement – Section 5310 COVID Relief Operating project

#### *Projects on the Watch List & Reasoning*

The following projects were on the Watch List due to a high cost per trip caused by high gas prices, driver shortages, and inflation. The issue was brought to the Transportation Committee on February 3, 2023 (Item 6), and Grants staff is reevaluating the weight of cost per trip on grant monitoring efforts and will be implementing changes to its annual performance monitoring with the start of the Cycle 12 call for projects awarded projects, which will begin in fall, 2023.

- Facilitating Access to Coordinated Transportation (FACT) - RideFACT - Senior Mini-Grant Operating project
- FACT - RideFACT - Section 5310 Operating project
- St. Madeleine’s Sophie’s Center – Mileage Reimbursement – Section 5310 Operating project
- City of Vista – Out and About Transportation – Section 5310 Operating Project

### **Access for All Grant Program**

During the reporting period, Grants staff worked with the awarded recipient, FACT, to finalize the project scope of work and other award details to be able to execute the grant agreement. The grant agreement was executed on May 12, 2023, and services begin on June 1, 2023.

# Attachment 3 Project Showcase

**(EMP LMG)**  
**City of San Diego**  
**San Pasqual Cactus**  
**Wren**

Enhance and restore  
habitat for the  
endangered coastal  
cactus wren.



**(STGP)**  
**St. Madeleine's**  
**Sophie's Center**  
**Mileage**  
**Reimbursement**



**(ATGP)**  
**City of**  
**National City**  
**National City**  
**Boulevard Inter-**  
**City Bike**  
**Connection**



# MEMO

**SANDAG**

Date: June 9, 2023 File Number 3300100

Memo to: Susan Huntington, Director of Financial Planning, Budgets and Grants  
Jenny Russo, Grants Program Manager

From: Tracy Ferchaw, Associate Grants Program Analyst

Subject: County of San Diego Valley Center Community Plan Update Project Early Termination

SANDAG received a letter from the County of San Diego, dated February 27, 2023 (Attachment 1), requesting early termination of its Valley Center Community Plan Update Project (Agreement No. 5005475). The letter further addresses the County's leveraging of the work and deliverables of the grant to date and efforts to address the needs of the Valley Center community and has helped to establish a "Placemaking Vision" for the community.

This Project is funded through the Smart Growth Incentive Grant Program (SGIP) and currently has a termination date of February 28, 2023. The most recent quarterly progress report is included as Attachment 2, which outlines grant tasks undertaken and deliverables to date.

In accordance with the Grant Agreement Section XI. D, Timely Progress and Right of SANDAG to Terminate, SANDAG has determined that the County has not willfully misused grant funding by failing to make adequate progress.

Attachments 3-5 include grant balances and draft close out letter.

Enclosure(s)

Attachment 1 - SGIP grant withdrawal request-VCCPU  
Attachment 2 - Quarterly Progress Report from April 17, 2023  
Attachment 3 - Final PO Grant Balance  
Attachment 4 - Final Retention Balance  
Attachment 5 - Draft Close out letter

CC: Copy to project files



# County of San Diego

PLANNING & DEVELOPMENT SERVICES  
5510 OVERLAND AVENUE, SUITE 310, SAN DIEGO, CA 92123  
(858) 505-6445 General • (858) 694-2705 Codes  
(858) 565-5920 Building Services  
[www.SDCPDS.org](http://www.SDCPDS.org)

DAHVIA LYNCH  
DIRECTOR

February 27, 2023

Ms. Tracy Ferchaw  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

Dear Ms. Ferchaw:

The County of San Diego requests to withdraw from agreement No. 5005477 for the Valley Center Community Plan Update (CPU). The CPU is dependent on the ability to initiate and complete environmental review, including preparation of an Environmental Impact Report. Changes in local and state policies have resulted in several considerations not previously anticipated for the CPU. These changes have had an impact on the CPU development schedule beyond what was anticipated for the period of performance of the TransNet Smart Growth Incentive Program Planning grant and Valley Center CPU project.

In furtherance of addressing the needs of expressed by the Valley Center community, the County has already leveraged existing grant-funded deliverables from the CPU process. CPU inputs and deliverables directly informed the Caltrans grant-funded Valley Center Corridor Concept Plan (CCP) project. Qualitative information from the CPU engagement directly informed the CCP focus and priorities. The draft CPU Guiding Principles, Goals & Policies, draft Mobility Element Network changes, and draft Land Use Subareas and Alternatives all helped to shape the draft CCP. Quantitative analysis contributed to informing the draft CCP development process, including the CPU Infrastructure Existing Conditions Report, Feasibility analysis for unbuilt Mobility Element alignments, and the Market Existing Conditions Report and Market Forecast (demographic and economic profiles, and land use demand projections).

Principally, the CPU efforts to date helped to establish a "Placemaking Vision" for Valley Center, including objectives such as healthy, safe, and vibrant communities directly related to Valley Center Road corridor. The draft CPU goals and policies further defined a vision for Valley Center including prioritization of creating a sense of place, community character, and sustainable, multi-modal circulation at the community-level. The CCP builds on these aspirations and focuses on corridor safety to implement the CPU circulation vision including traffic safety to reduce speeding and high-intensity accidents, and intersection capacity to enhance emergency response and evacuation capabilities. Additional opportunities exist to further leverage the CPU inputs and analysis by memorializing in the CCP text, the CCP Implementation Plan (future actions to explore/prioritize), and CCP technical appendices. To complete the CCP development, PDS is planning additional engagement with the Community Planning

Group and sub-committees to review the latest CCP inputs with a community focus group and public safety officials, including the County Sheriff, California Highway Patrol, and the Valley Center Fire Protection District. A CCP Implementation Plan workshop will be held to review and gather additional inputs and explore opportunities to advance draft CPU and CCP priorities identified to date.

The County is looking forward to future possibilities to partner with SANDAG in advancing mutually beneficial programs and projects including regional housing, GHG reduction and safety efforts. PDS is continually seeking federal and State funding opportunities to implement the draft Valley Center CCP and CPU priorities for evacuation planning, roadway safety improvements (multi-modal infrastructure), roundabouts (GHG reduction potential and safety benefits), rural transit and micro mobility solutions (including bike lane and pedestrian improvements), and additional parks, recreation centers, and senior housing opportunities.

While we are proposing to withdraw from the current grant, we do see ongoing needs for grant funding to support sustainability in the unincorporated area, and we look forward to working with SANDAG in the future on these grants. In addition, while we envision future housing being focused largely in VMT efficient and infill areas, we are concurrently focusing on the needs of the more rural communities, like Valley Center. This approach will ensure that our planning efforts support the sustainability and viability of these types of rural communities over time.

The County looks forward to continuing to work with SANDAG and is appreciative of opportunities including the grants that support planning for sustainable rural communities. As regional development pressures continue to increase due to population growth, rural communities need planning resources now more than ever to adapt to changing regional dynamics at the intersection of reducing GHG and homelessness and sustaining thriving communities of all sizes. As the County continues to coordinate with SANDAG to further identify opportunities to equitably distribute the mobility benefits of the 5 Big Moves to further reduce GHG emissions regionwide, we believe it is best to withdraw from the current grant agreement for the Valley Center Community Plan Update, with the understanding that the County would like to re-apply during a future SGIP grant cycle solicitation once a path forward for these efforts is known.

If you have any questions or would like to discuss further, please do not hesitate to contact me at (858) 694-2962 or [dahvia.lynch@sdcounty.ca.gov](mailto:dahvia.lynch@sdcounty.ca.gov). Thank you.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dahvia Lynch', written over a white background.

DAHVIA LYNCH, Director  
Planning & Development Service  
County of San Diego

To see this document's instructions, click the ¶ button on your toolbar.

**Project:** Valley Center Community Plan Update  
**Grant Agreement No.:** 5005477  
**Grantee:** County of San Diego  
**Grant Program:** Smart Growth Incentive Program - Planning  
**Project Manager:** Kevin Johnston, (619) 458-2473, [kevin.johnston@sdcounty.ca.gov](mailto:kevin.johnston@sdcounty.ca.gov)

## ***TransNet* Smart Growth Incentive Program and *TransNet* Transportation Development Act Active Transportation Grant Program Quarterly Report**

**Report Submittal Date:** April 17, 2023

**Reporting Period:** FY2022-2023, Quarter 3

### **Part 1 – Description of Activity for Reporting Period**

- Status: The County has requested to withdraw from the grant, per the attached withdrawal request letter, dated February 27,
- Work Accomplished
  - Task #3: Analysis
    - Responding to public inquiries
- Deliverables Produced

Is there an accompanying invoice for this period?

Yes

No
- Work Anticipated for the Next Reporting Period
  - N/A
- List of Attachments
  - Attachment 1: Word document of quarterly report
  - Attachment 2: PDF of signed quarterly report
  - Attachment 3: The County's grant withdrawal request letter, dated February 27, 2023
  - Deliverables uploaded to file share (We Transfer)

### **Part 2 – Final Report Items (per Tracy Ferchaw's email of 4/5/23)**

The Final Report questions 1-13 are all not applicable, as no Community Plan Update was completed, so no changes to the current Valley Center Community Plan were adopted. Provided below is a summary of outreach and completed deliverables while the project was

active with outreach and analysis associated with the grant scope, from 2019 through fall 2021.

## **Outreach**

Included in the file share are outreach photos and outreach materials. Provided below are summaries of outreach events.

### Project Kickoff/Scope Review Meeting

An initial Project Kickoff/Scope Review Meeting was held on January 16, 2019. With a larger turnout than expected and some attendees not able to get seats, PDS held a second Kickoff Meeting at a larger venue on January 31, 2019. Both were in-person meetings in Valley Center.

This meeting included a presentation on the proposed scope of the project, a question-and-answer session, and breakout stations for initial community input. Breakout stations included land use, mobility, conservation/open space/parks, noise/safety, and housing. Exhibit boards and facilitator discussions provided details on existing conditions and included input prompt questions on gaps and community needs related to the topic of the station. Approximately 90 total stakeholders attended one or both Kickoff Meetings. A recording of the January 31 meeting can be found at the bottom of the project website at this link:

<https://www.sandiegocounty.gov/pds/CommunityGroups/vccpu/>

### Community Plan Update Subcommittee Meeting – Kickoff for Subcommittee Collaboration

This was the first meeting of the Community Plan Update (CPU) Subcommittee for input and collaboration on the project. It was an in-person meeting held on August 29, 2019. The CPU Subcommittee is a Subcommittee of the Valley Center Community Planning Group. This first meeting focused on the project scope, timeline, and proposed roles and responsibilities for the Subcommittee. The meeting included small group discussions on issues like rural character, housing types, evacuation routes, habitat preservation, and park and recreation needs, among other topics. A second input exercise focused on initial ideas for the designation of Land Use Subareas, where the CPU process would develop and analyze multiple alternatives for land use scenarios, including General Plan and zoning changes. Approximately 25 stakeholders attended this meeting.

### Visioning/Existing Conditions Workshop

This was a combined Visioning/Existing Conditions Workshop and EIR NOP public scoping meeting, held in-person, on February 22, 2020. The first part of the meeting included a presentation on the EIR process and addressing questions on the EIR process. The second part of the meeting including a presentation on existing conditions in the community, covering data in various categories/elements the CPU would address, followed by interactive stations focused on general and geographic-based input focused on four themes, including Rural Character and the Environment, Lifetime in the Community, Economic Vitality, and Mobility. Approximately 50 stakeholders attended this workshop.

### Goals and Policies Update Process Meetings

The process to update the goals and policies for the Community Plan included staff analysis of 573 existing and stakeholder-proposed goals and policies, a public review period for comments on staff analysis prior to community deliberations, and nine meetings of the CPU Subcommittee



and Community Planning Group. The community group meetings started with an in-person meeting of the CPU Subcommittee on January 29, 2020, to explain the goals and policies staff analysis process, upcoming public review comment period for goals and policies, and subsequent deliberations meetings of the CPU Subcommittee and full Community Planning Group. This meeting also included breakout input sessions on topics to be covered in the CPU elements. Following the start of the Covid 19 pandemic, the eight goals and policies deliberations meetings were all virtual, with County staff assisting in facilitating the review process and answering stakeholder questions during the meetings. The deliberations meetings included meetings of the CPU Subcommittee in 2020, on September 16, November 12, and December 9; and in 2021 on January 6 and January 20. The full Community Planning Group considered the CPU Subcommittee recommendations and conducted further deliberations with staff assistance in 2021, on March 8, March 22, and April 12. Details of these meetings, including links to goals and policies matrices versions through the deliberations process, and motions and votes can be found on the project website linked below, under the headings, Community Planning Group Meetings on Goals and Policies and Valley Center CPU Subcommittee Meetings on Goals and Policies. These meetings averaged approximately 20 stakeholders in attendance. <https://www.sandiegocounty.gov/pds/CommunityGroups/vccpu/>

#### Workshops on Draft Subareas and Alternatives, Guiding Principles, and Mobility Element Network Changes

On July 15, 2021, a virtual public workshop was held for the Draft Land Use Subareas and Alternatives (scenarios/alternatives for General Plan and zoning changes in four areas), the draft CPU Guiding Principles, and the draft Mobility Element Network Changes. The workshop included presentation of each of these draft components of the CPU process and how analysis and input to date had shaped the draft proposals. Attendees had the opportunity to ask questions and provide input during the workshop and during a 30-day public review period following the workshop. The workshop presentation, materials, and recording can be found on this secondary web page, focused on the workshop: <https://www.sandiegocounty.gov/content/sdc/pds/CommunityGroups/vc-subaltworkshop.html>

Following this initial workshop on Subareas/Alternatives, Guiding Principles, and Mobility Element Network changes, a follow-up CPU Subcommittee meeting was held in-person on July 28, 2021, for further discussion and addressing stakeholder follow-up questions on these draft proposals. Approximately 25 stakeholders attended each of these meetings.

#### **Takeaways and Lessons Learned**

Valley Center is a community of widely varying viewpoints on land use, mobility, and other issues addressed in a community plan update process, so it can be challenging to find consensus on any issue. The extensive outreach process undertaken demonstrated the need have prompts/questions/discussion topics as focused as possible to allow stakeholders to carefully consider what they wanted to see in the future of their community. For example, many in the community agree that they want to stay rural, but we found that means different things to different people. Some of those concerned about too much growth that could be induced by new mobility infrastructure were still fierce advocates of more evacuation routes, due to wildfire safety concerns. The more involved stakeholders really appreciate gathering a better understanding of the development process, how regulations are connected, and how infrastructure improvements can be tied to development applications, so it's not always best to keep it high level and simple. There is need to cater the outreach format to the audience and goals of outreach, as much as possible. It was apparent during this process that Valley Center

is a community that really benefits from in-person outreach events to help stakeholders get a better perspective of the viewpoints of others and allow for individualized discussion/Q&A with facilitators before and after the formal workshop agenda times. The team was glad to get back to in-person events in 2021, for both the Community Plan Update and Valley Center Road Corridor Concept Plan processes.

Common themes from input included:

- Safety as a priority in land use and mobility considerations
- The need for more evacuation routes and wildfire safety initiatives
- Maintaining a rural character, preserving sensitive habitats, and preserving topography and viewsheds outside the two Villages
- Keeping higher density housing and commercial within the two Villages, as much as possible

While the County is not moving forward on the CPU grant scope for the reasons stated in the February 27, 2023, withdrawal letter, the analysis and outreach input from the CPU process have been essential to the development of the Valley Center Road Corridor Concept Plan (VCRCCP), which is still moving forward. For additional information on the VCRCCP, please see the project website here:

<https://www.sandiegocounty.gov/content/sdc/pds/CommunityGroups/vcroadstudy.html>

## **Deliverables**

### Uploads to the file sharing site (We Transfer)

- A document with web links for outreach materials
- Photos from outreach events
- The Infrastructure Existing Conditions Report
- The Market Existing Conditions Report and Market Forecast
- The Mobility Element Network Feasibility Assessment
- The Draft Mobility Element Network Changes
- The Draft Subareas and Alternatives
- The Draft Guiding Principles
- Goals and Policies Matrices, with analysis of 573 existing and proposed goals and policies
- The Working Draft Goals and Policies (following community deliberations meetings)

referenced above)

**Part 4 – Project Status Report Signature (e-signature)**

Prepared by: Johnston, Kevin  
Kevin Johnston, Project Manager

Digitally signed by Johnston, Kevin  
Date: 2023.04.17 13:17:52 -0700'

Date: April 17, 2023

**SAN DIEGO ASSOCIATION OF GOVERNMENTS  
Purchase Order Report**

04/18/23  
11:21:31

USER: TWI

PO NUMBER      VENDOR NAME      VENDOR ID      EN STATUS  
5005477      COUNTY OF SAN DIEGO      V01603      EN

**ENCUMBRANCE**

<u>PR AND ITEM #</u>	<u>PROJECT NUMBER</u>	<u>ACCOUNT NUMBER</u>	<u>DESCRIPTION</u>	<u>INVOICE #</u>	<u>TO</u>	<u>POST DATE</u>	<u>ACTIVITY</u>	<u>PAID</u>	<u>BALANCE</u>
R0044128 0001	1224056 4600	27101 60580000	Valley Center Community Plan			01/28/2019	325,000.00	0.00	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 3/27-	500547705		07/31/2020	0.00	132,604.05	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 7/1-9/24/20500547706			10/31/2020	0.00	33,613.25	
R0044128 0001	1224056 4600	27101 60580000	VC Commty Plan 9/25-12/31/20500547707			12/31/2020	0.00	47,607.00	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 7/1-9/24/20500547706			02/18/2021	0.00	-33,613.25	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 7/1-9/24/20500547706A			02/18/2021	0.00	33,613.25	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 1/1-3/25/21500547708			03/31/2021	0.00	26,077.50	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 3/27-	500547705		04/28/2021	0.00	-132,604.05	
R0044128 0001	1224056 4600	27101 60580000	VC Community Plan 3/27-	500547705A		04/28/2021	0.00	132,604.05	
R0044128 0001	1224056 4600	27101 60580000	SGIP Valley Center 3/26-6/30	500547709		06/30/2021	0.00	30,276.49	
R0044128 0001	1224056 4600	27101 60580000	Valley Center SGIP 7/1-9/23/21500547710			09/30/2021	325,000.00	318,063.10	6,936.90
R0044128 0001	1224056 4600	27101 60580000	Valley Center SGIP 9/24-12/31	500547711		12/31/2021	0.00	21,057.10	
R0044128 0001	1224056 4600	27101 60580000	Valley Center SGIP 1/1-3/24/22500547712			03/31/2022	0.00	513.90	
<b>13</b>						<b>ITEM TOTAL'S</b>			
<b>PO Total</b>							325,000.00	318,063.10	6,936.90



June 27, 2023

Donald Chase  
Land Use/Environmental Planning Manager  
County of San Diego Planning and Development Services  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123  
Donald.Chase@sdcounty.ca.gov

Dear Mr. Chase:

Subject: Termination of the Valley Center Community Plan Update Project, Smart Growth Incentive Program (SGIP) Agreement NO. 5005477

The San Diego Association of Governments (SANDAG) received your letter dated February 27, 2023 (Enclosure 1), requesting Contract No. 5005477 for the Valley Center Community Plan Update Project be withdrawn from the SGIP Program because the Project could not be completed.

This letter serves as notification that Contract No. 5005477 has been terminated as of today. SANDAG staff will not reimburse any other costs submitted from the County for work completed on this Project. The remaining grant balance of \$6,936.90 (Enclosure 2), will stay within the *TransNet* Smart Growth Incentive Program to be allocated during a future call for projects.

As a reminder, per Section IX of the Agreement entitled Reporting, Record Retention, and Access, the County and any subgrantees assisting with the implementation of the project must retain project records for a minimum of three years after termination.

Please contact me at (619) 699-1977 or via email at [tracy.ferchaw@sandag.org](mailto:tracy.ferchaw@sandag.org) if you have any questions regarding the termination of this contract.

Sincerely,

*Susan Huntington*

SUSAN

HUNTINGTON  
Director of Financial Planning, Budgets, and Grants

Enclosure(s)

- 1) Valley Center Community Plan Update Withdrawal Letter
- 2) Grant Balance
- 3) Retention Balance








# Valley Center Withdrawal Memo with attachments - ready for signature

Final Audit Report

2023-06-27

Created:	2023-06-27
By:	Tracy Ferchaw (tracy.ferchaw@sandag.org)
Status:	Signed
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## "Valley Center Withdrawal Memo with attachments - ready for signature" History

-  Document created by Tracy Ferchaw (tracy.ferchaw@sandag.org)  
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**TransNet SMART GROWTH INCENTIVE PROGRAM – PLANNING**

**FOURTH FUNDING CYCLE**

**GRANT AGREEMENT 5005477 BETWEEN  
THE SAN DIEGO ASSOCIATION OF GOVERNMENTS AND  
COUNTY OF SAN DIEGO  
REGARDING VALLEY CENTER COMMUNITY PLAN UPDATE**

THIS GRANT AGREEMENT 5005477 (Agreement) is made this 28<sup>th</sup> day of January, ~~2018~~ <sup>2019</sup>, by and between the San Diego Association of Governments, 401 B Street, Suite 800, San Diego, California, hereinafter referred to as SANDAG, and the County of San Diego, 5510 Overland Avenue, Suite 310, San Diego, CA 92123, hereinafter referred to as Grantee. SANDAG and Grantee are hereinafter collectively referred to as the Parties. This agreement expires on May 28<sup>th</sup>, 2021.

The following recitals are a substantive part of this Agreement:

- A.** The SANDAG Board of Directors allocates funds under the *TransNet* local sales tax program to support local transportation-related infrastructure projects in the San Diego region through a competitive process.
- B.** The *TransNet* Extension Ordinance contains provisions to fund the Smart Growth Incentive Program (SGIP) for which funding began on April 1, 2008. The SGIP encompasses projects that better integrate transportation and land use and recognizes the comprehensive effort to integrate smart growth place making, access to transit, and environmental justice.
- C.** In January 2010, the SANDAG Board of Directors approved Board Policy No. 035: Competitive Grant Program Procedures, which is included as Attachment B. This Grant Award, Agreement and the Grantee's performance thereunder are subject to Board Policy No. 35, which includes multiple "use it or lose it" provisions.
- D.** On December 15, 2017, SANDAG issued a call for projects from local jurisdictions in San Diego County wishing to apply for a portion of the *TransNet* SGIP funds for use on capital improvement and planning projects meeting certain criteria, and authorizing up to \$1 million from the SGIP to be used for the development of climate action plans and complete streets policies through two new subprograms.
- E.** On July 27, 2018, the SANDAG Board of Directors approved a list of recommended SGIP Projects for the fourth competitive grant cycle, and one of those projects is the subject of this Agreement. The Scope of Work, Project Schedule, and Approved Project Budget are included as Attachment A.
- F.** Grantee's Project is funded with \$325,000 in *TransNet* SGIP funds and is included in the Regional Transportation Improvement Plan (RTIP). The *TransNet* MPO ID for the Project is CNTY97.
- G.** The purpose of this Agreement is to establish the terms and conditions for SANDAG to provide Grantee with funding to implement the Project.
- H.** Although SANDAG will be providing financial assistance to Grantee to support the Project, SANDAG will not take an active role or retain substantial control of the Project. Therefore, this Agreement is characterized as a funding agreement rather than a cooperative agreement.

- I. Grantee understands that *TransNet* funds derive from retail transactions and use tax revenues which fluctuate. The SANDAG funding commitment to SGIP Projects, including this Project, is subject to these fluctuations, which may impact funding availability for this Project.

**I. GRANT AWARD**

- A. The total amount payable to Grantee pursuant to this Agreement by SANDAG shall be the proportion of actual Project costs allocated to grant funding in the Approved Project Budget and shall not exceed the grant award of \$325,000.
- B. It is agreed and understood that this Agreement fund limit is a ceiling and that SANDAG will only reimburse the allowable cost of services actually rendered as authorized by SANDAG at or below that fund limitation established herein.

**II. APPROVED PROJECT BUDGET**

Except to the extent that SANDAG determines otherwise in writing, the Grantee agrees as follows: The Grantee and SANDAG have agreed to a Project budget that is designated the "Approved Project Budget." The Grantee and/or third-party contractor(s) will incur obligations and make disbursements of Project funds only as authorized by the Approved Project Budget. An amendment to the Approved Project Budget requires the issuance of a formal amendment to the Agreement per Board Policy No. 035, unless the re-allocation of funds among budget items or fiscal years does not increase the total amount of the funding awarded for the Project, does not negatively impact the benefits obtained from the Project, and is consistent with applicable laws, regulations, and policies. Prior written SANDAG Project Manager approval is required for transfers of funds between approved project budget line items.

**III. MATCHING FUNDS**

Grantee agrees to provide matching funds in an amount of 48 percent of the actual cost of the Project, estimated to be \$625,000 based on the Approved Project Budget. If the actual cost of the Project exceeds the Project budget, Grantee is responsible for 100 percent of the actual cost greater than the budgeted cost.

**A. Availability of Grant Funding**

Except where expressly allowed in writing herein, reimbursement of credits for local matching funds will be made or allowed only for work performed on and after the Notice to Proceed date and prior to the termination date of this Agreement, unless expressly permitted by SANDAG, in writing.

**B. Reduction of Matching Funds**

The Grantee agrees that no refund of, or reduction in, the amount of matching funds may be made unless a reduction of the proportional share of the grant funding provided under this Agreement also is made to SANDAG.

**C. Prompt Payment of Matching Funds**

The Grantee agrees to complete all proceedings necessary to provide its share of the Project costs at or before the time the matching funds are needed for Project costs. The Grantee agrees to provide not less than its required match amount of Project costs on a proportional basis as Project costs are incurred and coinciding with usual invoicing. Each of Grantee's



invoices must include its proportional matching fund contribution, along with supporting, descriptive and/or explanatory documentation for the matching funds provided such that the Grantee maintains a cumulative match percentage no less than the required match percentage as specified above.

#### **IV. PROJECT MANAGERS**

Grantee's Project Manager is Robert Efird.

The SANDAG Project Manager is Tracy Ferchaw.

Project manager continuity and experience is deemed essential in Grantee's ability to carry out the project in accordance with the terms of this Agreement. Grantee shall not change the project manager without first providing written notice to SANDAG.

#### **V. NOTICE**

All notices required to be given, by either party to the other, shall be deemed fully given when made in writing and received by the parties at their respective addresses:

San Diego Association of Governments  
Attention: Tracy Ferchaw  
401 B Street, Suite 800  
San Diego, CA 92101

Grantee: County of San Diego  
Attention: Robert Efird  
5510 Overland Avenue, Suite 310  
San Diego, CA 92123

#### **VI. PROJECT IMPLEMENTATION**

##### **A. General**

The Grantee agrees to carry out the Project as follows:

1. **Project Description.** Grantee agrees to perform the work as described in the Scope of Work included as Attachment A.
2. **Effective Date.** The effective date of this Agreement or any amendment hereto is the date on which this Agreement or an amendment is fully executed. The Grantee agrees to undertake Project work promptly after receiving a Notice to Proceed from SANDAG.
3. **Grantee's Capacity.** The Grantee agrees to maintain or acquire sufficient legal, financial, technical, and managerial capacity to: (a) plan, manage, and complete the Project as described in Attachment A and provide for the use of any Project property; (b) carry out the safety and security aspects of the Project; and (c) comply with the terms of the Agreement and all applicable laws, regulations, and policies pertaining to the Project and the Grantee, including but not limited to the *TransNet* Extension Ordinance and Board Policy No. 035.
4. **Project Schedule.** The Grantee agrees to complete the Project according to the Project Schedule included in Attachment A and in compliance with Board Policy No. 035, as amended, and included as Attachment B.

5. **Project Implementation and Oversight.** Grantee agrees to comply with the Project Implementation and Oversight Requirements, included as Attachment C, and Board Policy No. 035, as amended.
6. **Changes to Project Scope of Work.** This Agreement was awarded to Grantee based on the application submitted by Grantee with the intention that the awarded funds would be used to implement the Project as described in the Scope of Work (included in Attachment A). Any substantive deviation from Grantee's Scope of Work during project implementation may require reevaluation or result in loss of funding. If Grantee knows or should have known that substantive changes to the Project will occur or have occurred, Grantee will immediately notify SANDAG in writing. SANDAG will then determine whether the Project is still consistent with the overall objectives of the grant program and whether the changes would have negatively affected the Project ranking during the competitive grant evaluation process. SANDAG reserves the right to have grant funding withheld from Grantee, or refunded to SANDAG, due to Grantee's failure to satisfactorily complete the Project or due to substantive changes to the Project.
7. **Media and Community Outreach Coordination.** The Grantee agrees to notify and/or assist SANDAG of/with any media and community outreach efforts, including presentations to community groups, other agencies, and elected officials and/or community events related to the Project, such as ground breaking and ribbon cutting activities. Press materials shall be provided to SANDAG staff for review before they are distributed. SANDAG logo(s) should be included in press materials and other project collateral based on SANDAG logo usage guidelines provided by SANDAG, but may never be included in such documents without advance approval from SANDAG.

As part of the quarterly reports submitted to SANDAG, the Grantee agrees to provide project milestone information to support media outreach and communications efforts. This includes project photos taken throughout the project at program events or as part of project tasks. The photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names of those featured, if appropriate. SANDAG reserves the right to use the information provided by the Grantee for any combination of the following, including but not limited to: social media posts, online photo albums, videos, press releases, PowerPoint presentations, web updates, newsletters, and testimonials. In submitting photos to SANDAG, the Grantee agrees that the photos have been obtained with the consent of all persons featured in the photo (or that of a parent or guardian of persons under the age of 18) using the SANDAG Photo and Testimonial Release form to be provided by SANDAG, or a similar release form developed by Grantee and agreed upon by SANDAG, and to release the rights of the photos to SANDAG for its use.

8. **Project Signage and Designation of *TransNet* Funded Facilities.** Each capital project of \$250,000 or more funded in whole or in part by revenues from the *TransNet* Extension Ordinance shall be clearly designated during its construction or implementation as being provided by revenues from the *TransNet* Extension Ordinance.

Grantee agrees to follow the project signage specifications and to install appropriately sized signs in the quantity called for by the *TransNet* Signage Guide (provided by SANDAG). Grantee agrees to follow sign specifications and submit proof files to SANDAG for approval before production.

9. **Baseline Data Collection.** Prior to the construction of grant-funded improvements, the Grantee is responsible for developing a baseline data collection plan with SANDAG to gather information on pedestrian and bike activity. At a minimum, data should be collected for observed bike, pedestrian, and vehicle volumes (where applicable), as well as their behaviors, in the project area. Once the data collection plan is approved by SANDAG staff, the Grantee is responsible for carrying out the plan and returning collected data to SANDAG as a deliverable. Standardized forms required for data collection will be provided by SANDAG, and sufficient completion of these forms is required of the Grantee in order to accomplish the Baseline Data Collection deliverable.

Grantees are encouraged to use the National Bicycle and Pedestrian Documentation Project methodology and plan for the following:

- a. Conduct counts prior to project construction, during National Documentation Days in the second week of September.
- b. Conduct counts for two hours, at peak times relative to the facility. For example, facilities attracting utilitarian trips should be counted on a Tuesday, Wednesday, or Thursday from 4 to 7 p.m., whereas facilities attracting recreational trips should be counted on a Saturday, from 9 to 11 a.m.

In the case that the above timeframes are deemed infeasible due to the project schedule, the Grantee and SANDAG will collaborate on an alternative data collection methodology/procedure to collect data the first week of May.

Grantees should budget \$5,000 for data collection.

## **B. Application of Laws**

Should a federal or state law pre-empt a local law, regulation, or the *TransNet* Extension Ordinance, the Grantee must comply with the federal or state law and implementing regulations. No provision of this Agreement requires the Grantee to observe or enforce compliance with any provision, perform any other act, or do any other task in contravention of federal, state, territorial, or local law, regulation, or ordinance. If compliance with any provision of this Agreement violates or would require the Grantee to violate any law, the Grantee agrees to notify SANDAG immediately in writing. Should this occur, SANDAG and the Grantee agree that they will make appropriate arrangements to proceed with or, if necessary, terminate the Project or affected portions thereof expeditiously.

## **C. Changes in Project Performance**

The Grantee agrees to notify SANDAG immediately, in writing, of any change in local law, conditions (including its legal, financial, or technical capacity), or any other event that may adversely affect the Grantee's ability to perform the Project in accordance with the terms of the Agreement and as required by Board Policy No. 035. The Grantee also agrees to notify SANDAG immediately, in writing, of any current or prospective major dispute, breach, default, or litigation that may adversely affect SANDAG's interests in the Project; and agrees to inform SANDAG, also in writing, before naming SANDAG as a party to litigation for any reason, in any forum. At a minimum, the Grantee agrees to send each notice to SANDAG required by this subsection to SANDAG's Office of General Counsel.

**D. Compliance Information System (CIS)**

If Grantee will utilize persons other than its own employees to carry out work, Grantee and all subgrantees, third-party contractors, and/or subcontractors (hereinafter "subcontractors") shall report payment details using the SANDAG web-based CIS by the 15th of each month following receipt of payment by SANDAG. CIS allows SANDAG to monitor promptness of payment to subcontractors and will allow Grantee and its subcontractors to manage their own records, maintain accurate contract information, and report payment details online. CIS is mandatory for Grantee and subcontractors to use unless SANDAG instructs otherwise. A Grantee account will be created after execution of this Agreement, which will allow Grantee to enter data into CIS via an internet browser. After execution of this Agreement, Grantee will receive instructions on how to set up its account and enter required subcontractor data into CIS via an internet browser. Grantee must require each of its subcontractors to enter required payment information into CIS. Failure of Grantee or its subcontractors to enter required information and confirm payments on a timely basis will result in delay of payment by SANDAG to Grantee.

**E. Licenses and Permits**

Grantee represents and warrants to SANDAG that Grantee and its subcontractors will have all necessary licenses, permits, qualifications and approvals of whatever nature that are required to legally practice its profession and/or perform services under this Agreement at all times during the term of this Agreement.

**F. Registration with DIR and Prevailing Wage Requirements**

All provisions of this section shall be passed through to any subcontractors performing work related to this Agreement. Failure of Grantee or its subcontractors to comply with any of these requirements will result in delay of payment by SANDAG to Grantee.

1. Payment of Prevailing Wages

Grantee acknowledges that any work that qualifies as a "public work" within the meaning of California Labor Code §1720 shall cause Grantee, and its subcontractors, to comply with the provisions of California Labor Code § 1775 et seq, which includes the payment of prevailing wages to all workers performing prevailing wage work.

2. Public Works Contractor Registration With DIR

If Grantee or its subcontractors will engage in the performance of a public work as defined by California Labor Code §1720 et seq. and will utilize persons who are not employees of a public entity, registration and payment of an annual registration fee to the DIR shall be required of each entity performing the work. This requirement applies to anyone affected by the public works statutes found in the California Labor Code, including but limited to landscapers, fencers, surveyors, soil testers, dredgers, heavy equipment operators, and inspectors. Registration can be completed online at <https://efiling.dir.ca.gov/PWCR/>.

3. Subcontract Requirements

If Grantee will award any subcontracts for the performance of a public work:

- a. Grantee will verify, prior to award of any subcontract for a public work, that the selected subcontractor is currently licensed and registered with the DIR.
  - b. Grantee will create a Project Registration Form (aka PWC-100 form) for each subcontract using the California Department of Industrial Relations (DIR) online database, available at <https://www.dir.ca.gov/pwc100ext/>. Grantee will complete the registration within 30 calendar days of award of each subcontract.
  - c. Grantee shall notify SANDAG 10 business days prior to the subcontractor performing the prevailing wage work so SANDAG can prepare for labor compliance monitoring.
  - d. If there are any changes to the subcontractor or its lower-tier subcontractors, Grantee will advise DIR of these changes by making updates to the Project Registration Form in the DIR's the online database.
4. **Certified Payroll Reporting to DIR**

Grantee and all subcontractors performing a public work pursuant to this Agreement shall use the DIR's Electronic Certified Payroll Reporting (eCPR) System, available at <https://efiling.dir.ca.gov/eCPR/pages/eCPROnlineForm.jsp>, to furnish certified payroll records to the California Labor Commissioner. Grantee and its subcontractors are required to utilize the eCPR system throughout the duration of the public work, regardless of whether SANDAG later requires the Grantee and its subcontractors to utilize the SANDAG Labor Compliance Monitoring System.

5. **Retention and Inspection of Payroll Records and Employment of Registered Apprentices**

Grantee agrees to comply and cause any of its applicable subcontractors to comply with Labor Code §1776 regarding retention and inspection of payroll records and noncompliance penalties, Labor Code §1777.5 regarding employment of registered apprentices, and Labor Code §1813 regarding forfeiture for violations of the maximum hours per day and per week provisions contained in the same chapter.

In order to ensure compliance with the Labor Code, Grantee and its subcontractors shall be subject to site visits and spot-check audits by SANDAG. During these audits and inspections, SANDAG or its designee may request Grantee or subcontractor records, including but not limited to certified payroll, apprenticeship, and other ancillary records at any time during the term of the Agreement.

If such an audit or site visit discloses that Grantee or a subcontractor has not kept complete and accurate records or complied with the requirements of the California Labor Code, Grantee and all of its subcontractors performing the public work will be required to immediately stop work and DIR will be notified. Additionally, Grantee will be required to input and submit all applicable certified payrolls and accompanying documentation related to the Project and retroactive to the start of the Project into the SANDAG Labor Compliance Monitoring System (LCMS). SANDAG will provide Grantee and any first-tier subcontractors a log-on identification and password to access the SANDAG LCMS reporting system. Grantee will be required to enter all of its second-tier and lower subcontractors' information into LCMS on an ongoing basis. In addition, the SANDAG LCMS will allow Grantee to convert certified payroll records to the XML file format for upload to the DIR system.

## **G. Standard of Care**

Grantee expressly warrants that the work to be performed pursuant to this Agreement shall be performed in accordance with the applicable standard of care. Where approval by SANDAG, its Executive Director, or other representative of SANDAG is indicated in the Scope of Work, it is understood to be conceptual approval only and does not relieve the Grantee of responsibility for complying with all laws, codes, industry standards, and liability for damages caused by negligent acts, errors, omissions, noncompliance with industry standards, or the willful misconduct of the Grantee or its subgrantees.

## **H. Third-Party Contracting**

Although the Grantee may delegate any or almost all Project responsibilities to one or more third-party contractors, the Grantee agrees that it, rather than any third-party contractor, is ultimately responsible for compliance with all applicable laws, regulations, and this Agreement.

1. **Competitive Procurement.** Grantee shall not award contracts over \$3,500 on the basis of a noncompetitive procurement for work to be performed under this Agreement without the prior written approval of SANDAG. Contracts awarded by Grantee, if intended as local match credit, must meet the requirements set forth in this Agreement regarding local match funds.

If Grantee hires a third-party contractor to carry out work funded under this Agreement, Grantee shall: prepare an Independent Cost Estimate prior to soliciting proposals/bids; publicly advertise for competing proposals/bids for the work; for professional services, use cost as an evaluation factor in selecting the third-party contractor and for construction services, award the work to the lowest responsive and responsible bidder; document a Record of Negotiation establishing that the amount paid by Grantee for the work is fair and reasonable; and pass through the relevant obligations in this Agreement to the contractor.

2. **Debarment.** Grantee shall execute and cause their third-party contractors to execute debarment and suspension certificates stating they have not been disqualified from doing business with government entities.
3. **Flowdown.** Grantee agrees to take appropriate measures necessary, including the execution of a subagreement, lease, third-party contract, or other, to ensure that all Project participants, including alternate payees or third-party contractors at any tier, comply with all applicable federal laws, regulations, policies affecting Project implementation and Agreement requirements. In addition, if an entity other than the Grantee is expected to fulfill any responsibilities typically performed by the Grantee, the Grantee agrees to assure that the entity carries out the Grantee's responsibilities as set forth in this Agreement.
4. **No SANDAG Obligations to Third-Parties.** In connection with the Project, the Grantee agrees that SANDAG shall not be subject to any obligations or liabilities to any subgrantee, lessee, third-party contractor at any tier or other person or entity that is not a party to the Agreement for the Project. Notwithstanding that SANDAG may have concurred in or approved any solicitation, subagreement, lease, alternate payee designation, or third-party contract at any tier, SANDAG has no obligations or liabilities to any entity other than the Grantee.

5. **Equipment Purchases.** Grantee shall maintain ownership of any equipment purchased using Agreement funding and shall use such the equipment only for the purposes set forth in this Agreement. The parties agree to meet and confer in good faith to ensure the continued use of the equipment for the purposes intended, which may include reimbursement to SANDAG when the fair market value of the equipment at Project completion exceeds \$5,000.

SANDAG and Grantee agree that Grantee shall keep an inventory record for each piece of equipment purchased under this Agreement and maintain each piece of equipment in good operating order consistent with the purposes for which they were intended. SANDAG shall have the right to conduct periodic maintenance inspections for the purpose of confirming the existence, condition, and proper maintenance of the equipment.

## **VII. ETHICS**

### **A. Grantee Code of Conduct/Standards of Conduct**

The Grantee agrees to maintain a written code of conduct or standards of conduct that shall govern the actions of its officers, employees, council or board members, or agents engaged in the award or administration of subagreements, leases, or third-party contracts supported with grant funding. The Grantee agrees that its code of conduct or standards of conduct shall specify that its officers, employees, council or board members, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from any present or potential subgrantee, lessee, or third-party contractor at any tier or agent thereof. The Grantee may set *de minimis* rules where the financial interest is not substantial, or the gift is an unsolicited item of nominal intrinsic value. The Grantee agrees that its code of conduct or standards of conduct shall also prohibit its officers, employees, board members, or agents from using their respective positions in a manner that presents a real or apparent personal or organizational conflict of interest or personal gain. As permitted by state or local law or regulations, the Grantee agrees that its code of conduct or standards of conduct shall include penalties, sanctions, or other disciplinary actions for violations by its officers, employees, council or board members, or their agents, or its third-party contractors or subgrantees or their agents.

### **B. Personal Conflicts of Interest**

The Grantee agrees that its code of conduct or standards of conduct shall prohibit the Grantee's employees, officers, council or board members, or agents from participating in the selection, award, or administration of any third-party contract or subagreement supported by grant funding if a real or apparent conflict of interest would be involved. Such a conflict would arise when an employee, officer, board member, or agent, including any member of his or her immediate family, partner, or organization that employs, or intends to employ, any of the parties listed herein has a financial interest in a firm competing for award.

### **C. Organizational Conflicts of Interest**

The Grantee agrees that its code of conduct or standards of conduct shall include procedures for identifying and preventing real and apparent organizational conflicts of interest. An organizational conflict of interest exists when the nature of the work to be performed under a proposed third-party contract or subagreement may, without some restrictions on future activities, result in an unfair competitive advantage to the third-party contractor or subgrantee or impair its objectivity in performing the contract work.

**D. SANDAG Code of Conduct**

SANDAG has established policies concerning potential conflicts of interest. These policies apply to Grantee. For all awards by SANDAG, any practices which might result in unlawful activity are prohibited including, but not limited to, rebates, kickbacks, or other unlawful considerations. SANDAG staff members are specifically prohibited from participating in the selection process when those staff have a close personal relationship, family relationship, or past (within the last 12 months), present, or potential business or employment relationship with a person or business entity seeking a contract with SANDAG. It is unlawful for any contract to be made by SANDAG if any individual Board member or staff has a prohibited financial interest in the contract. Staff also are prohibited from soliciting or accepting gratuities from any organization seeking funding from SANDAG. SANDAG's officers, employees, agents, and board members shall not solicit or accept gifts, gratuities, favors, or anything of monetary value from consultants, potential consultants, or parties to subagreements. By signing this Agreement, Grantee affirms that it has no knowledge of an ethical violation by SANDAG staff or Grantee. If Grantee has any reason to believe a conflict of interest exists with regard to the Agreement or the Project, it should notify the SANDAG Office of General Counsel immediately.

**E. Bonus or Commission**

The Grantee affirms that it has not paid, and agrees not to pay, any bonus or commission to obtain approval of its grant funding application for the Project.

**F. False or Fraudulent Statements or Claims**

The Grantee acknowledges and agrees that by executing the Agreement for the Project, the Grantee certifies or affirms the truthfulness and accuracy of each statement it has made, it makes, or it may make in connection with the Project, including, but not limited to, the Grantee's grant application, progress reports and invoices.

**VIII. PAYMENTS**

**A. Method of Payment**

The method of payment for this Agreement will be based upon actual allowable costs described herein.

**B. Alternate Payee**

If the Grantee designates a party as an Alternate Payee, Alternate Payee is authorized to submit payment requests directly to SANDAG to receive reimbursement for allowable Project costs. This does not alleviate Grantee from all obligations under this Grant Agreement.

**C. Invoicing**

Grantee or Alternate Payee is required to submit invoices quarterly. Invoices must be accompanied by a quarterly report. The Grantee invoice and reporting forms will be provided by the SANDAG Project Manager. SANDAG will make payments for eligible amounts to Grantee or Alternate Payee as promptly as SANDAG fiscal procedures permit upon receipt of Grantee's or Alternate Payee's itemized signed invoice(s). SANDAG shall retain 10 percent from the amounts invoiced until satisfactory completion of work. SANDAG shall promptly pay



retention amounts to Grantee or Alternate Payee following satisfactory completion of work, receipt of final invoice, and all required documentation.

#### **D. Eligible Costs**

The Grantee agrees that Project costs eligible for grant funding must comply with the following requirements, unless SANDAG determines otherwise in writing. To be eligible for reimbursement, Project costs must be:

1. Consistent with the Project Scope of Work, the Approved Project Budget, and other provisions of the Agreement.
2. Necessary in order to accomplish the Project.
3. Reasonable for the goods or services purchased.
4. Actual net costs to the Grantee (i.e., the price paid minus any refunds, rebates, or other items of value received by the Grantee that have the effect of reducing the cost actually incurred, excluding program income). Project generated revenue realized by the Grantee shall be used in support of the Project. Project generated revenue and expenditures, if any, shall be reported at the end of the Agreement period.
5. Incurred for work performed on or after the SANDAG Notice to Proceed date, and before the termination date, and also must have been paid for by the Grantee.
6. Satisfactorily documented with supporting documentation, which is to be submitted with each invoice.
7. Treated consistently in accordance with generally accepted accounting principles and procedures for the Grantee and any third-party contractors and subgrantees, (see Section entitled "Accounting Records").
8. Eligible for grant funding as part of the grant program through which the funds were awarded.
9. Indirect Costs are only allowable with prior SANDAG approval. Grantee must submit the following documentation as part of the grant application materials: (1) an indirect cost allocation audit approved by a qualified independent auditor or (2) the applicant's proposed method for allocating indirect costs in accordance with federal guidelines. Indirect cost allocation plans must be reviewed and renewed annually.

#### **E. Excluded Costs**

Certain costs associated with bike and pedestrian projects that do not directly benefit people walking and biking are ineligible. These ineligible expenses include, but are not limited to: curb, gutter, and other drainage improvements; newly installed driveway ramps; roadway shoulders, where roadway design standards require a roadway shoulder width at least as wide as would be required for a standard bike lane; and any required element under a different capital improvement project other than the Project. Expenses related to the replacement of existing infrastructure as a result of Project work may be eligible for reimbursement, but Grantee will be required to justify the necessary inclusion of such improvements prior to requesting reimbursement.

The Grantee understands and agrees that payment to the Grantee for any Project cost does not constitute SANDAG's final decision about whether that cost is allowable and eligible for payment under the Project and does not constitute a waiver of any violation by the Grantee of the terms of this Agreement or Board Policy No. 035. The Grantee acknowledges that SANDAG will not make a final determination about the allowability and eligibility of any cost until the final payment has been made on the Project or the results of an audit of the Project requested by SANDAG or its Independent Taxpayers' Oversight Committee (ITOC) has been completed, whichever occurs latest. If SANDAG determines that the Grantee is not entitled to receive any portion of the grant funding requested or paid, SANDAG will notify the Grantee in writing, stating its reasons. The Grantee agrees that Project closeout will not alter the Grantee's responsibility to return any funds due to SANDAG as a result of later refunds, corrections, performance deficiencies, or other similar actions; nor will Project closeout alter SANDAG's right to disallow costs and recover funds provided for the Project on the basis of a later audit or other review. Upon notification to the Grantee that specific amounts are owed to SANDAG, whether for excess payments of grant funding, disallowed costs, or funds recovered from third parties or elsewhere, the Grantee agrees to promptly remit to SANDAG the amounts owed, including applicable interest, penalties and administrative charges.

## **IX. ACCOUNTING, REPORTING, RECORD RETENTION, AND ACCESS**

### **A. Project Accounts**

The Grantee and/or Alternate Payee agree to establish and maintain for the Project either a separate set of accounts or separate accounts within the framework of an established accounting system that can be identified with the Project. The Grantee and/or Alternate Payee also agree to maintain documentation of all checks, payrolls, invoices, contracts, vouchers, orders, or other accounting documents related in whole or in part to the Project so that they may be clearly identified, readily accessible, and available to SANDAG upon request and, to the extent feasible, kept separate from documents not related to the Project.

### **B. Reports**

The Grantee agrees to submit to SANDAG all reports required by law and regulation, policy, this Agreement, and any other reports SANDAG may specify. SANDAG reserves the right to specify that records be submitted in particular formats.

### **C. Quarterly Reports**

Grantee shall submit written quarterly reports to SANDAG detailing the progress of its work, expenditures incurred, and information regarding whether the Project is projected to be completed within the limits of the Approved Project Budget, Project Schedule, and consistent with Board Policy No. 035 and any policy amendments thereto. Grantee shall document the progress and results of work performed under this Agreement to the satisfaction of SANDAG. This includes progress and final reports, plans, specifications, estimates, and other evidence of attainment of the Agreement objectives, which are requested by SANDAG or ITOC. Grantee may be required to attend meetings of SANDAG staff and committees, including but not limited to ITOC, the Regional Planning Committee, the Transportation Committee, and the SANDAG Board of Directors, to report on its progress and respond to questions.

**D. Record Retention**

During the course of the Project and for three years thereafter from the date of transmission of the final expenditure report, the Grantee agrees to maintain, intact and readily accessible, all communications, data, documents, reports, records, contracts, and supporting materials relating to the Project, as SANDAG may require. All communications and information provided to SANDAG become the property of SANDAG and public records, as such, may be subject to public review. Please see SANDAG's Board Policy 015: Records Management Policy, which is available at [www.sandag.org/legal](http://www.sandag.org/legal), for information regarding the treatment of documents designated as confidential.

**E. Access to Records of Grantees and Subgrantees**

The Grantee agrees to permit, and require its subgrantees to permit, SANDAG or its authorized representatives, upon request, to inspect all Project work, materials, payrolls, and other data, and to audit the books, records, and accounts of the Grantee and its subgrantees pertaining to the Project.

**F. Communities Served Data and Reporting**

If requested, Grantee shall provide SANDAG with data regarding how the Project's benefits and burdens were equitably distributed among socio and economic populations in the area affected by the Project, and associated smart growth data, and/or any other relevant information.

**X. PROJECT COMPLETION, AUDIT, SETTLEMENT, AND CLOSEOUT**

**A. Project Completion**

Within 90 calendar days following Project completion or termination by SANDAG, the Grantee agrees to submit a final certification of Project expenses and final reports, as applicable. All payments made to the Grantee shall be subject to review for compliance by SANDAG with the requirements of this Agreement and shall be subject to an audit upon completion of the Project.

**B. Project Audit**

The Grantee agrees to have financial, performance, and compliance audits performed as SANDAG may require consistent with the *TransNet* Extension Ordinance. The Grantee agrees that Project closeout will not alter the Grantee's audit responsibilities. Audit costs are allowable Project costs.

**C. Performance Audit**

The Grantee agrees to cooperate with SANDAG or ITOC with regard to any performance audit that is performed on the Project.

**D. Project Closeout**

Project closeout occurs when SANDAG notifies the Grantee that SANDAG has closed the Project, and, if applicable, either forwards the final grant funding payment and or acknowledges that the Grantee has remitted the proper refund. The Grantee agrees that Project closeout by SANDAG does not invalidate any continuing requirements imposed by the Agreement or any unmet requirements set forth in a written notification from SANDAG.

## **E. Project Use**

Grantee was awarded this Agreement based on representations in its grant application regarding the Project's intended use. If the Project is a capital project, Grantee hereby commits to continued use of the Project for the purposes stated in its application for a period of at least five years after completion of the Project. SANDAG may require Grantee to refund grant funding provided for the Project in the event Grantee fails to use the Project for its intended purposes as stated in the grant application or for any disallowed costs.

## **XI. TIMELY PROGRESS AND RIGHT OF SANDAG TO TERMINATE**

- A.** Grantee shall make diligent and timely progress toward completion of the Project within the timelines set forth in the Project Schedule, and consistent with Board Policy No. 035 and any policy amendments thereto.
- B.** In the event Grantee encounters or anticipates difficulty in meeting the Project Schedule, the Grantee shall immediately notify the SANDAG Project Manager in writing, and shall provide pertinent details, including the reason(s) for the delay in performance and the date by which Grantee expects to complete performance or delivery. This notification shall be informational in character only and receipt of it shall not be construed as a waiver by SANDAG of a project delivery schedule or date, or any rights or remedies provided by this Agreement, including Board Policy No. 035 requirements.
- C.** Grantee agrees that SANDAG, at its sole discretion, may suspend or terminate all or any part of the grant funding if the Grantee fails to make reasonable progress on the Project and/or violates the terms of the Agreement or Board Policy No. 035, or if SANDAG determines that the purpose of the laws or policies authorizing the Project would not be adequately served by the continuation of grant funding for the Project.
- D.** In general, termination of grant funding for the Project will not invalidate obligations properly incurred by the Grantee before the termination date to the extent those obligations cannot be canceled. If, however, SANDAG determines that the Grantee has willfully misused grant funding by failing to make adequate progress, or failing to comply with the terms of the Agreement, SANDAG reserves the right to require the Grantee to refund to SANDAG the entire amount of grant funding provided for the Project or any lesser amount as SANDAG may determine.
- E.** Expiration of any Project time period established in the Project Schedule will not, by itself, automatically constitute an expiration or termination of the Agreement for the Project, however, Grantee must request and SANDAG may agree to amend the Agreement in writing if the Project Schedule will not be met. An amendment to the Project Schedule may be made at SANDAG's discretion if Grantee's request is consistent with the provisions of Board Policy No. 035.

## **XII. CIVIL RIGHTS**

The Grantee agrees to comply with all applicable civil rights laws, regulations and policies and shall include the provisions of this section in each subagreement, lease, third-party contract or other legally binding document to perform work funded by this Agreement. Applicable civil rights laws, regulations and policies include, but are not limited to, the following:

**A. Nondiscrimination**

SANDAG implements its programs without regard to income level, disability, race, color, and national origin in compliance with the Americans with Disabilities Act and Title VI of the Civil Rights Act. Grantee shall prohibit discrimination on these grounds, notify the public of their rights under these laws, and utilize a process for addressing complaints of discrimination. Furthermore, Grantee shall make the procedures for filing a complaint available to members of the public and will keep a log of all such complaints. Grantee must notify SANDAG immediately if a complaint is lodged that relates to the Project or program funded by this grant. If Grantee receives a Title VI-related or ADA-related complaint, Grantee must notify SANDAG in writing within 72 hours of receiving the complaint so that SANDAG can determine whether it needs to carry out its own investigation.

**B. Equal Employment Opportunity**

During the performance of this Agreement, Grantee and all of its subcontractors, if any, shall not unlawfully discriminate, harass, or allow harassment, against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, disability (including HIV and AIDS), mental disability, medical condition (cancer), age (over 40), marital status, denial of family and medical care leave, denial of pregnancy disability leave, veteran status, or sexual orientation. Grantee and its subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Grantee and its subcontractors shall comply with the provisions of the Fair Employment and Housing Act (California Government Code Section 12900, et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285.0, et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing California Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Agreement by this reference and are made a part hereof as if set forth in full. Grantee and its subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

**XIV. DISPUTES AND VENUE**

**A. Choice of Law**

This Agreement shall be interpreted in accordance with the laws of the State of California.

**B. Dispute Resolution Process**

In the event Grantee has a dispute with SANDAG during the performance of this Agreement, Grantee shall continue to perform unless SANDAG informs Grantee in writing to cease performance. The dispute resolution process for disputes arising under this Agreement shall be as follows:

1. Grantee shall submit a statement of the grounds for the dispute, including all pertinent dates, names of persons involved, and supporting documentation, to SANDAG's Project Manager. The Project Manager and other appropriate SANDAG staff will review the documentation in a timely manner and reply to Grantee within 20 calendar days. Upon receipt of an adverse decision by SANDAG, Grantee may submit a request for reconsideration to SANDAG's Executive Director or designee. The request for reconsideration must be received within ten calendar days from the postmark date of

SANDAG's reply. The Executive Director or designee will respond in writing to the request for reconsideration within ten working days.

2. If Grantee is dissatisfied with the results following exhaustion of the above dispute resolution procedures, Grantee shall make a written request to SANDAG for appeal to the SANDAG Regional Planning Committee for SGIP projects or to the SANDAG Transportation Committee for ATGP projects. SANDAG shall respond to a request for mediation within 30 calendar days. The decision of the Regional Planning Committee or Transportation Committee shall be final.

**C. Venue**

If any action is brought to interpret or enforce any term of this Agreement, the action shall be brought in a state or federal court situated in the County of San Diego, State of California. In the event of any such litigation between the parties, the prevailing party shall be entitled to recover all reasonable costs incurred, including reasonable attorney's fees, litigation and collection expenses, witness fees, and court costs as determined by the court.

**XV. ASSIGNMENT**

Grantee shall not assign, sublet, or transfer (whether by assignment or novation) this Agreement or any rights under or interest in this Agreement.

**XVI. INSURANCE**

Grantee shall procure and maintain during the period of performance of this Agreement, and for 12 months following completion, policies of insurance from insurance companies authorized to do business in the State of California or the equivalent types and amounts of self-insurance, as follows:

**A. General Liability**

Combined single limit of \$1,000,000 per occurrence and \$2,000,000 general aggregate for personal and bodily injury, including death, and broad form property damage. The policy must include an acceptable "Waiver of Transfer Rights of Recovery Against Others Endorsement." The policy must name SANDAG as an additional insured in the endorsement. A deductible or retention may be utilized, subject to approval by SANDAG.

**B. Automobile Liability**

For personal and bodily injury, including death, and property damage in an amount not less than \$1,000,000.

**C. Workers' Compensation and Employer's Liability**

Policy must comply with the laws of the State of California. The policy must include an acceptable "Waiver of Right to Recover from Others Endorsement" naming SANDAG as an additional insured.

**D. Other Requirements**

Grantee shall furnish satisfactory proof by one or more certificates (original copies) that it has the foregoing insurance. The insurance shall be provided by an acceptable insurance provider, as determined by SANDAG, which satisfies the following minimum requirements:

1. An insurance carrier qualified to do business in California and maintaining an agent for service of process within the state. Such insurance carrier shall maintain a current A.M. Best rating classification of "A-" or better, and a financial size of "\$10 million to \$24 million (Class V) or better," or
2. A Lloyds of London program provided by syndicates of Lloyds of London and other London insurance carriers, providing all participants are qualified to do business in California and the policy provides for an agent for service of process in California.

**E.** Certificates of insurance shall be filed with SANDAG. These policies shall be primary insurance as to SANDAG so that any other coverage held by SANDAG shall not contribute to any loss under Grantee's insurance. Insurance policies shall not be canceled without first giving 30 days advance written notice to SANDAG. For purposes of this notice requirement, any material change in the policy prior to its expiration shall be considered a cancellation.

**XVII. INDEMNIFICATION AND HOLD HARMLESS**

**A. Generally**

With regard to any claim, protest, or litigation arising from or related to the Grantee's performance in connection with or incidental to the Project or this Agreement, Grantee agrees to defend, indemnify, protect, and hold SANDAG and its agents, officers, Board members, and employees harmless from and against any and all claims, including, but not limited to prevailing wage claims against the Project, asserted or established liability for damages or injuries to any person or property, including injury to the Grantee's or its subgrantees' employees, agents, or officers, which arise from or are connected with or are caused or claimed to be caused by the negligent, reckless, or willful acts or omissions of the Grantee and its subgrantees and their agents, officers, or employees, in performing the work or services herein, and all expenses of investigating and defending against same, including attorney fees and costs; provided, however, that the Grantee's duty to indemnify and hold harmless shall not include any claims or liability arising from the established sole negligence or willful misconduct of SANDAG, its Board of Directors, agents, officers, or employees.

**B. Intellectual Property**

Upon request by SANDAG, the Grantee agrees to indemnify, save, and hold harmless SANDAG and its Board of Directors, officers, agents, and employees acting within the scope of their official duties against any liability, including costs and expenses, resulting from any willful or intentional violation by the Grantee of proprietary rights, copyrights, or right of privacy, arising out of the publication, translation, reproduction, delivery, use, or disposition of any data furnished under the Project. The Grantee shall not be required to indemnify SANDAG for any such liability caused solely by the wrongful acts of SANDAG employees or agents.

## **XVIII. INDEPENDENT CONTRACTOR**

### **A. Status of Grantee**

Grantee shall perform the services provided for within this Agreement as an independent contractor, and not as an employee of SANDAG. Grantee shall be under the control of SANDAG as to the result to be accomplished and not the means, and shall consult with SANDAG as provided for in the Scope of Work. The payments made to Grantee pursuant to this Agreement shall be the full and complete compensation to which Grantee is entitled. SANDAG shall not make any federal or state tax withholdings on behalf of Grantee. SANDAG shall not be required to pay any workers' compensation insurance on behalf of Grantee. Grantee agrees to indemnify SANDAG for any tax, retirement contribution, social security, overtime payment, or workers' compensation payment which SANDAG may be required to make on behalf of Grantee or any employee of Grantee for work done under this Agreement.

### **B. Actions on behalf of SANDAG**

Except as SANDAG may specify in writing, Grantee shall have no authority, express or implied, to act on behalf of SANDAG in any capacity whatsoever, as an agent or otherwise. Grantee shall have no authority, express or implied, to bind SANDAG or its members, agents, or employees, to any obligation whatsoever, unless expressly provided for in this Agreement.

## **XIX. SEVERABILITY AND INTEGRATION**

If any provision of the Agreement is determined invalid, the remainder of that Agreement shall not be affected if that remainder would continue to conform to the requirements of applicable laws or regulations. This Agreement represents the entire understanding of SANDAG and Grantee as to those matters contained in it. No prior oral or written understanding shall be of any force or effect with respect to those matters covered herein. This Agreement may not be modified or altered except in writing, signed by SANDAG and the Grantee.



**XX. SIGNATURES**

The individuals executing this Agreement represent and warrant that they have the legal capacity and authority to do so on behalf of their respective legal entities.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date written above.

SAN DIEGO ASSOCIATION OF GOVERNMENTS

COUNTY OF SAN DIEGO

*for*   
\_\_\_\_\_  
**CHARLES "MUGGS" STOLL**  
**Director of Land Use and Transportation Planning**

  
\_\_\_\_\_  
**MARK WARDLAW**  
**Director of Planning and Development Services**

APPROVED AS TO FORM:

APPROVED AS TO FORM:

  
\_\_\_\_\_  
**Office of General Counsel**

  
\_\_\_\_\_  
**Office of General Counsel**  
*County*

# ATTACHMENT A

## Scope of Work, Schedule, and Budget

### Scope of Work, Schedule, and Budget Worksheet (Revised - due to Caltrans grant for Valley Center Road Special Study)

**Grant Program:** Smart Growth Incentive Program - Planning Project  
**Applicant/Jurisdiction:** County of San Diego  
**Project Title:** Valley Center Community Plan Update

**Part I: Project Overview**

**Project Limit:** The Valley Center Community Planning Area (CPA) (county designation) generally north of the City of Escondido, east of I-15, south of the Palo Verde Reservation, and west of the Rincon Reservation.

**Project Summary:** The project will update the content and broaden the scope of the existing community plan by focusing on land use refinements, diversifying mobility and housing options, connecting community services, and simplifying/streamlining development review processes.

**Part II: Scope of Work, Schedule, and Budget**

Prepare tasks, deliverables, a timeline, and a budget for implementing the project. The project schedule must be based on "Months from Issue to Proceed" (MTP) and should comply with Board Policy No. 035 timelines. The Total Project Cost column will auto-calculate.

\* Capital projects are required to include \$3,000 for baseline bike and pedestrian data collection. If the Scope of Work, Schedule, and Budget Worksheet is for a SGIP Planning, ATGP Non-Capital, SGIP CAP, or SGIP Complete Streets Policy project, overwrite the item 1 in the table below.

Task No.	Task Description	Deliverables	Start Date	Completion Date	Total Project Cost
1	Project Initiation	Kickoff Meeting, Project Website, Consultant Contracts, Outreach Plan, Graphics Standards	1 month (4/1/2019)	3 months (7/1/2019)	\$ 45,000.00
2	Research/Existing Conditions	Site Visits, Existing Conditions Reports, Stakeholder Workshops, Draft Goals & Policies, SEIR Project Description, SEIR Initial Study	2 months (6/1/2019)	11 months (3/1/2020)	\$ 155,000.00
3	Analysis	Draft Community Plan Concepts, Draft Design Guidelines, Stakeholder Workshops, Planning Concept Evaluation	9 months (1/1/2020)	18 months (10/1/2020)	\$ 145,000.00
4	Drafts Reports	Draft Community Plan, Draft SEIR	15 months (7/1/2020)	21 months (12/1/2020)	\$ 160,000.00
5	Final Reports	Final Community Plan, Final SEIR	23 months (12/1/2020)	28 months (7/1/2021)	\$ 120,000.00
<b>TOTAL PROJECT COST (grant request funds + matching funds)</b>					<b>\$ 625,000.00</b>

**Seasonal Constraints**

As applicable, identify any seasonal constraints that may require the partial project, or specific tasks, to begin, or be completed by a specific date.

NA

**Part III: Summary of Funding**

Total project cost  
 Total grant amount requested from SANDAG  
 Total match amount that will be contributed

\$625,000.00
\$ 225,000.00
\$ 400,000.00

SANDAG grant % contribution  
 Match % contribution

0.37
0.38

Will the matching funds include *Transfer Total Streets and Road (TSR)*?

No
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**Part IV: Project Budget Expenditures per Year**

SANDAG staff will reference this information for the Regional Transportation Improvement Program (RTIP) 2020-2023 funding.

Category	Fiscal Year (FY) 2019 (July 1, 2019 - June 30, 2019)		FY 2020 (if applicable) (July 1, 2019 - June 30, 2020)		FY 2021 (if applicable) (July 1, 2020 - June 30, 2021)		FY 2022 (if applicable) (July 1, 2021 - June 30, 2022)	
	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount	Grant Amount	Match Amount
ENV/ENGR	\$ 20,000.00	\$ 20,000.00	\$ 137,000.00	\$ 120,000.00	\$ 148,000.00	\$ 160,000.00		
ROW								
CONSTRUCTION								
<b>Total</b>	<b>\$ 20,000.00</b>	<b>\$ 20,000.00</b>	<b>\$ 137,000.00</b>	<b>\$ 120,000.00</b>	<b>\$ 148,000.00</b>	<b>\$ 160,000.00</b>		

Category	FY 2023 (if applicable) (July 1, 2022 - June 30, 2023)		Total Grant Amount	Total Matching Funds	Total Project Cost
	Grant Amount	Match Amount			
ENV/ENGR			\$ 225,000.00	\$ 300,000.00	\$ 625,000.00
ROW					
CONSTRUCTION					
<b>Total</b>			<b>\$ 225,000.00</b>	<b>\$ 300,000.00</b>	<b>\$ 625,000.00</b>

Category	Category Description
ENV/ENGR	Environmental, Engineering, and Planning
ROW	Right-of-Way
CONSTRUCTION	Construction

MPO ID NO. CNTY92



**COMPETITIVE GRANT PROGRAM PROCEDURES**

**Applicability and Purpose of Policy**

This Policy applies to all grant programs administered through SANDAG, whether from *TransNet* or another source, including but not limited to the Smart Growth Incentive Program, Environmental Mitigation Program, Bike and Pedestrian Program, Senior Mini Grant Program, Federal Transit Administration grant programs, and Active Transportation Grant Program.

Nothing in this Policy is intended to supersede federal or state grant rules, regulations, statutes, or contract documents that conflict with the requirements in this Policy. There are never enough government grant funds to pay for all of the projects worthy of funding in the San Diego region. For this reason, SANDAG awards grant funds on a competitive basis that takes the grantees' ability to perform their proposed project on a timely basis into account. SANDAG intends to hold grantees accountable to the project schedules they have proposed in order to ensure fairness in the competitive process and encourage grantees to get their projects implemented quickly so that the public can benefit from the project deliverables as soon as possible.

**Procedures**

**1. Project Milestone and Completion Deadlines**

1.1. When signing a grant agreement for a competitive program funded and/or administered by SANDAG, grant recipients must agree to the project delivery objectives and schedules in the agreement. In addition, a grantee's proposal must contain a schedule that falls within the following deadlines. Failure to meet the deadlines below may result in revocation of all grant funds not already expended. The final invoice for capital, planning, or operations grants must be submitted prior to the applicable deadline.

1.1.1. Funding for Capital Projects. If the grant will fund a capital project, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary construction contract must be awarded within two years following execution of the grant agreement, and construction must be completed within eighteen months following award of the construction contract. Completion of construction for purposes of this policy shall be when the prime construction contractor is relieved from its maintenance responsibilities. If no construction contract award is necessary, the construction project must be complete within eighteen months following execution of the grant agreement.

1.1.2. Funding for Planning Grants. If the grant will fund planning, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary consultant contract must be awarded within one year following execution of the grant agreement, and the planning project must be complete within two years following award of the consultant contract. Completion of planning for purposes of this policy shall be when grantee approves the final planning project deliverable. If no consultant contract award is necessary, the

planning project must be complete within two years of execution of the grant agreement.

1.1.3 **Funding for Operations Grants.** If the grant will fund operations, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary services contract for operations must be awarded within one year following execution of the grant agreement, and the operations must commence within six months following award of the operations contract. If no services contract for operations is necessary, the operations project must commence within one year of execution of the grant agreement.

1.1.4 **Funding for Equipment or Vehicles Grants.** If the grant will fund equipment or vehicles, the project must be completed according to the schedule provided in the grant agreement, but at the latest, any necessary purchase contracts for equipment or vehicles must be awarded within one year following execution of the grant agreement, and use of the equipment or vehicles for the benefit of the public must commence within six months following award of the purchase contract.

## 2. Project Milestone and Completion Deadline Extensions

2.1. Schedules within grant agreements may include project scopes and schedules that will identify interim milestones in addition to those described in Section 1 of this Policy. Grant recipients may receive extensions on their project schedules of up to six months for good cause. Extensions of up to six months aggregate that would not cause the project to miss a completion deadline in Section 1 may be approved by the SANDAG Executive Director. Extensions beyond six months aggregate or that would cause the project to miss a completion deadline in Section 1 must be approved by the Policy Advisory Committee that has been delegated the necessary authority by the Board. For an extension to be granted under this Section 2, the following conditions must be met:

2.1.1. For extension requests of up to six months, the grantee must request the extension in writing to the SANDAG Program Manager at least two weeks prior to the earliest project schedule milestone deadline for which an extension is being requested. The Executive Director or designee will determine whether the extension should be granted. The Executive Director's action will be reported out to the Board in following month's report of delegated actions.

2.1.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes.

2.1.3. If the Executive Director denies an extension request under this Section 2, the grantee may appeal within ten business days of receiving the Executive Director's response to the responsible Policy Advisory Committee by sending the appeal to the SANDAG Program Manager.

2.1.4. Extension requests that are rejected by the Policy Advisory Committee will result in termination of the grant agreement and obligation by the grantee to return to SANDAG any unexpended funds within 30 days. Unexpended funds are funds

for project costs not incurred prior to rejection of the extension request by the Policy Advisory Committee.

**3. Project Delays and Extensions in Excess of Six Months**

- 3.1. Requests for extensions in excess of six months, or that will cause a project to miss a completion deadline in Section 1 (including those projects that were already granted extensions by the Executive Director and are again falling behind schedule), will be considered by the Policy Advisory Committee upon request to the SANDAG Program Manager.
- 3.2. A grantee seeking an extension must document previous efforts undertaken to maintain the project schedule, explain the reasons for the delay, explain why the delay is unavoidable, and demonstrate an ability to succeed in the extended time frame the grantee proposes. The grantee must provide the necessary information to SANDAG staff to place in a report to the Policy Advisory Committee. If sufficient time is available, and the grant utilized *TransNet* funds, the request will first be taken to the Independent Taxpayer Advisory Committee (ITOC) for a recommendation. The grantee should make a representative available at the meeting to present the information to, and/or answer questions from, the ITOC and Policy Advisory Committee.
- 3.3. The Policy Advisory Committee will only grant an extension under this Section 3 for extenuating circumstances that the grantee could not have reasonably foreseen.

**4. Resolution and Execution of the Grant Agreement**

- 4.1. Two weeks prior to the review by the Policy Advisory Committee of the proposed grants, prospective grantees must submit a resolution from their authorized governing body that includes the provisions in this Subsection 4.1. Failure to provide a resolution that meets the requirements in this Subsection 4.1 will result in rejection of the application and the application will be dropped from consideration with funding going to the next project as scored by the evaluation committee. In order to assist grantees in meeting this resolution deadline, when SANDAG issues the call for projects it will allow at least 90 days for grant application submission.
  - 4.1.1. Grantee governing body commits to providing the amount of matching funds set forth in the grant application.
  - 4.1.2. Grantee governing body authorizes staff to accept the grant funding and execute a grant agreement if an award is made by SANDAG.
- 4.2. Grantee's authorized representative must execute the grant agreement within 45 days from the date SANDAG presents the grant agreement to the prospective grantee for execution. Failure to meet the requirements in this Subsection 4.2 may result in revocation of the grant award.

**5. Increased Availability of Funding Under this Policy**

- 5.1. Grant funds made available as a result of the procedures in this Policy may be awarded to the next project on the recommended project priority list from the most recent project selection process, or may be added to the funds available for the next project funding cycle, at the responsible Policy Advisory Committee's discretion. Any project

that loses funding due to failure to meet the deadlines specified in this Policy may be resubmitted to compete for funding in a future call for grant applications.

**Adopted: January 2010**

**Amended: November 2014**

## ATTACHMENT C

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### PROJECT IMPLEMENTATION AND OVERSIGHT REQUIREMENTS

#### *All Grant Types (Capital, Non-Capital, and/or Planning Projects)*

1. **Contact Information:** Grantee must provide SANDAG with contact information for the project manager. Grantee must provide SANDAG with updated contact information in a timely manner if there are any changes to staff assigned.
2. **Request for Proposals and Consultant Selection:** Upon request by SANDAG, Grantee must submit draft Request for Proposals or bid solicitation documents to SANDAG staff for review and comment for consistency with the agreed upon Scope of Work with SANDAG (Attachment A).
3. **Design Development, Stakeholder, and Community Meetings:** Grantee must provide SANDAG with agendas and meeting summaries for all design development (for capital projects only) and community meetings. SANDAG staff may attend any meetings as appropriate.
4. **Quarterly Reports, Invoices, and Deliverables:** Grantee must submit quarterly reports and invoices to SANDAG, detailing accomplishments in the quarter, anticipated progress next quarter, pending issues and actions toward resolution, and status of budget and schedule. The Grantee invoice and reporting forms will be provided by the SANDAG Project Manager. Furthermore, the Grantee agrees to provide project milestone information (such as presentations to community groups, other agencies, and elected officials, ground-breakings, and ribbon-cuttings) to support media and communications efforts. Grantee needs to document and track in-kind contributions designated as matching funds as part of project management. Grantee must provide all deliverables identified in the Scope of Work.
5. **Media and Community Outreach Coordination:** Press materials shall be provided to SANDAG staff before they are distributed. SANDAG and *TransNet* logo(s) should be included in press materials and other project collateral based on logo usage guidelines to be provided by SANDAG. Grantee agrees to provide project milestone information to support media and communications efforts.
6. **Photo Documentation:** Grantees are responsible for the following photo documentation:
  - Existing conditions photos (as applicable), which should illustrate the current conditions of the project site and demonstrate the need for improved facilities
  - Project milestone photos (such as workshops, presentations to community groups, other agencies, and elected officials)

Photos should be high resolution (at least 4 inches by 6 inches with a minimum of 300 pixels per inch) and contain captions with project descriptions, dates, locations, and the names of those featured, if appropriate. Grantees must obtain consent of all persons featured in photos (or that of a parent or guardian of persons under the age of 18) by using the SANDAG Photo and Testimonial Release form to be provided by SANDAG, or a similar release form developed by Grantee and agreed upon by SANDAG.

## **Capital Grants Only**

- 1. Baseline Data Collection:** Prior to the construction of grant-funded improvements, the Grantee is responsible for developing a baseline data collection plan with SANDAG to gather information on pedestrian and bike activity. At a minimum, data should be collected for observed bike and pedestrian volumes, behavior, and attitudes in the project area. Once the data collection plan is approved by SANDAG staff, the Grantee is responsible for carrying out the plan and returning collected data to SANDAG as a deliverable. Standardized forms required for data collection will be provided by SANDAG, and sufficient completion of these forms is required of the Grantee in order to accomplish the Baseline Data Collection deliverable.

Grantees are encouraged to use the National Bicycle and Pedestrian Documentation Project methodology and plan for the following:

- Conduct counts prior to project construction, during National Documentation Days in the second week of September.
- Conduct counts for two hours, at peak times relative to the facility. For example, facilities attracting utilitarian trips should be counted on a Tuesday, Wednesday, or Thursday from 5 to 7 p.m., whereas facilities attracting recreational trips should be counted on a Saturday, from 9 to 11a.m.

In the case that the above timeframes are deemed infeasible due to the project schedule, the Grantee and SANDAG will collaborate on an alternative data collection methodology and procedure.

Grantees should plan to budget \$5,000 for data collection.

- 2. Plan Review:** Grantee must submit project design drawings and cost estimates (if available) to SANDAG for review and comment at 30 percent, 60 percent, 90 percent, and 100 percent design. SANDAG staff may meet with the Grantee to comment on submitted plans and assure substantial conformance. SANDAG may comment on submitted plans regarding:
  - Whether the plans are consistent with the Project proposed in the original grant application
  - Consistency with accepted pedestrian/bike facility and smart growth design standards
- 3. Project Signage:** Each project or program of \$250,000 or more funded in whole or in part by revenues from the *TransNet* Extension Ordinance shall be clearly designated during its construction or implementation as being provided by such revenues. SANDAG will provide sign specifications. Grantee agrees to follow sign specifications in *TransNet* Signage Guide and submit proof files to SANDAG for approval before production.
- 4. Performance Monitoring:** SANDAG staff may measure performance of the constructed capital improvements against stated project objectives, and evaluate the overall grant program. Grantee is expected to meet with SANDAG staff to identify relevant performance measures and data sources, and provide available data and feedback regarding the program as appropriate.





5/4/2023

CIP 19-20

ELECTRONIC MAIL

Tracy Ferchaw  
SANDAG  
401 B Street, Suite 800  
San Diego, CA 92101

**Subject: Sweetwater Road Bikeway Project Amendment Request Letter**

Dear Ms. Ferchaw,

The City of National City is requesting an amendment to extend the term of Agreement No. 5005483 for the Sweetwater Road Bikeway project by a period of 4 months. The requested 4-month extension will provide for additional time to address unanticipated project requirements and complete construction.

**Previous efforts undertaken to maintain the project schedule:**

The City has been working diligently to maintain the project schedule by having regular meetings with the design team and the consultant construction manager to ensure all planning and design met the safety, quality, and cost considerations of the City prior to bidding.

Part of the design/planning process was to obtain the Caltrans permit in order to perform the work in Caltrans right of way. The City and consultant worked with Caltrans for several months in order to receive their approval for the permit. Also due to Covid-19, Caltrans had a very slow review process that delayed the project schedule for several months. As a result, the Design Phase of this project lasted longer than the 21 months forecasted in the grant schedule impacting the final completion of the construction phase.

Engineering & Public Works Department  
1243 National City Boulevard, National City, CA 91950-4301  
619/336-4380 Fax 619/336-4397 [www.nationalcityca.gov](http://www.nationalcityca.gov)

**Detailed explanation on the reason for delay, and how it was unavoidable:**

The City was unable to advertise the project without a Caltrans Encroachment Permit. The City received the all required Caltrans Right of Way permits by May 16, 2022, and advertised the project on July 14, 2022. Due to long lead times for electrical equipment and weather delays the construction phase of the project has been negatively impacted.

As of March 31st, the project has incurred 13 weather related delay days outside the City's control. It should be noted that each rain event negatively impacts the project schedule since it makes the soils unworkable, and the contractor is required to wait 3-4 days for the soil to dry out so that it can be workable. These issues occurred during the construction of the concrete bike and pedestrian pathways.

In addition, the several rain events we had in the last few months affected the road deterioration already present on the pavement. For this reason, we had to perform a new pavement condition survey to identify the additional pavement that was deteriorated and determine the best strategies to repair the deteriorated pavement.

**Ability to succeed in the timeframe proposed:**

The City is maintaining a very strong relationship with the contractor and partnering to find ways to advance the schedule. In addition, the dryer and warmer weather will help the project progress over the next few months due to allowing the contractor to efficiently work without stopping during concrete and paving operations. The City is also weighing the option of longer work windows for the contractor's paving and slurry seal operations to accelerate the project.

As for June 2023, the contractor completed the project's first phase, completing the section of Plaza Bonita Road, creating additional bike and pedestrian pathways connecting the existing bike lane on Sweetwater Road to the existing Sweetwater River Trail Entrance. After completing this project's first phase, we noted that several cyclists were happy to use the new facility.

Sincerely,

Luca Zappiello  
Assistant Engineer - Civil

## Scope of Work, Schedule, and Budget

### Scope, Schedule, and Budget Worksheet

**Grant Program:** Smart Growth Incentive Program - Capital Project

**Jurisdiction:** City of National City

#### Part I: Project Overview

**Project Title:** Sweetwater Road Protected Bikeway

**Project Limit:** Sweetwater Road between 2nd Ave and Plaza Bonita Road; Plaza Bonita Road between Sweetwater Road and Sweetwater River Bikeway entrance located on Plaza Bonita Road

**Project Summary:** The project will provide nearly 1.2 miles of protected bike facilities along Sweetwater Road and extend the Class 1 bike path on Plaza Bonita Road to Sweetwater Road (0.4 miles). The project will include a road diet, bicycle-friendly intersection improvements, and pedestrian enhancements. The proposed bicycle facilities will directly link the City's bike network to the regional network.

#### Part II: Scope of Work, Schedule, and Budget

Task No.	Task Description	Deliverables	Start Date	Completion Date	Revised Completion Date	Total Project Cost
1	Collect Baseline Data (REQUIRED)	Baseline Data Collection Plan; Raw Bike/Ped Data	Notice to Proceed (NTP)	3	19	\$ 5,000.00
2	Final Design	See Below:				
2.1	Project Management	Status Reports	3	18	22	\$ 32,000.00
2.2	Contract Designer	Design Contract; 100% Specifications	3	21	29	\$ 330,000.00
3	Complete Project Construction	See Below:				\$ -
3.1	Award Construction Contract	Bid Documents; Contract	21	41	44	\$ 30,000.00
3.2	Construction Management	Notice of Completion	24	54	58	\$ 270,000.00
3.3	Complete Project Construction	Notice of Completion	24	54	58	\$ 2,111,906.00

**Revised Completion Date subtracted from the Original Completion Date equals the Requested Schedule Extension (example: 58-54= 4 months)**

**TOTAL PROJECT COST (grant request funds + matching funds): \$ 2,778,906.00**

#### Part III: Summary of Funding

Total project cost:	\$ 2,778,906.00
Total grant amount requested from SANDAG:	\$ 2,500,000.00
Total match amount that will be contributed:	\$ 278,906.00

SANDAG grant % contribution:	89.96%
Match % contribution:	10.04%

Will the matching funds include TransNet Local Streets and Road (LSI)?	Yes
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July 21, 2023

## Regional Active Transportation Program Awards and FY 2024 Program Budget Amendment

### Overview

SANDAG has been awarded \$27.671 million in state funding through the state Active Transportation Program. An additional \$106,000 of TransNet Bike Funding (BPNS) will be used as match funding for these state awards. Amendments to the FY 2024 Program Budget are required to accept and incorporate this funding. The Board of Directors is scheduled to consider these amendments to the FY 2024 Program Budget at their July 2023 meetings.

In 2013, the Board of Directors approved a \$200 million initial investment over ten years to implement the Regional Bike Plan Early Action Program (EAP). The EAP (Attachment 1) is a network of high-quality bikeways comprised of new facilities designed to increase transportation options for people to make connections to transit, schools, employment, shopping, recreational centers, and other everyday destinations.

Ten years into the program, many projects have opened to the public, others are in construction, with more beginning construction in the upcoming year. The initial investment has allowed the EAP Program to leverage outside funding consistent with the intent of TransNet. To date, 44% of expenditures have been TransNet funds while leveraging 56% of funds from outside Federal, State, or Local sources.

The SANDAG Active Transportation Program continues to seek opportunities for additional funding. This report provides a summary of successful grants submitted to the State and Regional Active Transportation program and proposed amendments to add funding received to the FY 24 Program Budget.

### Key Considerations

**Active Transportation Program summary** - The Active Transportation Program (ATP) is administered by the California Transportation Commission (CTC) and distributes funding for active transportation projects. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization of each region. The CTC adopted the region's funding recommendations and contingency project list at its meeting on June 28-29, 2023.

### Successful ATP Grant Application Projects

*CIP 1223020: North Park | Mid-City Bikeways: Robinson Avenue Bikeway* - \$5.17 million regional ATP toward construction of 0.2-mile bikeway that is a critical connection joining the 12-mile Uptown Bikeways network with the 13 miles North Park | Mid-City Bikeways network.

### Action: Recommend

The Transportation Committee is asked to recommend the Board of Directors approve the proposed budget amendments.

### Fiscal Impact:

Approval of the proposed FY 2024 Program Budget Amendment will add \$27.78 million, to the Regional Bikeway Program.

### Schedule/Scope Impact:

Additional budget will allow three projects to move toward construction and three more projects to advance preliminary engineering and environmental efforts.

*CIP 1223079: Howard Avenue Bikeway* – \$6.74 million from state ATP adding to original partial funding of \$1.39 million toward construction 1.2 miles of traffic calmed bike boulevard on Howard Avenue from Park Boulevard to I-805 in North Park community in City of San Diego.

*CIP 1223085: Uptown Bikeways: Mission Hills and Old Town* - \$982 thousand regional ATP for design of 1.8 miles of traffic calmed on-street bikeways on West University Avenue from Ibis Street to First Street and San Diego Avenue from Noell Street to Congress Street, continuing on to the Old Town Transit Center.

*CIP 1223096: Bayshore Bikeway: Barrio Logan Phase 2* - \$6.34 million regional ATP for construction of bike and pedestrian safety improvements (advanced preemption systems, ADA compliant sidewalks, wider medians, pavement markings, chain link fence, and traffic signal modification) at three key intersections along Harbor Drive. This is a new project. In conjunction with this amendment, \$3.151 million in TransNet BPNS will be moved from CIP 1223055 as leverage and matching funds.

*CIP 1223097: Bayshore to Imperial: Connecting Regional Bikeways* - \$4.61 million regional ATP for planning and preliminary engineering of 7.9 miles (15.8 lane-miles) of traffic calmed and separated bikeways connecting the Imperial Avenue Bikeway, which has just gone out to bid, and the Bayshore Bikeway. This is a new project and will go through the cities of San Diego, National City, and Chula Vista.

*CIP 1223200: Pacific Highway Coastal Rail Trail Airport Connection (PACTAC)* - \$3.82 million of Regional ATP for planning and preliminary engineering of 5.5 miles (11 lane-miles) of separated bikeway that are part of the Coastal Rail Trail from Sea World Drive to Grape Street, with various spurs and network connections. This is a new project.

### **Next Steps**

Pending approval by the Board of Directors, SANDAG will amend the budgets for the projects listed in this report to advance construction of the Robinson Bikeway, the Howard Avenue Bikeway, Bayshore Bikeway:Barrio Logan Phase 2, and advance preliminary engineering, environmental studies, and design work for Bayshore to Imperial: Connecting Regional Bikeways, Pacific Highway Coastal Rail Trail Airport Connection (PACTAC), and Uptown Bikeways: Mission Hills and Old Town.

### **Susan Huntington, Director Financial Planning, Budgets, and Grants**

Key Staff Contact: Chris Kluth, (619) 699-1952, [Chris.Kluth@sandag.org](mailto:Chris.Kluth@sandag.org)

Attachments: 

1. 2013 Bike EAP Priority List
2. Proposed FY 2024 Program Budget Amendments: Active Transportation Program – CIP 1223020, CIP 1223055, CIP 1223079, CIP1223085, CIP 1223096, CIP 1223097, CIP 1223200

Regional Bike Plan EAP  
Proposed Project Priority

Attachment 1

Phasing: EAP within \$200m cap    EAP exceeding \$200m cap    \*\* Continued from previous phase

Priority	Facility Type	Project	Jurisdiction(s)	FY Starting	Existing Project Phase	Funding		Rolling Total Cost	
						Project Phase	Cost		
1	High-Priority Urban Bikeway	1	Uptown	San Diego	14	Design	Const.	\$ 22,889,000	\$ 22,889,000
1	High-Priority Urban Bikeway	3	Uptown	San Diego	14	Design	Const.	\$ 17,979,000	\$ 40,868,000
1	High-Priority Urban Bikeway	7	Uptown	San Diego	14	Design	Const.	\$ 2,579,000	\$ 43,446,000
2	High-Priority Urban Bikeway	2	North Park -- Mid-City	San Diego	14	Design	Const.	\$ 5,727,000	\$ 49,173,000
2	High-Priority Urban Bikeway	4	North Park -- Mid-City	San Diego	14	Design	Const.	\$ 5,775,000	\$ 54,948,000
2	High-Priority Urban Bikeway	5	North Park -- Mid-City	San Diego	14	Design	Const.	\$ 2,688,000	\$ 57,636,000
2	High-Priority Urban Bikeway	6	North Park -- Mid-City	San Diego	14	Design	Const.	\$ 4,869,000	\$ 62,505,000
2	High-Priority Urban Bikeway	14	North Park -- Mid-City	San Diego	14	Design	Const.	\$ 4,319,000	\$ 66,824,000
3	Class I Bikeway	31A	San Diego River Trail - Qualcomm Stadium	San Diego	14	Design	Const.	\$ 829,000	\$ 67,652,000
4	Class I Bikeway	31B	San Diego River Trail - Father Junipero Serra Trail to Santee	Santee	14	Design	ROW	\$ 2,816,000	\$ 70,469,000
5	Class I Bikeway	33	Coastal Rail Trail San Diego - Rose Creek	San Diego	14	Design	Const.	\$ 20,636,000	\$ 91,105,000
6	Class I Bikeway	36	Bayshore Bikeway - Main St to Palomar	Chula Vista/Imperial Beach	14	Enviro	Const.	\$ 2,959,000	\$ 94,064,000
7	Class I Bikeway	39C	Coastal Rail Trail Encinitas - Chesterfield to G	Encinitas	14	Design	Const.	\$ 6,885,000	\$ 100,949,000
8	Class I Bikeway	39D	Coastal Rail Trail Encinitas - Chesterfield to Solana Beach	Encinitas	14	Design	Eng.	\$ 100,000	\$ 101,050,000
9	Class I Bikeway	51 (A,B,C,D)	Inland Rail Trail	San Marcos, Vista, Co. of SD	14	Env/Design	Const.	\$ 32,691,000	\$ 133,740,000
13	Class I Bikeway	52	Coastal Rail Trail Oceanside - Wisconsin to Oceanside Blvd.	Oceanside	14	Const.	Const.	\$ 200,000	\$ 133,940,000
14	Class I Bikeway	53	Plaza Bonita Bike Path	National City	14	Const.	Const.	\$ 400,000	\$ 134,340,000
15	Class I Bikeway	55	Bayshore Bikeway - National City Marina to 32nds St	San Diego/National City	14	Const.	Const.	\$ 1,503,000	\$ 135,843,000
16	Class I Bikeway	54	I-15 Mid-City - Adams Ave to Camino Del Rio S	San Diego	14	Engineering	Const.	\$ 9,341,000	\$ 145,184,000
17	Class I Bikeway	50	Bayshore Bikeway - Barrio Logan	San Diego	14	ROW	Const.	\$ 4,604,000	\$ 149,789,000
18	High-Priority Urban Bikeway	6A	Pershing and El Prado	San Diego	15	Const.	Const.	\$ 7,282,000	\$ 157,071,000
18	High-Priority Urban Bikeway	7A	Pershing and El Prado	San Diego	15	Const.	Const.	\$ 613,000	\$ 157,684,000
19	High-Priority Urban Bikeway	8	Downtown to Southeast connections	San Diego	15	ROW	Const.	\$ 787,000	\$ 158,471,000
19	High-Priority Urban Bikeway	9	Downtown to Southeast connections	San Diego	15	ROW	Const.	\$ 3,045,000	\$ 161,516,000
19	High-Priority Urban Bikeway	10	Downtown to Southeast connections	San Diego	15	ROW	Const.	\$ 2,825,000	\$ 164,341,000
20	High-Priority Urban Bikeway	13	San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	15	ROW	Const.	\$ 1,726,000	\$ 166,067,000
20	High-Priority Urban Bikeway	21	San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	15	ROW	Const.	\$ 860,000	\$ 166,927,000
21	High-Priority Urban Bikeway	18	Terrace Dr/Central Ave - Adams to Wightman	San Diego	15	Const.	Const.	\$ 1,407,000	\$ 168,334,000
22	Class I Bikeway	31C	San Diego River Trail - I 805 to Fenton	San Diego	16	Const.	Const.	\$ 1,741,000	\$ 170,075,000
23	Class I Bikeway	31D	San Diego River Trail - Short gap connections	San Diego	16	Const.	Const.	\$ 1,370,000	\$ 171,445,000
24	Class I Bikeway	39B	Coastal Rail Trail Encinitas - Leucadia to G Street	Encinitas	16	Const.	Const.	\$ 4,763,000	\$ 176,209,000
25	Class I Bikeway	45	Coastal Rail Trail San Diego - UTC	San Diego	16	ROW	Const.	\$ 791,000	\$ 177,000,000
26	Class I Bikeway	46	Coastal Rail Trail San Diego - Rose Canyon	San Diego	16	Env/Design	ROW	\$ 2,508,000	\$ 179,508,000
27	Class I Bikeway	48D	Coastal Rail Trail San Diego - Pac Hwy (W. Washington Street to Laurel Street)	San Diego	16	Const.	Const.	\$ 4,050,000	\$ 183,559,000
28	Class I Bikeway	48E	Coastal Rail Trail San Diego - Pac Hwy (Laurel Street to Santa Fe Depot)	San Diego	16	Const.	Const.	\$ 7,628,000	\$ 191,187,000
8**	Class I Bikeway	39D	Coastal Rail Trail San Diego - Encinitas Chesterfield to Solana Beach (construction phase)	Encinitas	17	Const.	Const.	\$ 127,000	\$ 191,314,000
29	Class I Bikeway	48C	Coastal Rail Trail San Diego - Pac Hwy (Taylor Street to W. Washington Street)	San Diego	17	Const.	Const.	\$ 3,994,000	\$ 195,308,000
20**	High-Priority Urban Bikeway	13, 21	San Ysidro to Imperial Beach - Bayshore Bikeway Connection	Imperial Beach/San Diego	18	Const.	Const.	\$ 6,204,000	\$ 201,513,000
30	Class I Bikeway	48B	Coastal Rail Trail San Diego - Pac Hwy (Fiesta Island Road to Taylor Street)	San Diego	18	Const.	Const.	\$ 7,270,000	\$ 208,783,000
4**	Class I Bikeway	31B	San Diego River Trail - Father Junipero Serra Trail to Santee (construction phase)	Santee	19	Const.	Const.	\$ 7,412,000	\$ 216,195,000
17**	Class I Bikeway	50	Bayshore Bikeway - Barrio Logan (construction phase)	San Diego	19	Const.	Const.	\$ 13,591,000	\$ 229,786,000
19**	High-Priority Urban Bikeway	8, 9, 10	Downtown to Southeast connections (construction phase)	San Diego	19	Const.	Const.	\$ 17,015,000	\$ 246,801,000
25**	Class I Bikeway	45	Coastal Rail Trail San Diego - UTC (construction phase)	San Diego	19	Const.	Const.	\$ 2,691,000	\$ 249,492,000
31	High-Priority Urban Bikeway	11, 16, 16A	City Heights / Encanto / Lemon Grove	Lemon Grove/San Diego	19	Const.	Const.	\$ 7,945,000	\$ 256,537,000
32	High-Priority Urban Bikeway	12, 12A	City Heights / Fairmount Corridor	San Diego	19	Const.	Const.	\$ 12,216,000	\$ 268,753,000
33	High-Priority Urban Bikeway	14A	Roland to Grossmont / La Mesa	La Mesa / El Cajon / San Diego	19	Const.	Const.	\$ 2,469,000	\$ 271,222,000
34	High-Priority Urban Bikeway	15, 15A, 20, 20A	La Mesa / Lemon Grove / El Cajon connections	Lemon Grove / La Mesa	19	Const.	Const.	\$ 5,458,000	\$ 276,680,000
26**	Class I Bikeway	46	Coastal Rail Trail - Rose Canyon (construction phase)	San Diego	20	Const.	Const.	\$ 8,433,000	\$ 285,112,000
35	Class I Bikeway	31E	San Diego River Trail - Qualcomm Stadium to Ward Rd	San Diego	20	Const.	Const.	\$ 1,568,000	\$ 286,681,000
36	Class I Bikeway	31F	San Diego River Trail - Rancho Mission Road to Camino Del Rio North	San Diego	20	Const.	Const.	\$ 263,000	\$ 286,944,000
37	Class I Bikeway	33A	Coastal Rail Trail San Diego - Rose Creek Mission Bay Connection	San Diego	20	Const.	Const.	\$ 3,990,000	\$ 290,934,000
38	Class I Bikeway	38B	Coastal Rail Trail Carlsbad - Reach 4 Cannon to Palomar Airport Rd.	Carlsbad	20	Const.	Const.	\$ 5,084,000	\$ 296,018,000
39	Class I Bikeway	38C	Coastal Rail Trail Carlsbad - Reach 5 Palomar Airport Road to Poinsettia Station	Carlsbad	20	Const.	Const.	\$ 2,738,000	\$ 298,757,000
40	Class I Bikeway	39A	Coastal Rail Trail Encinitas - Carlsbad to Leucadia	Encinitas	20	Const.	Const.	\$ 6,634,000	\$ 305,391,000
41	High-Priority Urban Bikeway	41	Coastal Rail Trail Del Mar	Del Mar	20	Const.	Const.	\$ 396,000	\$ 305,787,000
42	Class I Bikeway	42	Coastal Rail Trail San Diego - Del Mar to Sorrento via Carmel Valley	Del Mar / San Diego	20	Const.	Const.	\$ 411,000	\$ 306,199,000
43	Class I Bikeway	43	Coastal Rail Trail San Diego - Carmel Valley to Roselle via Sorrento	San Diego	20	Const.	Const.	\$ 867,000	\$ 307,066,000
44	Class I Bikeway	44	Coastal Rail Trail San Diego - Roselle Canyon	San Diego	20	Const.	Const.	\$ 4,958,000	\$ 312,024,000
45	High-Priority Urban Bikeway	13B, 24	Chula Vista National City connections	Chula Vista / National City	21	Const.	Const.	\$ 10,516,000	\$ 322,540,000
46	High-Priority Urban Bikeway	19, 30	Pacific Beach to Mission Beach	San Diego	21	Const.	Const.	\$ 9,509,000	\$ 332,049,000
47	High-Priority Urban Bikeway	25, 26, 26A	Ocean Beach to Mission Bay	San Diego	21	Const.	Const.	\$ 23,815,000	\$ 355,864,000
48	Class I Bikeway	31H	San Diego River Trail - Bridge connection (Sefton Field to Mission Valley YMCA)	San Diego	22	Const.	Const.	\$ 7,259,000	\$ 363,122,000
49	Class I Bikeway	31I	San Diego River Trail - Mast Park to Lakeside baseball park	Santee	22	Const.	Const.	\$ 10,335,000	\$ 373,458,000
50	Class I Bikeway	35	I-8 Flyover (Camino del Rio South to Camino del Rio North)	San Diego	22	Const.	Const.	\$ 9,914,000	\$ 383,371,000
51	Class I Bikeway	37B	Coastal Rail Trail Oceanside - Broadway to Eaton	Oceanside	22	Const.	Const.	\$ 445,000	\$ 383,817,000
52	High-Priority Urban Bikeway	17, 23, 29, 29A	El Cajon - Santee connections	El Cajon / La Mesa / Santee	22	Const.	Const.	\$ 12,289,000	\$ 396,106,000
53	Class I Bikeway	31J	San Diego River Trail - Father JS Trail to West Hills Parkway	San Diego	22	Const.	Const.	\$ 2,883,000	\$ 398,989,000
54	Class I Bikeway	32	Inland Rail Trail Oceanside	Oceanside	22	Const.	Const.	\$ 18,786,000	\$ 417,775,000
55	Class I Bikeway	38A	Coastal Rail Trail Carlsbad - Reach 3 Tamarack to Cannon	Carlsbad	22	Const.	Const.	\$ 4,814,000	\$ 422,589,000
56	High-Priority Urban Bikeway	22	Clairemont Drive (Mission Bay to Burgener)	San Diego	23	Const.	Const.	\$ 7,688,000	\$ 430,277,000
57	High-Priority Urban Bikeway	25A	Harbor Drive (Downtown to Ocean Beach)	San Diego	23	Const.	Const.	\$ 6,980,000	\$ 437,257,000
58	High-Priority Urban Bikeway	28	Mira Mesa Bike Boulevard	San Diego	23	Const.	Const.	\$ 3,751,000	\$ 441,008,000
59	Class I Bikeway	13C	Sweetwater River Bikeway Ramps	National City	23	Const.	Const.	\$ 8,883,000	\$ 449,891,000
60	Class I Bikeway	37A	Coastal Rail Trail Oceanside - Alta Loma Marsh bridge	Oceanside	23	Const.	Const.	\$ 4,684,000	\$ 454,575,000
61	Class I Bikeway	48A	Coastal Rail Trail San Diego - Mission Bay (Clairemont to Tecolote)	San Diego	23	Const.	Const.	\$ 3,092,000	\$ 457,667,000
62	Class I Bikeway	49	Bayshore Bikeway Coronado - Golf course adjacent	Coronado	23	Const.	Const.	\$ 2,817,000	\$ 460,484,000

Scenario 1 - \$200m with \$1 million annual grants

**Project Scope**

Preliminary engineering and environmental clearance for 13 miles of bikeway in the North Park/Mid City area. Construct a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.

**Project Limits**

In the City of San Diego on Robinson Avenue between Park Boulevard and Alabama Street, including a missing segment of Robinson Avenue between Florida Street and Alabama Street.

**Progress to Date**

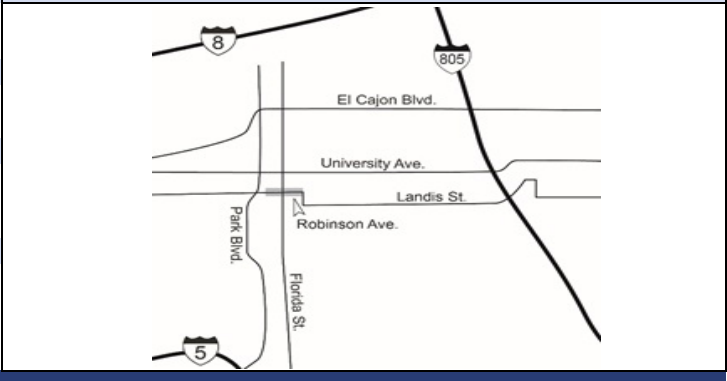
~~Design is 95% complete and will be completed in FY 2024. Right-of-way and utility work are ongoing. Construction can begin once funding is identified.~~

Design is 95% complete. Right-of-way and utility work are in process.

**Major Milestones**

Draft Environmental Document	Jan-16	Jan-16
Final Environmental Document	May-16	Aug-24
Ready to Advertise	TBD	Oct-24
Begin Construction	TBD	April-25
Open to Public	TBD	Oct-26
Construction Complete	TBD	Oct-27

**Site Location**



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total						
Administration	\$781	\$50	\$30	\$50	\$86	\$150	\$150	\$130	\$26	\$20	\$0	\$10	\$0	\$0	\$0	\$0	\$1,207	\$1,207
Environmental Document	2184	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2184	2184
Design	458	494	10	400	281	0	0	0	0	0	0	0	0	0	0	0	749	749
Right-of-Way Support	33	64	0	50	111	0	0	0	0	0	0	0	0	0	0	0	144	144
Right-of-Way Capital	0	48	0	446	218	163	184	0	0	0	0	0	0	0	0	0	297	402
Construction Support	0	0	0	0	0	375	315	375	315	0	0	0	0	0	0	0	817	817
Construction Capital	0	0	0	0	0	1800	1500	1800	1500	190	790	0	0	0	0	0	3790	3790
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal	49	20	0	80	100	22	22	17	17	0	0	0	0	0	0	0	188	188
Communications	52	5	0	40	15	40	40	0	0	0	0	0	0	0	0	0	107	107
Project Contingency	0	0	0	50	50	180	130	180	125	20	20	0	0	0	0	0	430	325
<b>Total SANDAG</b>	<b>\$3,557</b>	<b>\$345</b>	<b>\$40</b>	<b>\$456</b>	<b>\$861</b>	<b>\$2,730</b>	<b>\$2,341</b>	<b>\$2,522</b>	<b>\$2,087</b>	<b>\$303</b>	<b>\$1,017</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,913</b>	<b>\$9,913</b>

**Outside Agency Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Outside Agency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Total Expenditures</b>	<b>\$3,557</b>	<b>\$345</b>	<b>\$40</b>	<b>\$456</b>	<b>\$861</b>	<b>\$2,730</b>	<b>\$2,341</b>	<b>\$2,622</b>	<b>\$2,087</b>	<b>\$303</b>	<b>\$1,017</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,913</b>	<b>\$9,913</b>
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**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total						
<b>Local</b>																		
91000100 TransNet-BPNS	\$950	\$345	\$40	\$456	\$532	\$0	\$100	\$0	\$100	\$0	\$19	\$0	\$10	\$0	\$0	\$0	\$4,754	\$1,751
91040000 TDA-Bike	2,607	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,607	2,607
<b>State</b>																		
83100001 ATP-R	0	0	0	0	329	0	2,241	0	1,797	0	805	0	0	0	0	0	0	5,172
<b>Total Funding</b>	<b>\$3,557</b>	<b>\$345</b>	<b>\$40</b>	<b>\$456</b>	<b>\$861</b>	<b>\$0</b>	<b>\$2,341</b>	<b>\$0</b>	<b>\$1,897</b>	<b>\$0</b>	<b>\$824</b>	<b>\$0</b>	<b>\$10</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,368</b>	<b>\$9,530</b>

**Project Scope**

Environmental clearance, design, and construction of 2.3 miles of new bike path.

**Project Limits**

On Harbor Drive from Park Boulevard to 32nd Street in San Diego.

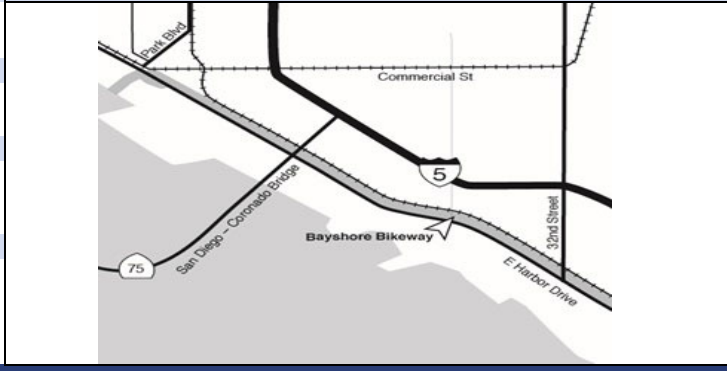
**Progress to Date**

Construction is 30% complete.

**Major Milestones**

Draft Environmental Document	N/A	N/A
Final Environmental Document	Dec-18	Dec-18
Ready to Advertise	Oct-21	Oct-21
Begin Construction	Mar-22	Mar-22
Open to Public	Dec-25	Dec-25
Construction Complete	Dec-27	Dec-27

**Site Location**



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total							
Administration	\$1,691	\$500	\$500	\$733	\$583	\$607	\$675	\$475	\$125	\$25	\$0	\$0	\$4,556	\$3,956					
Environmental Document	1,038	1	1	0	0	0	0	0	0	0	0	0	1,039	1,039					
Design	3,469	599	599	553	553	0	0	0	0	0	0	0	4,621	4,621					
Right-of-Way Support	240	129	129	19	19	0	0	0	0	0	0	0	388	388					
Right-of-Way Capital	270	1,100	2,642	1,317	220	220	0	0	0	0	0	0	4,232	2,907					
Construction Support	457	1,618	1,800	1,800	1,482	782	612	312	100	100	10	0	6,079	5,079					
Construction Capital	949	8,229	10,442	10,442	7,443	4,083	1,895	1,395	300	200	35	0	29,293	25,333					
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Legal	80	55	55	0	0	0	0	0	0	0	0	0	135	135					
Communications	26	6	6	100	100	85	85	85	0	0	0	0	302	302					
Project Contingency	0	0	0	880	500	1,879	649	1,282	0	0	0	0	4,041	1,431					
<b>Total SANDAG</b>	<b>\$8,220</b>	<b>\$12,237</b>	<b>\$12,237</b>	<b>\$17,169</b>	<b>\$15,314</b>	<b>\$11,916</b>	<b>\$6,426</b>	<b>\$4,549</b>	<b>\$2,549</b>	<b>\$625</b>	<b>\$375</b>	<b>\$70</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,686</b>	<b>\$45,191</b>

**Outside Agency Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total							
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0					
Design	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
<b>Total Outside Agency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>					
<b>Total Expenditures</b>	<b>\$8,220</b>	<b>\$12,237</b>	<b>\$12,237</b>	<b>\$17,169</b>	<b>\$15,314</b>	<b>\$11,916</b>	<b>\$6,426</b>	<b>\$4,549</b>	<b>\$2,549</b>	<b>\$625</b>	<b>\$375</b>	<b>\$70</b>	<b>\$70</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$54,686</b>	<b>\$45,191</b>

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total							
<b>Federal</b>																			
74030003 ATP-R	\$0	\$4,944	\$4,944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,944	\$4,944						
74040003 FHWA HIP CPFCD	0	835	835	2,411	2,411	2,404	2,404	0	0	0	0	5,650	5,650						
74090001 Carbon Red Prg (CRP)	0	0	0	3,543	3,543	0	0	0	0	0	0	3,543	3,543						
75500001 CRRSAA	1006	2,797	2,797	3,250	3,250	2,147	2,147	0	0	0	0	9,200	9,200						
<b>State</b>																			
85160000 Coastal Conservancy	0	350	350	0	0	0	0	0	0	0	0	350	350						
<b>Local</b>																			
91000100 TransNet-BPNS	7204	647	647	7,965	6,110	1,518	600	760	382	125	125	25	25	0	0	0	0	18,244	15,093
91040000 TDA-Bike	0	2,664	2,664	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,664	2,664
91080001 County of San Diego	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	10
<b>Total Funding</b>	<b>\$8,220</b>	<b>\$12,237</b>	<b>\$12,237</b>	<b>\$17,169</b>	<b>\$15,314</b>	<b>\$6,069</b>	<b>\$5,151</b>	<b>\$760</b>	<b>\$382</b>	<b>\$125</b>	<b>\$125</b>	<b>\$25</b>	<b>\$25</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,605</b>	<b>\$41,454</b>



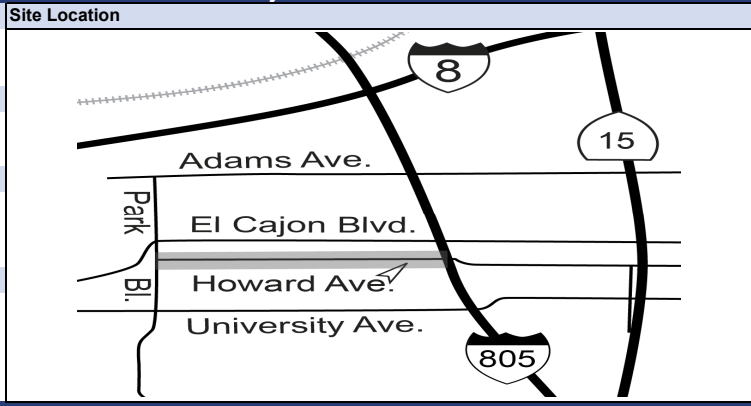
**Project Scope**  
 Environmental clearance, design, and construction of a 1.2 mile bikeway consisting of on-street bike facilities and traffic calming improvements.

**Project Limits**  
 In the City of San Diego North Park community on Howard Avenue between Park Boulevard and 32nd Street.

**Progress to Date**  
 Final environmental clearance is 95% complete. Design will be complete in FY 2024. Construction phase can begin when funding is identified.

**Major Milestones**

Draft Environmental Document	Feb-18	Feb-18
Final Environmental Document	Jul-23	Sep-23
Ready to Advertise	TBD	Jul-24
Begin Construction	TBD	Jan-25
Open to Public	TBD	Jul-26
Construction Complete	TBD	Jul-27



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total									
Administration	\$167	\$29	\$29	\$150	\$150	\$285	\$285	\$275	\$275	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,006	\$1,006
Environmental Document	170	45	45	45	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230	230
Design	972	55	55	44	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1,071	1,071
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	100	100	970	970	1,200	1,200	300	300	0	0	0	0	0	0	0	0	2,670	2,670
Construction Capital	0	0	0	0	0	2,955	2,955	3,800	3,800	950	950	0	0	0	0	0	0	0	0	7,705	7,705
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Communications	28	3	3	35	35	35	35	35	35	0	0	0	0	0	0	0	0	0	0	136	136
Project Contingency	0	0	0	0	0	500	500	220	220	65	65	0	0	0	0	0	0	0	0	785	785
<b>Total SANDAG</b>	<b>\$1,337</b>	<b>\$132</b>	<b>\$132</b>	<b>\$344</b>	<b>\$344</b>	<b>\$4,746</b>	<b>\$4,745</b>	<b>\$5,530</b>	<b>\$5,530</b>	<b>\$4,416</b>	<b>\$1,415</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,503</b>	<b>\$13,503</b>

**Outside Agency Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total									
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0									
Design	0	0	0	0	0	0	0	0	0	0	0	0									
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0									
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0									
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0									
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0									
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0									
<b>Total Outside Agency</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>									
<b>Total Expenditures</b>	<b>\$1,337</b>	<b>\$132</b>	<b>\$132</b>	<b>\$344</b>	<b>\$344</b>	<b>\$4,745</b>	<b>\$4,745</b>	<b>\$5,530</b>	<b>\$5,530</b>	<b>\$4,415</b>	<b>\$1,415</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$43,503</b>	<b>\$13,503</b>

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total
<b>Federal</b>												
74100001 RSTP	\$0	\$0	\$0	\$250	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$250
<b>State</b>												
83100001 ATP-R	0	0	0	1,396	3,387	0	3,800	0	950	0	0	1,396
<b>Local</b>												
91000100 TransNet-BPNS	1,337	132	132	344	344	0	0	0	0	0	0	1,813
<b>Total Funding</b>	<b>\$1,337</b>	<b>\$132</b>	<b>\$132</b>	<b>\$1,646</b>	<b>\$3,637</b>	<b>\$0</b>	<b>\$3,800</b>	<b>\$0</b>	<b>\$950</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,469</b>

**Project Scope**

Final design of 1.8 miles of on-street bikeways.

**Project Limits**

On West University Avenue, between Ibis Street and First Avenue in Mission Hills, and on San Diego Avenue and Congress Street, between Old Town Transit Center and Hortensia Street in the City of San Diego.

**Progress to Date**

~~Design is 70% complete and will be completed in FY 2024.~~

Final environmental clearance is in process. Design is 65% complete.

**Major Milestones**

Draft Environmental Document	N/A	Jul-16
Final Environmental Document	<del>Jul-16</del>	May-24
Ready to Advertise	<del>TBD</del>	TBD
Begin Construction	<del>TBD</del>	TBD
Open to Public	<del>TBD</del>	TBD
Construction Complete	<del>TBD</del>	TBD

**Site Location**



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total							
Administration	\$58	<del>\$45</del>	\$15	<del>\$39</del>	\$39	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	\$0	\$0	\$0	\$0	\$442	\$112
Environmental Document	0	0	0	0	339	0	0	0	0	0	0	0	0	0	0	0	0	0	339
Design	87	<del>150</del>	150	<del>162</del>	125	0	403	0	0	0	0	0	0	0	0	0	0	399	765
Right-of-Way Support	0	0	0	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	20
Right-of-Way Capital	0	0	0	0	0	0	78	0	0	0	0	0	0	0	0	0	0	0	78
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Communications	10	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	16	16
Project Contingency	0	0	0	<del>30</del>	30	0	0	0	179	0	0	0	0	0	0	0	0	<del>30</del>	209
<b>Total SANDAG</b>	<b>\$155</b>	<b><del>\$165</del></b>	<b>\$165</b>	<b><del>\$237</del></b>	<b>\$539</b>	<b><del>\$0</del></b>	<b>\$501</b>	<b><del>\$0</del></b>	<b>\$179</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b><del>\$557</del></b>	<b>\$1,539</b>

**Outside Agency Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total	
Environmental Document	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Outside Agency</b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>

<b>Total Expenditures</b>	<b>\$155</b>	<b><del>\$165</del></b>	<b>\$165</b>	<b><del>\$237</del></b>	<b>\$539</b>	<b><del>\$0</del></b>	<b>\$501</b>	<b><del>\$0</del></b>	<b>\$179</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b><del>\$557</del></b>	<b>\$1,539</b>
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**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY31	FY 32	Total	
<b>Federal</b>													
74030003 ATP-R	0	0	0	0	339	0	0	0	0	0	0	0	339
<b>State</b>													
83100001 ATP-R	0	0	0	0	0	464	0	179	0	0	0	0	643
<b>Local</b>													
91000100 TransNet-BPNS	\$155	<del>\$165</del>	\$165	<del>\$237</del>	\$200	<del>\$0</del>	\$37	<del>\$0</del>	\$0	<del>\$0</del>	\$0	<del>\$0</del>	\$557
<b>Total Funding</b>	<b>\$155</b>	<b><del>\$165</del></b>	<b>\$165</b>	<b><del>\$237</del></b>	<b>\$539</b>	<b><del>\$0</del></b>	<b>\$501</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$0</del></b>	<b>\$0</b>	<b><del>\$557</del></b>	<b>\$1,539</b>

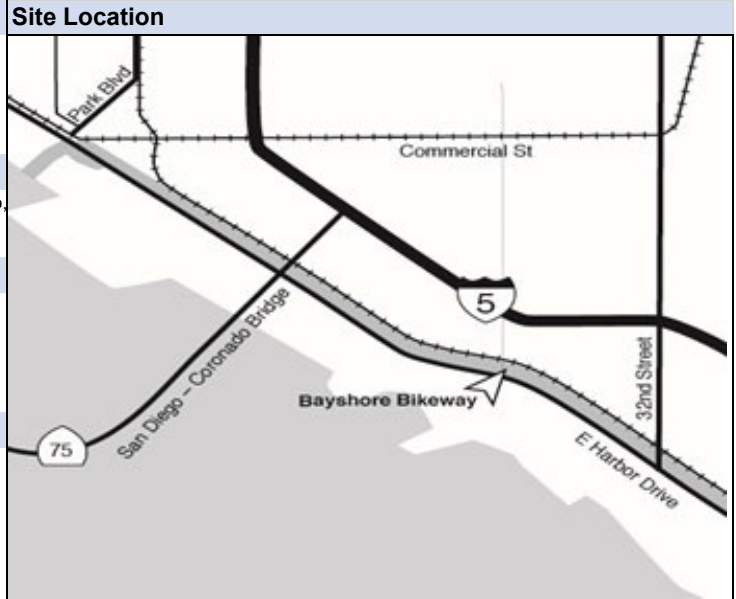
**Project Scope**  
 Improvements at 28th Street include ADA compliant sidewalks and track crossings, wider medians, improved pavement markings, modifications to an existing storm drain system and the lane configuration at Main Street, implementation of advanced preemption, and improvements to existing railway signaling system at Schley, Sampson, and 28th Street.

**Project Limits**  
 Along Harbor Drive at Sampson Street, Schley Street, and 28th Street in the City of San Diego Community of Barrio Logan.

**Progress to Date**  
 Environmental clearance is in process.

**Major Milestones**

Draft Environmental Document	N/A
Final Environmental Document	Jan-24
Ready to Advertise	Jul-24
Begin Construction	Jan-25
Open to Public	Jan-26
Construction Complete	Jan-27



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$150	\$300	\$300	\$150	\$0	\$0	\$0	\$0	\$0	\$900
Environmental Document	0	100	100	0	0	0	0	0	0	0	0	200
Design	0	126	500	185	0	0	0	0	0	0	0	811
Right-of-Way Support	0	40	328	0	0	0	0	0	0	0	0	368
Right-of-Way Capital	0	0	0	1,008	0	0	0	0	0	0	0	1,008
Construction Support	0	0	0	425	525	100	0	0	0	0	0	1,050
Construction Capital	0	0	0	1,800	2,200	500	0	0	0	0	0	4,500
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	54	54	50	0	0	0	0	0	158
Project Contingency	0	0	0	200	200	100	0	0	0	0	0	500
<b>Total SANDAG</b>	<b>\$0</b>	<b>\$266</b>	<b>\$1,078</b>	<b>\$3,972</b>	<b>\$3,279</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,495</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Caltrans</b>	<b>\$0</b>	<b>\$266</b>	<b>\$1,078</b>	<b>\$3,972</b>	<b>\$3,279</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,495</b>

**Total Expenditures**      **\$0**      **\$266**      **\$1,078**      **\$3,972**      **\$3,279**      **\$900**      **\$0**      **\$0**      **\$0**      **\$0**      **\$0**      **\$9,495**

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
<b>State</b>												
83100001 ATP-R	\$0	\$0	\$0	\$2,472	\$3,072	\$800	\$0	\$0	\$0	\$0	\$0	\$6,344
<b>Local</b>												
91000100 TransNet-BPNS	0	266	1,078	1,500	207	100	0	0	0	0	0	3,151
<b>Total Funding</b>	<b>\$0</b>	<b>\$266</b>	<b>\$1,078</b>	<b>\$3,972</b>	<b>\$3,279</b>	<b>\$900</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,495</b>

Project Scope	
Environmental clearance for a 7.9 mile regional bikeway of continuous bicycle boulevards, buffered bike lanes, and Class III/IV facilities including 15 traffic circles, 7 roundabouts, and 35 intersection treatments.	
Project Limits	
Travels along multiple roads to connect the cities of National City, Chula Vista, and San Diego from Imperial Ave and 47th Street in San Diego to J Street and Bay Boulevard in Chula Vista.	
Progress to Date	
Environmental phase will begin in FY 2024.	
Major Milestones	
Draft Environmental Document	Apr-25
Final Environmental Document	Apr-26
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location												

**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$10	\$20	\$20	\$6	\$0	\$0	\$0	\$0	\$0	\$56
Environmental Document	0	0	414	2,100	2,100	0	0	0	0	0	0	4,614
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	10	20	20	0	0	0	0	0	0	50
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total SANDAG</b>	<b>\$0</b>	<b>\$0</b>	<b>\$434</b>	<b>\$2,140</b>	<b>\$2,140</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,720</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total Caltrans</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

<b>Total Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$434</b>	<b>\$2,140</b>	<b>\$2,140</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,720</b>
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**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
<b>Local</b>												
91000100 TransNet-BPNS	\$0	\$0	\$20	\$40	\$40	\$6	\$0	\$0	\$0	\$0	\$0	\$106
<b>State</b>												
83100001 ATP-R	0	0	414	2,100	2,100	0	0	0	0	0	0	4,614
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$434</b>	<b>\$2,140</b>	<b>\$2,140</b>	<b>\$6</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,720</b>

**Project Scope**

Construct Bikeway along Pacific Coast Highway.  
 Final environmental document for new bikeway along Pacific Coast Highway.

**Project Limits**

Adjacent to Central Mobility Station.

**Progress to Date**

Environmental phase to begin upon completion of Central Mobility Station Study.  
 Environmental phase will begin upon funding allocation.

**Major Milestones**

Draft Environmental Document	TBD	Aug-25
Final Environmental Document	TBD	Aug-26
Ready to Advertise	TBD	TBD
Begin Construction	TBD	TBD
Open to Public	TBD	TBD
Construction Complete	TBD	TBD

**Site Location**



**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total				
Administration	\$0	\$0	\$0	\$250	\$0	\$450	\$500	\$450	\$500	\$214	\$0	\$0	\$0	\$0	\$1,000	\$1,364
Environmental Document	0	0	0	900	0	1,500	300	1,500	0	900	0	0	0	0	300	4,800
Design	0	0	0	0	0	0	1,000	0	0	0	0	0	0	0	1,000	0
Right-of-Way Support	0	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0
Right-of-Way Capital	0	0	0	0	0	0	200	0	0	0	0	0	0	0	200	0
Construction Support	0	0	0	0	0	0	0	1,500	0	0	0	0	0	0	1,500	0
Construction Capital	0	0	0	0	0	0	0	5,246	0	0	0	0	0	0	5,246	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	50	0	100	50	100	50	50	0	0	0	0	400	300
Communications	0	0	0	100	0	100	50	100	0	100	0	0	0	0	50	400
Project Contingency	0	0	0	100	0	150	0	150	0	50	0	0	0	0	0	450
<b>Total SANDAG</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$2,300</b>	<b>\$2,200</b>	<b>\$2,300</b>	<b>\$7,296</b>	<b>\$1,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,496</b>	<b>\$7,314</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total				
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
Design	0	0	0	0	0	0	0	0	0	0	0	0	0			
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0			
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0			
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0	0			
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0	0			
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0			
<b>Total Caltrans</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>			
<b>Total Expenditures</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$2,300</b>	<b>\$2,200</b>	<b>\$2,300</b>	<b>\$7,296</b>	<b>\$1,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$9,496</b>	<b>\$7,314</b>

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total			
<b>Federal</b>															
74100001 RSTP	\$0	\$0	\$0	\$0	\$0	\$2,200	\$2,200	\$1,296	\$1,296	\$0	\$0	\$0	\$3,496	\$3,496	
74030003 ATP-R	0	0	0	1,400	0	2,300	0	100	0	0	0	0	0	3,818	
<b>Total Funding</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,400</b>	<b>\$0</b>	<b>\$2,300</b>	<b>\$2,200</b>	<b>\$2,300</b>	<b>\$1,296</b>	<b>\$1,314</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,496</b>	<b>\$7,314</b>

July 21, 2023

## Proposed FY 2024 Program Budget Amendments: SR 11/Otay Mesa East Port of Entry and Harbor Drive 2.0/Vesta Bridge

### Overview

This report describes two grant awards made by the California Transportation Commission for two critical freight projects in the region.

The Otay Mesa East Port of Entry project is a joint venture between Caltrans and SANDAG, in collaboration with state and federal partners in the U.S. and Mexico, to create a 21st century border crossing, which will enhance regional mobility, reduce air pollution, fuel economic growth, and bolster binational trade. This project was awarded \$140,000,000 for construction.

The Harbor Drive 2.0/Vesta Bridge Project is a collaboration between SANDAG, Caltrans, and the Port of San Diego with the goal of developing a connected, sustainable freight corridor along Harbor Drive in the working waterfront to enhance connections and access between Port and Naval gates, reduce freight impacts on Port-side environmental justice [neighborhoods](#), and improve mobility between the Tenth Avenue Marine and National City Marine Terminals, including key intersections leading to the I-5 and I-15 freeways. This project was awarded \$18,500,000 (\$6,500,000 for Harbor 2.0 and \$12,000,000 for Vesta Bridge) for the design phase.

### Key Considerations

The Trade Corridor Enhancement Program (TCEP) provides funding for infrastructure improvements on certain federally designated roadways and other corridors that have a high volume of freight movement.

It encompasses projects that contribute to the efficient movement of freight, improving safety, reducing environmental and economic impacts for surrounding communities, and reducing border wait times. This year, the region was awarded multiple TCEP grants, including \$140,000,000 to advance construction of the SR 11/Otay Mesa East Port of Entry Project and \$18,500,000 for the design phase of Harbor Drive 2.0/Vesta Bridge project. This report requests a budget amendment to accept these funds into the FY24 budget.

### Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors accept the allocation of \$140,000,000 in Trade Corridor Enhancement Program Funds for the SR 11/ Otay Mesa East Port of Entry Project (FY 2024 Capital Improvement Program Project No. 1201101) and the allocation of \$18,500,000 for Harbor Drive 2.0/Vesta Bridge (FY 2024 Capital Improvement Program Project No. 1148000)

### Fiscal Impact:

Approval of the proposed budget amendment will add \$140,000,000 to the FY 24 Program Budget to fund construction of the SR 11/Otay Mesa East Port of Entry Project (Capital Improvement Program Project No. 1201101) and \$18,500,000 for the Harbor Drive 2.0/Vesta Bridge project (Capital Improvement Program Project No.1148000)

### Scope Impact:

None.

## **Next Steps**

Staff will present the Transportation Committee's recommendation to the Board of Directors and request that the Board accept the TCEP funds into the Capital Improvement Program (CIP) Project No. 1201101 and CIP No. 1148000.

### ***Sharon Humphreys, Director of Engineering and Construction***

Key Staff Contacts: Maria Rodriguez Molina, (619) 699-1906, [maria.rodriquemolina@sandag.org](mailto:maria.rodriquemolina@sandag.org)  
Andrea Hoff, (619) 595-1323, [andrea.hoff@sandag.org](mailto:andrea.hoff@sandag.org)

Attachments:

1. Proposed Program Budget Amendment for CIP Project No. 1201101
2. Proposed Program Budget Amendment for CIP Project No. 1148000

Project Name: SR 11 and Otay Mesa East Port of Entry

Corridor Director: Nikki Tiongco

CIP No.: 1201101

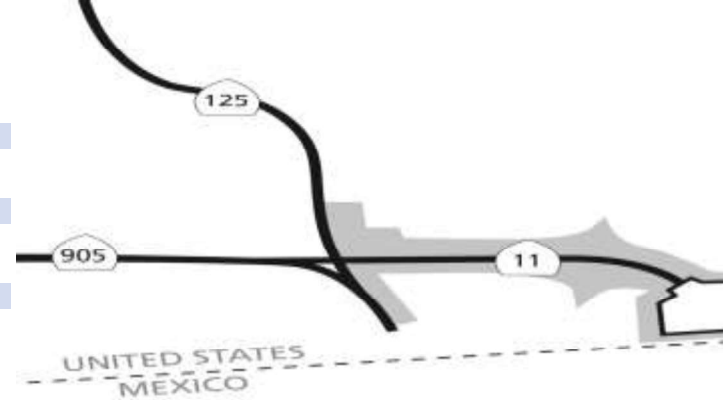
RTIP No.: V11

Project Manager: Maria Rodriguez-Molina

**Project Scope**

Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of CVEF, POE, and tolling system. Prepare engineering studies for the Otay Mesa East POE and tolling system. SR 11 Otay East Bridging Document - 30% Architectural Plans, Bond Counsel, Documents Required for Bond Issuance.

**Site Location**



**Project Limits**

On new alignment from SR 125 to the U.S.-Mexico Border

**Progress to Date**

Design is 25% complete. Design work will continue in FY 2024 and an alternative delivery method is anticipated to be utilized to commence construction of the POE facilities.

**Major Milestones**

Draft Environmental Document	April-11	April-11
Final Environmental Document	March-12	March-12
Ready to Advertise	March-23	March-24
Begin Construction	July-24	October-24
Open to Public	December-25	October-26
Construction Complete	December-27	December-27

**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total	
Administration	\$5,576	\$3,102	\$3,890	\$3,890	\$6,360	\$6,360	\$2,340	\$2,340	\$2,340	\$2,340	\$0	\$0	\$23,608
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0	0
Design	9,135	7,963	\$31,148	31,148	0	0	0	0	0	0	0	0	48,246
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	14,500	26,044	29,000	14,188	14,500	5,093	0	0	0	45,292
Construction Capital	0	0	0	58,000	265,052	136,344	144,551	202,551	63,946	63,946	0	0	473,549
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0
Legal	2,453	2,678	2,050	2,050	1,000	1,000	1,500	1,500	0	0	0	0	9,681
Communications	1,571	689	0	0	547	547	273	273	0	0	0	0	3,080
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total SANDAG</b>	<b>\$18,735</b>	<b>\$14,432</b>	<b>\$37,088</b>	<b>\$109,588</b>	<b>\$298,970</b>	<b>\$173,251</b>	<b>\$162,852</b>	<b>\$221,164</b>	<b>\$71,379</b>	<b>\$66,286</b>	<b>\$0</b>	<b>\$0</b>	<b>\$603,456</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total	
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Design	33,903	635	0	0	0	0	0	0	0	0	0	34,538	
Right-of-Way Support	6,438	3,049	0	0	0	0	0	0	0	0	0	9,487	
Right-of-Way Capital	100,263	24,718	840	810	0	0	0	0	0	0	0	125,791	
Construction Support	0	1,245	1,660	1,660	830	830	294	294	124	124	0	4,150	
Construction Capital	0	9,467	12,623	12,623	6,311	6,311	2,209	2,209	947	947	0	31,657	
<b>Total Caltrans</b>	<b>\$140,604</b>	<b>\$39,114</b>	<b>\$15,093</b>	<b>\$15,093</b>	<b>\$7,141</b>	<b>\$7,141</b>	<b>\$2,500</b>	<b>\$2,500</b>	<b>\$1,071</b>	<b>\$1,071</b>	<b>\$0</b>	<b>\$205,623</b>	
<b>Total Expenditures</b>	<b>\$159,339</b>	<b>\$53,546</b>	<b>\$52,181</b>	<b>\$124,681</b>	<b>\$306,111</b>	<b>\$180,392</b>	<b>\$165,352</b>	<b>\$223,664</b>	<b>\$72,450</b>	<b>\$67,357</b>	<b>\$0</b>	<b>\$0</b>	<b>\$809,979</b>
Caltrans Pass-Through	\$1,733	\$0	\$826	\$826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,559
TransNet Pass-Through	\$1,579	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,579

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total	
<b>Federal</b>													
72340001 Future Federal (INFRA)	\$0	\$0	\$0	\$37,500	\$400,000	\$75,000	\$50,000	\$37,500	\$0	\$0	\$0	\$460,000	
74030001 ITS - SANDAG	438	0	0	0	0	0	0	0	0	0	0	438	
74040001 CBI - SANDAG	6,903	4,953	0	0	0	0	0	0	0	0	0	11,856	
74040002 FHWA-STBG - SANDAG	1,731	4,700	869	869	0	0	0	0	0	0	0	7,309	
74100001 RSTP	0	0	2,500	2,500	0	0	0	0	0	0	0	2,500	
CBI - Caltrans	116,389	1,030	0	0	0	0	0	0	0	0	0	117,419	
FHWA STBG - Caltrans	11,546	11,667	14,282	14,282	7,141	7,142	2,499	2,499	1,072	1,072	0	48,207	
<b>State</b>													
82500005 SB1-TCEP (Cycle #2)	777	2,248	2,875	2,874	0	0	0	0	0	0	0	5,900	
83010001 STIP - SANDAG	109	0	0	0	0	0	0	0	0	0	0	109	
SB1-TCEP - SANDAG (Cycle #3)	0	0	0	35,000	0	70,000	0	35,000	0	0	0	0	
SB1-TCEP - Caltrans (Cycle #2)	1,076	22,115	4,287	4,287	0	0	0	0	0	0	0	27,478	
SB1-TCEP - Caltrans	9,860	0	0	0	0	0	0	0	0	0	0	9,860	
<b>Local</b>													
91000100 TransNet-Border	3,793	1,956	25,056	25,057	245	244	0	0	0	0	0	31,050	
91000100 TransNet-Border Caltrans	1,357	468	0	0	0	0	0	0	0	0	0	1,825	
91000100 TransNet-MC	5,018	3,173	950	950	0	0	0	0	0	0	0	9,141	
93140001 SR 125 Toll Revenues	342	1,236	1,362	1,362	0	0	0	0	0	0	0	2,940	
<b>Total Funding</b>	<b>\$159,339</b>	<b>\$53,546</b>	<b>\$52,181</b>	<b>\$124,681</b>	<b>\$407,386</b>	<b>\$152,386</b>	<b>\$52,499</b>	<b>\$74,999</b>	<b>\$1,072</b>	<b>\$1,072</b>	<b>\$0</b>	<b>\$0</b>	<b>\$992,046</b>

Note: The entire cost of this project is estimated at \$809 million. Continued progress is subject to a funding allocation.



Project Scope	
Develop a connected, sustainable freight corridor along Harbor Drive to enhance connections and access between Port and Naval gates, reduce impacts of freight on Port-side Environmental Justice Neighborhoods, and improve mobility at the five-legged intersection at Norman Scott Road, 32nd Street, and Wabash Street.	
Project Limits	
Various locations in San Diego County.	
Progress to Date	
New SANDAG project for FY 2024. Project Study Report was completed by Caltrans in FY 2023. The environmental clearance phase is planned for completion in FY 2024.	
Major Milestones	
Draft Environmental Document	Sep-23
Final Environmental Document	Dec-23
Ready to Advertise	Jan-26
Begin Construction	Feb-26
Open to Public	May-28
Construction Complete	Apr-31

Site Location												

**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$180	\$150	\$100	\$50	\$50	\$50	\$25	\$25	\$0	630
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	1,190	1,400	1,449	0	0	0	0	0	0	4,039
Right-of-Way Support	0	0	0	0	700	0	0	0	0	0	0	700
Right-of-Way Capital	0	0	0	0	7,700	0	0	0	0	0	0	7,700
Construction Support	0	0	0	0	2,000	2,000	2,000	1,250	500	250	0	8,000
Construction Capital	0	0	0	0	8,125	12,125	10,125	5,625	3,000	1,500	0	40,500
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total SANDAG</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,370</b>	<b>\$1,550</b>	<b>\$20,074</b>	<b>\$14,175</b>	<b>\$12,175</b>	<b>\$6,925</b>	<b>\$3,525</b>	<b>\$1,775</b>	<b>\$0</b>	<b>\$61,569</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$4,015	\$1,112	\$3,672	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,799
Design	0	0	2,623	3,904	1,704	0	0	0	0	0	0	\$8,231
Right-of-Way Support	0	0	325	508	867	0	0	0	0	0	0	\$1,700
Right-of-Way Capital	0	0	2,178	3,406	8,817	0	0	0	0	0	0	\$14,401
Construction Support	0	0	0	0	3,650	3,650	3,650	2,000	1,000	650	0	\$14,600
Construction Capital	0	0	0	0	16,000	26,000	21,000	10,000	5,000	700	0	\$78,700
Vehicles	0	0	0	0	0	0	0	0	0	0	0	\$0
<b>Total Caltrans</b>	<b>\$4,015</b>	<b>\$1,112</b>	<b>\$8,798</b>	<b>\$7,818</b>	<b>\$31,038</b>	<b>\$29,650</b>	<b>\$24,650</b>	<b>\$12,000</b>	<b>\$6,000</b>	<b>\$1,350</b>	<b>\$0</b>	<b>\$126,431</b>
<b>Total Expenditures</b>	<b>\$4,015</b>	<b>\$1,112</b>	<b>\$10,168</b>	<b>\$9,368</b>	<b>\$51,112</b>	<b>\$43,825</b>	<b>\$36,825</b>	<b>\$18,925</b>	<b>\$9,525</b>	<b>\$3,125</b>	<b>\$0</b>	<b>\$188,000</b>
TCEP Pass-Through	\$0	\$0	\$510	\$600	\$621	\$0	\$0	\$0	\$0	\$0	\$0	\$1,731

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
<b>Federal</b>												
CBI - Caltrans	3800	0	0	0	0	0	0	0	0	0	0	3,800
FHWA CBI - Caltrans	215	1112	3673	0	0	0	0	0	0	0	0	5,000
<b>State</b>												

82500005 SB1-TCEP-SANDAG	0	0	1,880	2,150	2,470		0	0	0	0	0	6,500
SB1-TCEP-Caltrans	0	0	3,231	6,416	2,353	0	0	0	0	0	0	12,000
<b>Local</b>												
Port of San Diego	0	0	1,384	802	0	0	0	0	0	0	0	2,186
<b>Total Funding</b>	<b>\$4,015</b>	<b>\$1,112</b>	<b>\$10,168</b>	<b>\$9,368</b>	<b>\$4,823</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$20,686</b>

Note: The entire cost of this project is estimated at \$188 million. Continued progress is subject to a funding allocation

July 21, 2023

## FY 2024 Program Budget Amendment: Batiquitos Double Track Project

### Overview

At the June 28-29, 2023, California Transportation Committee (CTC) meeting, SANDAG was awarded \$103.3 million in state funding through the Solutions for Congested Corridor Program (SCCP). An additional \$206,000 of TransNet funding will help support administrative expenses, up to one percent of the project's budget, in FY 2026 and FY 2027. Amendment to the FY 2024 Program Budget is required to accept and incorporate a total of \$103,506,000 for the construction of Batiquitos Double Track (CIP No. 1239816).

The proposed project is located over the Batiquitos Lagoon on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor. The north segment of the project is located in the City of Carlsbad. The remainder of the project is located in the City of Encinitas. The Batiquitos Lagoon Bridge falls within the project limits.

The primary purpose of the project is to replace an existing aging single-track bridge between the existing Control Point (CP) Ponto at Mile Post (MP) 234.5 and the proposed new CP La Costa at MP 235.1 to be located just north of the single-track underpass at La Costa. Constructing this 0.6-mile long double-track bridge will extend the existing double-track north of the project area and increase rail capacity and reliability on the Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor.

The project is necessary to support current and future growth in LOSSAN Corridor rail service while maintaining safety. Without increasing the amount of double track on the LOSSAN corridor, increases in train service will not be possible without degrading overall service reliability.

The existing single-track bridge within the project limits negatively affects reliability in the corridor. This portion of the corridor requires trains to wait outside of the single-track segment between CP Ponto (MP 234.5) and CP Swami (MP 238.0) to take turns using the single-track during train meets and passing movements. This reduces the overall capacity of the system, results in increased travel time, reduces operational flexibility, and results in delays to other trains if a train is late.

This passenger rail line is the second busiest in the country. There would be far-reaching effects to national commerce if the rail line was taken out of service due to a bridge failure. It is currently estimated

### Action: **Recommend**

The Transportation Committee is asked to recommend to the Board of Directors the acceptance of SCCP funding, as approved by the California Transportation Commission, and amend the FY 2024 SANDAG Program Budget for the advancement of the Batiquitos Double Track project (Capital Improvement Project No. 1239816).

### Fiscal Impact:

Approval of the proposed budget amendment will add \$103.3 million of SCCP funding and \$206 thousand of TransNet funding to the FY 2024 Program Budget for the construction of the Batiquitos Double Track project.

### Schedule/Scope Impact:

Approval of this action by the Board of Directors would allow the project to proceed with construction of the Batiquitos Double Track project.

that a one year shut down to rebuild a portion of the rail line would cost the region approximately \$300 million in lost revenue.

### **Key Considerations**

By adding a second track, the project would eliminate a 0.6-mile segment of the existing 3.5-mile single-track bottleneck. This will allow additional flexibility in scheduling train meets and passes and reduce the occurrence and resulting delay time of conflicts at the location.

In addition to providing a second main track, the project will also replace the aging wood trestle bridge across the Batiquitos Lagoon with a new modern concrete bridge. The existing trestle bridge pile tips are within 20-feet of the scour depth and, with the age of the bridge, could be at risk of washout during a 100-year flood event. The depth of the new bridge piles, based on the 100% design, are a minimum of 90-feet below the current scour depth.

### **Next Steps**

Pending approval by the Board of Directors, SANDAG will work with Caltrans staff to get the SCCP funding allocated by the CTC, secure a project management consultant to support SANDAG work on the project, and work with Caltrans and the Construction Manager/General Contractor (CM/GC) to develop a Guaranteed Maximum Price (GMP). A construction schedule will be developed during the GMP process, there are restrictions for certain construction activities during the bird nesting season. Once the project is started, it is anticipated that the construction duration will be 2.5 years.

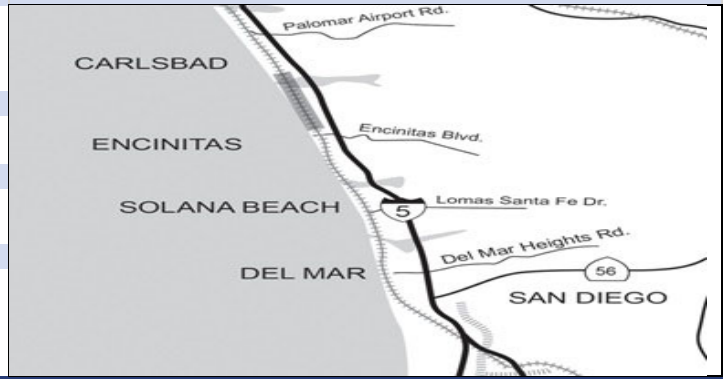
### ***Sharon Humphreys, Director of Engineering and Construction***

Key Staff Contact: Tim DeWitt, (619) 699-1935, tim.dewitt@sandag.org

Attachment: 1. Proposed Program Budget Amendment for CIP Project No. 1239816  
Batiquitos Double Track project.

**Project Scope**

Construct 0.8 miles of double-track and a new bridge over Batiquitos Lagoon.

**Site Location****Project Limits**

On the LOSSAN Rail Corridor over Batiquitos Lagoon from Mile Post (MP) 234.5 to MP 235.5.

**Progress to Date**

Design is complete. Permitting and pursuing construction funding in FY24.

Design is complete. Permitting will be completed in August 2023. Construction is anticipated to begin in FY 2025.

**Major Milestones**

Draft Environmental Document	April-14	April-14
Final Environmental Document	July-14	July-14
Ready to Advertise	TBD	N/A
Begin Construction	TBD	Aug-24
Open to Public	TBD	Feb-27
Construction Complete	TBD	Feb-28

**SANDAG Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total						
Administration	\$1,826	\$100	\$253	\$553	\$145	\$445	\$0	\$300	\$0	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$2,224	\$3,524
Environmental Document	3,163	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$3,163	\$3,163
Design	6,393	200	424	424	359	359	0	0	0	0	0	0	0	0	0	0	\$7,176	\$7,376
Right-of-Way Support	0	0	107	107	0	0	0	0	0	0	0	0	0	0	0	0	\$107	\$107
Right-of-Way Capital	0	0	48	48	0	0	0	0	0	0	0	0	0	0	0	0	\$48	\$48
Construction Support	24	5	236	236	199	7,199	0	7,000	0	4,000	0	0	0	0	0	0	\$4,659	\$18,464
Construction Capital	0	0	0	0	0	3,000	0	3,000	0	3,000	0	0	0	0	0	0	\$0	\$9,000
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
Professional Services	41	5	30	30	30	30	0	0	0	0	0	0	0	0	0	0	\$101	\$106
Communications	16	0	100	100	0	0	0	0	0	0	0	0	0	0	0	0	\$116	\$116
Project Contingency	0	0	50	1,450	50	1,450	0	1,500	0	1,500	0	0	0	0	0	0	\$100	\$5,900
<b>Total SANDAG</b>	<b>\$11,463</b>	<b>\$310</b>	<b>\$1,248</b>	<b>\$2,948</b>	<b>\$783</b>	<b>\$12,483</b>	<b>\$0</b>	<b>\$11,800</b>	<b>\$0</b>	<b>\$8,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$13,494</b>	<b>\$47,804</b>

**Caltrans Expenditure Plan (thousands of dollars)**

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total						
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
Design	655	50	0	300	0	0	0	0	0	0	0	0	0	0	0	\$655	\$1,005	
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0	
Construction Support	0	0	0	500	0	500	0	500	0	500	0	0	0	0	0	\$0	\$2,000	
Construction Capital	0	0	0	0	0	27,000	0	20,118	0	20,088	0	0	0	0	0	0	\$0	\$67,206
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	\$0	\$0
<b>Total Caltrans</b>	<b>\$655</b>	<b>\$50</b>	<b>\$0</b>	<b>\$800</b>	<b>\$0</b>	<b>\$27,500</b>	<b>\$0</b>	<b>\$20,618</b>	<b>\$0</b>	<b>\$20,588</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$655</b>	<b>\$70,211</b>
<b>Total Expenditures</b>	<b>\$12,118</b>	<b>\$360</b>	<b>\$1,248</b>	<b>\$3,748</b>	<b>\$783</b>	<b>\$39,983</b>	<b>\$0</b>	<b>\$32,418</b>	<b>\$0</b>	<b>\$29,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$655</b>	<b>\$118,015</b>
TransNet Pass-Through	\$655	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$705	\$705
Caltrans SCCP Pass-	0	0	0	\$1,700	0	\$11,700	0	\$11,682	0	\$8,712	0	0	0	0	0	0	0	\$33,794

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total					
<b>Federal</b>																	
72340001 FTA 5307 CA-95-X129	\$5,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,000				
<b>State</b>																	
82500001 SB1-LPP	1,250	0	0	0	0	0	0	0	0	0	0	0	1,250				
SB1-SCCP (Caltrans)	0	0	800	0	27,500	0	20,618	0	20,588	0	0	0	69,506				
SB1-SCCP (SANDAG)	0	0	1,700	0	11,700	0	11,682	0	8,712	0	0	0	33,794				
<b>Local</b>																	
91000100 TransNet-MC	5,868	360	1,248	783	783	0	118	0	88	0	0	0	8,259				
<b>Total Funding</b>	<b>\$12,118</b>	<b>\$360</b>	<b>\$1,248</b>	<b>\$3,748</b>	<b>\$783</b>	<b>\$39,983</b>	<b>\$0</b>	<b>\$32,418</b>	<b>\$0</b>	<b>\$29,388</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$14,509</b>	<b>\$118,015</b>

July 21, 2023

## 2023 Regional Transportation Improvement Program: Amendment No. 5

### Overview

The Regional Transportation Improvement Program (RTIP) is a five-year document that reflects funding sources, project phases, and fiscal years of implementation for all transportation-related projects in the San Diego region that: (1) use federal, state, or *TransNet* funds; (2) increase capacity of the transportation system; or (3) are regionally significant. SANDAG develops the RTIP based on projects included in the 2021 Regional Plan, as submitted by member agencies (local jurisdictions, transit agencies, Caltrans).

The [2023 RTIP](#) covers FY 2023 – FY 2027 and is fiscally constrained, meaning that enough revenue is committed or reasonably assumed to be available from local, state, and/or federal sources for each phase of the project that is included in the RTIP. Amendments are made to the RTIP on a quarterly (or as-needed) basis to reflect funding or scope changes.

### Key Considerations

The changes are summarized in the attached Draft Resolution (Attachment 1), and Attachment 2 with explanations for the significant changes, and the proposed amendments are detailed in Attachment 3.

Key changes in Amendment No. 5 include:

- The programming of a \$152m TIRCP Cap & Trade award on San Dieguito to Sorrento Valley Double-Track (SAN289)
- The programming of a \$140m TCEP Cycle 3 Award for CON on Otay Mesa East - Port of Entry (V11)
- Programming updates based on the FY2024 SANDAG Program Budget approved on May 12, 2023
- Programming updates by Local Agencies based on the TransNet Revenue Forecast approved by the SANDAG Board on February 24, 2023

Tables 3a through 3c (Attachment 4) provide updated program financial summaries. Attachment 5 summarizes changes made during the public comment period. Attachment 6 summarizes the federal requirements analysis for projects contained in Amendment No. 5. Attachment 7 is a listing of the Tribal Transportation Program (TTP) projects currently under construction in the San Diego Region and is included for information only. Attachment 8 includes any comments received during the public comment

### Action: **Recommend**

The Transportation Committee is asked to recommend that the Board of Directors, acting as the San Diego County Regional Transportation Commission (RTC), adopt RTC Resolution No. RTC-2024-01, approving Amendment No. 5 to the 2023 Regional Transportation Improvement Program, in substantially the same form as Attachment 1.

### Fiscal Impact:

Amendment No. 5 reflects an increase of \$821.2 million to the total amount programmed in the 2023 RTIP.

### Schedule/Scope Impact:

Amendment No. 5 reflects the addition of 21 new projects, 9 completed projects, and 2 deleted projects.

period and responses to those comments. The 2023 RTIP can be found in its entirety at [sandag.org/RTIP](https://sandag.org/RTIP).

The Independent Taxpayer Oversight Committee reviewed the *TransNet* projects included in this amendment at its meeting on July 12, 2023. Any significant comments received will be brought to the Board of Directors.

### **Next Steps**

Following Board adoption, Amendment No. 5 will be submitted for incorporation into the 2023 Federal Statewide Transportation Improvement Program (FSTIP). TransNet funds will be made available following Board approval.

### ***Susan Huntington, Director of Financial Planning, Budgets and Grants***

Key Staff Contact: Richard Radcliffe, (619) 595-5649, [richard.radcliffe@sandag.org](mailto:richard.radcliffe@sandag.org)

- Attachments:
1. Draft Resolution RTC-2024-xx
  2. Table 1 – Summary of Changes Report – Amendment No. 5
  3. Table 2 - Amendment No. 5
  4. Tables 3a-3c – Financial Summary - Amendment No. 5
  5. Changes During Public Comment
  6. Federal Requirements Analysis
  7. Tribal Transportation Program Projects (SANDAG)
  8. Public Comments and Responses



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**Regional Transportation Commission**  
**Resolution No. 2024-01**

## **Approving Amendment No. 5 to the 2023 Regional Transportation Improvement Program**

WHEREAS, on September 23, 2022, SANDAG adopted the 2023 Regional Transportation Improvement Program (RTIP) and found the 2023 RTIP in conformance with the applicable State Implementation Plan (SIP), and with the 2016 Regional Air Quality Strategy (RAQS), in accordance with California law; and

WHEREAS, on December 16, 2022, the U.S. Department of Transportation (U.S. DOT) determined the 2023 RTIP to be in conformance to the applicable SIP in accordance with the provisions of 40 Code of Federal Regulations (CFR) Parts 51 and 93; and

WHEREAS, Amendment No. 5 is consistent with the metropolitan transportation planning regulations per 23 CFR Part 450 including the performance-based planning requirements; and

WHEREAS, Amendment No. 5 is consistent with San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), which conforms to the applicable SIP and to the emissions budgets from the *2020 Plan for Attaining the National Ozone Standards Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021; and

WHEREAS, Caltrans, MTS, NCTD, the cities of Chula Vista, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Oceanside, San Marcos, Solana Beach, Vista, the County of San Diego, and SANDAG have requested various changes to existing projects for inclusion into the 2023 RTIP, as shown in Table 2; and

WHEREAS, the regionally significant, capacity increasing projects have been incorporated into the quantitative air quality emissions analysis and conformity findings conducted for the 2021 Regional Plan and the 2023 RTIP; and

WHEREAS, Amendment No. 5 to the 2023 RTIP continues to provide for timely implementation of transportation control measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that the implementation of the RTIP projects and programs meet all the federally required emissions budget targets; and

WHEREAS, projects in Amendment No. 5 satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including all performance-based planning requirements; and

WHEREAS, all other projects in Amendment No. 5 are either non-capacity increasing or exempt from the requirements to determine conformity; and

WHEREAS, the projects in 2023 RTIP Amendment No. 5 are fiscally constrained; and

WHEREAS, the projects in 2023 RTIP Amendment No. 5 are consistent with the Public Participation Policy adopted by the SANDAG Board of Directors



BE IT RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, does hereby approve Amendment No. 5 to the 2023 RTIP as described in Table 2; and

BE IT FURTHER RESOLVED that the SANDAG Board of Directors, acting as the Regional Transportation Commission, finds the 2023 RTIP, including Amendment No. 5, is consistent with the 2021 Regional Plan, is in conformance with the applicable SIP, and with the 2016 RAQS for the San Diego region, is consistent with SANDAG Intergovernmental Review Procedures, and is consistent with SANDAG Public Participation Policy, as amended.

PASSED AND ADOPTED this 28th of July 2023.

**Ayes**

**Noes**

**Absent**

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

[Seal]

**Attest**

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

**Table 1 - Summary of Changes Report (\$000)  
2023 RTIP Amendment No. 5**

**LEGEND:**  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL09D	Caltrans	Interstate 5 and 805 - Convert HOV lanes to Express lanes	\$170,150	\$170,150	\$0	0%	↔ RSTP and CMAQ between fiscal years
CAL18B	Caltrans	I-15 Managed Lanes- South Segment and Mira Mesa Transit Center	\$395,309	\$395,529	\$220	0%	↑ TransNet - MC
CAL26	Caltrans	State Route 52 Freeway (E&F)	\$452,117	\$452,117	\$0	0%	↔ TransNet - MC and ↔ RSTP between fiscal years
CAL67	Caltrans	State Route 94 Transit Priority Lanes (I-5 to I-805)	\$22,100	\$22,100	\$0	0%	↔ TransNet - MC between fiscal years
CAL68	Caltrans	SR 94/125 Interchange and Arterial Operational Improvements	\$34,240	\$34,240	\$0	0%	↔ TransNet - MC between fiscal years
CAL78B	Caltrans	I-805 HOV/Managed Lanes - North	\$124,437	\$123,693	-\$744	-1%	↓ TransNet - MC
CAL78C	Caltrans	I-805 HOV/Managed Lanes - South	\$227,369	\$227,604	\$235	1%	↑ TransNet - MC
CAL78D	Caltrans	I-805 South Soundwalls - Unit 1	\$87,461	\$87,461	\$0	0%	↔ TransNet - MC between fiscal years
CAL105	Caltrans	Grouped Projects for Highway Safety Improvement - HSIP Program	\$21,137	\$23,530	\$2,392	11%	↑ HSIP; ↑ Local Funds
CAL107	Caltrans	I-15 Operational Improvements	\$31,195	\$27,395	-\$3,800	-12%	Completed project; Combined Vesta Street portion with CAL615
CAL277	Caltrans	I-15/SR 78 ML Connectors	\$32,937	\$32,937	\$0	0%	↔ TransNet - MC and SB1 - LPP Formula between fiscal years; ↓ CMAQ; ↑ RSTP
CAL277A	Caltrans	I-5 HOV/SR 78 Connector	\$16,118	\$16,118	\$0	0%	↔ TransNet - MC between fiscal years
CAL278	Caltrans	SR78 HOV/Managed Lanes	\$40,672	\$40,683	\$11	0%	↑ TransNet - MC; ↔ CMAQ between fiscal years

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CAL536	Caltrans	SR-52 Operational Improvements	\$12,000	\$12,070	\$70	1%	↑ Local Funds; ↔ SB1 - LPP Formula between fiscal years
CAL538	Caltrans	SR 67 Improvements	\$16,000	\$16,000	\$0	0%	↔ TransNet - MC and ↔ RSTP between fiscal years
CAL571	Caltrans	I-805 Transit Priority Lanes (SR 94 to SR 52)	\$30,000	\$30,000	\$0	0%	↔ TransNet - MC between fiscal years; ↔ Revised fund source
CAL572	Caltrans	I-15 Transit Priority Lanes.	\$12,000	\$12,000	\$0	0%	↑ RSTP; ↓ SB1 - LPP Formula
CAL615	Caltrans	Harbor Drive 2.0	\$5,000	\$27,300	\$22,300	446%	+ SB1 - TCEP (Cycle 3); + CBI; ↔ funding between fiscal years, Revised project description to include Vesta Street (from CAL107)
CHV06	Chula Vista, City of	Pavement Rehabilitation Program	\$29,406	\$30,046	\$640	2%	↑ TransNet - LSI
CHV22	Chula Vista, City of	Advance Planning Studies	\$3,084	\$3,144	\$60	2%	↑ TransNet - LSI
CHV33	Chula Vista, City of	School Zone Traffic Calming Program	\$2,606	\$2,966	\$360	14%	↑ TransNet - LSI
CHV34	Chula Vista, City of	Neighborhood Traffic and Pedestrian Safety Program	\$6,334	\$6,534	\$200	3%	↑ TransNet - LSI
CHV35	Chula Vista, City of	Traffic Signing, Studies and Signal Upgrade	\$5,968	\$5,988	\$20	0%	↑ TransNet - LSI
CHV39	Chula Vista, City of	Traffic Signal System Optimization	\$5,079	\$5,094	\$15	0%	↑ TransNet - LSI
CHV45	Chula Vista, City of	Traffic Monitoring Program	\$2,782	\$2,902	\$120	4%	↑ TransNet - LSI
CHV48	Chula Vista, City of	Pavement Major Rehabilitation	\$73,437	\$81,592	\$8,155	11%	↑ TransNet - LSI

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CHV50	Chula Vista, City of	Storm Drain and Bridge Culvert Repair	\$10,926	\$10,926	\$0	0%	↔ TransNet - LSI between fiscal years
CHV58	Chula Vista, City of	New Sidewalk Improvements	\$2,641	\$2,847	\$206	8%	↑ TransNet - LSI
CHV60	Chula Vista, City of	Traffic Signal Upgrades	\$4,082	\$4,082	\$0	0%	↔ TransNet - LSI between fiscal years
CHV69	Chula Vista, City of	Heritage Road Bridge	\$30,330	\$48,342	\$18,012	59%	↑ HBP ; ↑ Local Funds; per HBP listing dated 3/22/2023
CHV70	Chula Vista, City of	Bikeway Design and Construction	\$8,095	\$8,895	\$800	10%	↑ TransNet - LSI; + Local Funds
CHV75	Chula Vista, City of	ADA Curb Ramps	\$3,325	\$3,686	\$361	11%	↑ TransNet - LSI
CHV79	Chula Vista, City of	Raised Median Improvements	\$2,809	\$2,864	\$55	2%	↑ TransNet - LSI
CHV83	Chula Vista, City of	Local Street Utility Undergrounding Districts	\$490	\$290	-\$200	-41%	↓ TransNet - LSI
CHV88	Chula Vista, City of	F Street Promenade	\$100	\$125	\$25	25%	↑ TransNet - LSI
CHV90	Chula Vista, City of	North Second Avenue Shoulder Improvements	\$115	\$355	\$240	209%	↑ TransNet - LSI
CNTY102	San Diego County	Riverford Road Intersection at SR 67	\$0	\$22,150	\$22,150	N/A	New project
DM02	Del Mar, City of	Local Match to Bridge Retrofit Projects	\$1,053	\$374	-\$679	-64%	↓ TransNet - LSI; ↓ TransNet - LSI Carry Over
EL03	El Cajon, City of	Overlay/Reconstruction Projects	\$46,183	\$52,183	\$6,000	13%	↑ TransNet - LSI Carry Over

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EL11	El Cajon, City of	Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs	\$6,381	\$6,931	\$550	9%	↑ TransNet - LSI Carry Over
EL21	El Cajon, City of	Street Resurfacing with Slurry Seals	\$11,394	\$12,394	\$1,000	9%	↑ TransNet - LSI Carry Over
ENC51	Encinitas, City of	Leucadia At-Grade Crossings	\$0	\$375	\$375	N/A	New project
ENC52	Encinitas, City of	Citywide Rail Corridor Quiet Zone	\$0	\$1,000	\$1,000	N/A	New project
ENC53	Encinitas, City of	La Costa Avenue Pedestrian Path	\$0	\$311	\$311	N/A	New project
ENC54	Encinitas, City of	Storm Drain Improvements and Repair	\$0	\$3,250	\$3,250	N/A	New project
ENC55	Encinitas, City of	N Coast Highway 101 Drainage Improvements	\$0	\$4,356	\$4,356	N/A	New CPF project
ENC56	Encinitas, City of	ADA Improvements	\$0	\$350	\$350	N/A	New project
ESC08	Escondido, City of	Felicita Ave/Juniper Street	\$6,436	\$4,722	-\$1,714	-27%	↓ TransNet - LSI
ESC37	Escondido, City of	Pavement Maintenance	\$26,680	\$27,985	\$1,305	5%	↑ TransNet - LSI
ESC38	Escondido, City of	Pavement Rehabilitation/Reconstruction	\$8,987	\$4,794	-\$4,194	-47%	↓ TransNet - LSI
ESC39	Escondido, City of	Traffic Signals	\$5,157	\$8,527	\$3,370	65%	↑ TransNet - LSI
ESC50	Escondido, City of	Lincoln Parkway Median Improvements	\$6,761	\$8,340	\$1,579	23%	↑ Local Funds; ↓ TransNet - LSI

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ESCS1	Escondido, City of	Comprehensive Active Transportation Strategy	\$2,350	\$3,000	\$650	28%	↑ TransNet - LSI
ESCS2	Escondido, City of	Bear Valley Parkway at Sunset	\$3,682	\$3,575	-\$107	-3%	↓ Local Funds
ESCS5	Escondido, City of	Midway and E. Valley Drainage Improvements	\$8,847	\$3,003	-\$5,844	-66%	↓ TransNet - LSI; ↓ Local Funds
ESCS6	Escondido, City of	Escondido Creek Trail Project	\$2,628	\$3,268	\$640	24%	↑ TransNet - LSI
ESCS7	Escondido, City of	South Escondido Access Improvement Project	\$0	\$1,925	\$1,925	N/A	New CPF project
ESCS8	Escondido, City of	Escondido Creek Drainage Capacity Upgrades	\$0	\$7,680	\$7,680	N/A	New project
IB02	Imperial Beach, City of	Street Maintenance Operations	\$6,299	\$6,133	-\$166	-3%	↓ TransNet - LSI
IB12	Imperial Beach, City of	Major Street Improvements	\$9,617	\$9,229	-\$388	-4%	↓ TransNet - LSI
LAM17	La Mesa, City of	Street Construction (CR)	\$4,660	\$4,657	-\$3	-1%	↓ TransNet - LSI
LAM40	La Mesa, City of	Street Reconstruction (CR)	\$2,931	\$2,934	\$3	1%	↑ TransNet - LSI Carry Over
MTS31	San Diego Metropolitan Transit System	Bus & Rail Electrification and Power	\$80,123	\$80,123	\$0	0%	↑ FTA 5337; ↓ TDA
MTS35	San Diego Metropolitan Transit System	Fixed Guideway Transitways/Lines	\$142,801	\$131,301	-\$11,500	-8%	↓ FTA 5337; ↓ STA; ↑ TDA
MTS45	San Diego Metropolitan Transit System	MTS Orange Line Corridor Improvement Study	\$750	\$750	\$0	0%	↔ Revised fund source

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NCTD02	North County Transit District	Preventive Maintenance	\$237,247	\$227,786	-\$9,461	-4%	↓ FTA 5307; ↓ FTA 5337; ↓ TDA
NCTD05	North County Transit District	Bus Revenue Vehicle Purchases & Related Equipment	\$123,220	\$122,864	-\$356	-1%	↓ TDA
NCTD06	North County Transit District	Bus/Rail Support Equipment & Facilities	\$95,432	\$97,037	\$1,605	2%	↑ FTA 5307; ↓ FTA 5337; ↓ FTA 5339; ↑ STA
NCTD18	North County Transit District	Rail-Right-of-Way State of Good Repair & Improvements	\$24,241	\$30,641	\$6,400	26%	↓ FTA 5337; ↑ STA; + CPF - Transit Infra
NCTD20	North County Transit District	Rail Vehicles & Related Equipment	\$30,101	\$37,181	\$7,080	24%	↑ FTA 5337; ↑ STA
NCTD34	North County Transit District	Transit Service Operating Support	\$518,356	\$518,712	\$356	1%	↓ STA; ↑ TDA
SAN11A	San Diego Association of Governments	Regional Rideshare Program	\$35,000	\$46,253	\$11,253	32%	↑ CMAQ; + Local Funds
SAN13	San Diego Association of Governments	Joint Transit Operations Center	\$2,086	\$2,085	-\$1	-1%	Reconciled prior TransNet - Highways to match payments; ↔ Local Funds - Toll Funds between fiscal years
SAN26C	San Diego Association of Governments	SR 15 Bus Rapid Transit (BRT) Mid-City Centerline Stations	\$62,615	\$62,615	\$0	0%	↔ TransNet - MC between fiscal years
SAN27	San Diego Association of Governments	San Ysidro Intermodal Freight Facility/South Line Rail	\$87,195	\$87,866	\$671	1%	↑ TransNet - Border
SAN29	San Diego Association of Governments	Sorrento to Miramar Double Track/Realign	\$74,367	\$74,913	\$546	1%	↑ TransNet - MC
SAN36	San Diego Association of Governments	Bus/Rail Signal & Communications Equipment	\$28,133	\$29,167	\$1,034	4%	↑ TDA
SAN40	San Diego Association of Governments	Metropolitan Planning	\$83,667	\$85,197	\$1,530	2%	↑ FTA 5307

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SAN47	San Diego Association of Governments	South Bay BRT	\$126,191	\$127,390	\$1,199	1%	↑ TransNet - MC
SAN54	San Diego Association of Governments	ITS Operating	\$5,730	\$6,003	\$273	5%	+ TransNet - LSI; ↑ TransNet - MC
SAN64	San Diego Association of Governments	Eastbrook to Shell Double Track	\$10,326	\$37,451	\$27,125	263%	↑ TransNet - MC; ↑ FRA; ↓ SB1 - LPP Formula
SAN66	San Diego Association of Governments	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor	\$30,288	\$30,288	\$0	0%	↔ TransNet - MC between fiscal years
SAN73A	San Diego Association of Governments	Chesterfield Drive Crossing Improvements	\$7,116	\$7,115	-\$1	-1%	↓ TransNet - MC
SAN78	San Diego Association of Governments	Mid-City Rapid Bus	\$44,527	\$44,527	\$0	0%	↔ TransNet - MC between fiscal years
SAN114	San Diego Association of Governments	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor	\$243,418	\$338,288	\$94,870	39%	↑ TransNet - MC; ↑ CMAQ; ↑ FRA; ↓ SB1 - LPP Formula; ↓ Local Funds; + SB1 - TIRCP; + \$104m State Coastal Conservancy CON grant award on Batiquitos Lagoon Double Track (SAN183) -Includes changes to SAN30, SAN117, SAN130, SAN149, SAN182,
SAN115	San Diego Association of Governments	San Onofre to Pulgas Double Track	\$73,233	\$73,233	\$0	0%	↔ Revised fund source
SAN129	San Diego Association of Governments	Downtown Multiuse and Bus Stopover Facility	\$45,975	\$45,975	\$0	0%	↔ TransNet - MC and RSTP between fiscal years
SAN132	San Diego Association of Governments	Elvira to Morena Double Track	\$188,811	\$198,412	\$9,601	5%	↑ TransNet - MC; ↑ FRA; ↑ Local Funds
SAN146	San Diego Association of Governments	I-805 Imperial BRT Station	\$1,404	\$1,673	\$269	19%	↑ TransNet - MC
SAN147	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway	\$66,081	\$75,005	\$8,925	14%	↓ TransNet - BPNS; ↑ CPF; + CRP
SAN148	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail	\$37,480	\$37,643	\$163	1%	↑ TransNet - BPNS



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SAN153	San Diego Association of Governments	The Inland Rail Trail	\$87,135	\$88,050	\$915	1%	↓ TransNet - BPNS; + CRP
SAN163	San Diego Association of Governments	Los Penasquitos Lagoon Bridge Replacement	\$48,093	\$48,072	-\$21	-1%	↓ TransNet - MC; ↓ TDA
SAN164	San Diego Association of Governments	N. Green Beach Bridge	\$933	\$964	\$31	3%	↑ TransNet - MC
SAN196	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail	\$1,700	\$1,600	-\$100	-6%	↓ TransNet - BPNS
SAN199	San Diego Association of Governments	Rose Canyon Bridge Replacements	\$220	\$220	\$0	0%	↑ Local Funds; ↓ TDA; ↔ TransNet - MC and TDA between fiscal years
SAN224	San Diego Association of Governments	I-805/SR 94 Bus on Shoulder Demonstration Project	\$30,900	\$30,900	\$0	0%	↔ TransNet - MC between fiscal years
SAN227	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	\$60,333	\$72,874	\$12,541	21%	↑ TransNet - BPNS; ↑ ATP-R; ↑ SB1 - TIRCP; + CRP; ↔ RSTP between fiscal years
SAN228	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	\$53,345	\$64,699	\$11,354	21%	↑ TransNet - BPNS; ↓ TransNet - MC; ↑ Local Funds
SAN258	San Diego Association of Governments	Central Mobility Hub	\$42,938	\$42,921	-\$17	-1%	↓ Local Funds; ↔ Revised funding between fiscal years
SAN260	North County Transit District	COASTER Train Sets	\$58,800	\$58,800	\$0	0%	↔ TransNet - MC and TDA between fiscal years
SAN261	San Diego Association of Governments	Palomar Street Rail Grade Separation	\$7,000	\$7,000	\$0	0%	↔ Revised TransNet - MC between fiscal years
SAN262	San Diego Metropolitan Transit System	Low-Floor Light Rail Transit Vehicles	\$72,260	\$72,260	\$0	0%	↔ TransNet - MC and RSTP between fiscal years
SAN264	San Diego Association of Governments	Regional Electric Vehicle Charging Incentive Program	\$8,000	\$14,800	\$6,800	85%	↑ TransNet - MC; + Local Funds; ↔ CMAQ between fiscal years

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SAN268	San Diego Association of Governments	Del Mar Bluffs V	\$77,999	\$77,999	\$0	0%	↔ Revised fund source
SAN275	San Diego Association of Governments	Pacific Coast Highway/Central Mobility Bikeway	\$3,496	\$7,314	\$3,818	109%	+ ATP-R; ↔ RSTP between fiscal years
SAN285	San Diego Association of Governments	Blue Line and San Ysidro Mobility Hub	\$5,155	\$5,021	-\$134	-3%	↓ RSTP; ↑ Local Funds
SAN287	San Diego Association of Governments	TDM Transit Equity Pilot	\$9,500	\$0	-\$9,500	-100%	Completing project; Funding moved to SAN11A
SAN289	San Diego Association of Governments	San Dieguito to Sorrento Valley Double-Track	\$0	\$155,218	\$155,218	N/A	New project; + \$152m of TIRCP Cap & Trade
SAN291	San Diego Association of Governments	Clean Transit Advancement Campus - CTAC Planning	\$1,000	\$0	-\$1,000	-100%	Deleting project: \$1m CPF funding, is programmed on MTS30
SAN294	San Diego Association of Governments	FACT Full Access and Coordinated Transportation - One-call One-click Transportation Access	\$0	\$240	\$240	N/A	New FACT ICAM-funded project
SAN298	San Diego Association of Governments	Elfin Forest Recreational Reserve Visitor Access I	\$0	\$965	\$965	N/A	New Rec Trails project
SAN299	San Diego Association of Governments	SR 76 Roadway Straightening	\$0	\$2,000	\$2,000	N/A	New project per FY24 OWP
SAN300	San Diego Association of Governments	I-8/Willows Road Interchange Improvements	\$0	\$3,000	\$3,000	N/A	New project per FY24 OWP
SAN301	San Diego Association of Governments	Central Mobility Hub and Connections	\$0	\$1,000	\$1,000	N/A	New project per FY24 OWP
SAN302	San Diego Association of Governments	Smart Corridors	\$0	\$600	\$600	N/A	New project per FY24 OWP
SAN303	San Diego Association of Governments	Active Transportation Planning and Programs	\$0	\$1,067	\$1,067	N/A	New project per FY24 OWP

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SAN304	San Diego Association of Governments	FACT - Vehicle Purchase	\$0	\$779	\$779	N/A	New FACT FTA 5339-funded project
SB22	Solana Beach, City of	Lomas Santa Fe Drive Roadway and Corridor Improvements	\$0	\$8,400	\$8,400	N/A	New CPF project
SM22	San Marcos, City of	South Santa Fe from Bosstick to Smilax #88179	\$7,199	\$7,424	\$225	3%	↑ Local Funds; ↔ TransNet - LSI Carry Over between fiscal years
SM31	San Marcos, City of	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265	\$12,347	\$13,529	\$1,182	10%	↑ Local Funds
SM32	San Marcos, City of	Via Vera Cruz Bridge and Street Improvements #88264	\$40,214	\$41,467	\$1,253	3%	↑ Local Funds
SM48	San Marcos, City of	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505	\$14,613	\$10,492	-\$4,121	-28%	↓ Local Funds
SM56	San Marcos, City of	Bent Ave. Bridge and Improvements #88263	\$9,554	\$12,823	\$3,269	34%	↑ Local Funds
SM62	San Marcos, City of	Annual Surface Seal Project #ST001	\$350	\$680	\$330	94%	↑ Local Funds
SM64	San Marcos, City of	San Marcos Blvd. Reconstruction #ST005	\$11,600	\$11,601	\$1	1%	↑ TransNet - LSI; ↓ TransNet - LSI Carry Over; ↑ Local Funds
SM67	San Marcos, City of	San Marcos Blvd. at Discovery Street Intersection Improvements #86002	\$3,425	\$3,525	\$100	3%	↑ Local Funds; ↔ TransNet - LSI Carry Over between fiscal years
SM68	San Marcos, City of	Traffic Management System Enhancement #88532	\$2,626	\$2,746	\$120	5%	↑ Local Funds; ↔ TransNet - LSI Carry Over between fiscal years
SM72	San Marcos, City of	Annual Surface Seal Project FY24-FY27 #ST011	\$10,000	\$10,000	\$0	0%	↓ TransNet - LSI; ↑ TransNet - LSI Carry Over
SM74	San Marcos, City of	Olive Street Bridge #ST012	\$2,500	\$2,500	\$0	0%	↓ TransNet - LSI; ↑ TransNet - LSI Carry Over

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V07	Various Agencies	Biological Mitigation Program	\$458,000	\$462,000	\$4,000	1%	↑ Local Funds; ↔ TransNet - REMP between fiscal years
V08	Various Agencies	Regional Habitat Conservation Fund	\$77,961	\$77,961	\$0	0%	↑ TransNet - LEMP; ↓ TransNet - REMP
V10	Various Agencies	Grouped Projects for TransNet Smart Growth Incentive Program	\$40,036	\$39,285	-\$751	-2%	↑ TransNet - LSI; ↓ TransNet - SGIP; ↓ Local Funds
V11	Various Agencies	State Route 11	\$997,969	\$1,052,770	\$54,801	5%	↑ TransNet - Border; ↑ TransNet - MC; ↑ Other Fed - TIFIA; ↑ SB1 - TCEP; ↓ Local Funds
V12	Various Agencies	Grouped Projects for Bicycle and Pedestrian Facilities.	\$42,199	\$46,902	\$4,703	11%	↓ TransNet - BPNS; ↑ ATP-R; ↑ Local Funds; + TDA -Bicycles
V14	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	\$86,324	\$108,709	\$22,385	26%	↑ TransNet - BPNS; ↓ TransNet - LSI; ↑ ATP - R; ↑ ATP - S; ↑ Local Funds
V17	Various Agencies	Grouped Projects for Bicycle and pedestrian facilities funded with TransNet Active Transportation Grant Program (ATGP)	\$4,778	\$4,616	-\$162	-3%	↓ Local Funds; ↓ TDA
V18	Various Agencies	I-5/Voigt Drive Improvements	\$42,811	\$43,380	\$569	1%	↑ TransNet - MC
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	\$43,267	\$34,249	-\$9,018	-21%	↑ TransNet - MC; ↓ RSTP; Deleted SAN288

**Abbreviation**

- ATP-R
- ATP-S
- BIP/CBI
- Coastal Conservancy
- CRP
- Fed Disc. - CPF - Transit Infra
- Fed Disc. - CPF - Highway Infra
- FRA PRIAA
- FTA 5307
- FTA 5337
- FTA 5339

**Fund Type**

- Active Transportation Program - Regional
- Active Transportation Program - Statewide
- Border Infrastructure Program/Corridors and Borders Infrastructure Program
- California State Coastal Conservancy Grant Program
- Carbon Reduction Program
- Community Planning Earmark Funds
- Community Planning Earmark Funds
- Federal Railroad Administration - Passenger Rail Investment and Improvement Act
- Federal Transit Administration Urbanized Area Formula Program
- Federal Transit Administration State of Good Repair Grant Program
- Federal Transit Administration Bus and Bus Facilities Grant Program

**Table 1 - Summary of Changes Report (\$000)  
2023 RTIP Amendment No. 5**

**LEGEND:**  
 ↑ Increase  
 ↓ Reduce  
 ↔ Revise  
 + Add new

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
HBP		Highway Bridge Program under SAFETEA-LU					
HSIP		Highway Safety Improvement Program					
ICAM		Innovative Coordinated Access and Mobility Grants					
NHPP		National Highway Performance Program					
Local Funds		Funds available from other sources such as developer fees, fare revenue or general fund					
RTP		Recreational Trails Program					
RSTP		Regional Surface Transportation Block Grant					
TDA - Bike		Transportation Development Act for Bicycles					
SB1 - LPP		Senate Bill 1 - Local Partnership Program					
SB1 - TCEP		Senate Bill 1 - Trade Corridor Enhancement Program					
SB1 - TIRCP		Senate Bill 1 - Tranist and Intercity Rail Capital Program					
STA		State Transit Assistance					
TDA		Transportation Development Act					
TIFIA		Transportation Infrastructure Finance and Innovation Act					
Toll Credits		Local funds that can be used to match federal funds					
TransNet - Border		Prop A Extension - Border					
TransNet - BPNS		Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program					
TransNet - LEMP		Prop A Extension - Local Environmental Mitigation Program					
TransNet - LSI		Prop A Extension - Local System Improvements					
TransNet - MC		Prop A Extension - Major Corridors					
TransNet - REMF		Prop A Extension - Regional Environmental Mitigation Program					
TransNet - SGIP		Prop A Extension - Smart Growth Incentive Program					

**Table 2**  
**2023 Regional Transportation Improvement Program**  
**Amendment No. 5**  
**San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL09D		RTIP #:23-05									
Project Title:	Interstate 5 and 805 - Convert HOV lanes to Express lanes.								RTP REF: CC046		
Project Description:	Interstate 5, Interstate 805 - Construct infrastructure to convert HOV lanes to Express lanes on I-805 from SR-52 to the I-5/I805 merge and on I-5/I805 merge to SR-78.								SANDAG ID: 1200514, 1200515, 1280517		
Change Reason:	Revise Fund Source										
RT:5	Capacity Status:NCI	Exempt Category:Safety - Non signalization traffic control and operating									
Est Total Cost: <b>\$170,150</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$6,250		\$800			\$1,425	\$1,100	\$2,925	\$2,250		\$4,000
<i>TransNet - MC AC</i>	\$0		\$3,250	\$(3,000)	\$(250)						
CMAQ	\$17,590					\$17,590					\$17,590
RSTP	\$47,060					\$12,425	\$34,635				\$47,060
STIP-RIP AC	\$99,250			\$18,350			\$80,900		\$17,100	\$1,250	\$80,900
<b>TOTAL</b>	<b>\$170,150</b>		<b>\$4,050</b>	<b>\$15,350</b>	<b>\$(250)</b>	<b>\$31,440</b>	<b>\$116,635</b>	<b>\$2,925</b>	<b>\$19,350</b>	<b>\$1,250</b>	<b>\$149,550</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$6,250		\$800			\$1,425	\$1,100	\$2,925	\$2,250		\$4,000
<i>TransNet - MC AC</i>	\$0		\$3,250	\$(3,000)	\$(250)						
CMAQ	\$5,500					\$5,500					\$5,500
RSTP	\$59,150					\$15,000	\$44,150				\$59,150
STIP-RIP AC	\$99,250			\$18,350			\$80,900		\$17,100	\$1,250	\$80,900
<b>TOTAL</b>	<b>\$170,150</b>		<b>\$4,050</b>	<b>\$15,350</b>	<b>\$(250)</b>	<b>\$21,925</b>	<b>\$126,150</b>	<b>\$2,925</b>	<b>\$19,350</b>	<b>\$1,250</b>	<b>\$149,550</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL18B</b>		<b>RTIP #:23-05</b>									
Project Title:	I-15 Managed Lanes- South Segment and Mira Mesa Transit Center								EA NO: 081501		
Project Description:	In San Diego on I-15 from just south of SR 52 to SR 56 and on SR 163 from SR 52 to I-15. - construct managed lanes, south segment including Direct Access Ramps and BRT Station: construct auxiliary lane along northbound I-15 from Pomerado Rd. overcrossing to Carroll Canyon Rd. overcrossing, construct transit center at Miramar College near Hillery Dr.								PPNO: 0672G		
Change Reason:	Increase funding, Revise funding between fiscal years								RTP REF: A-9 (2007)		
RT:15	Capacity Status:CI	Exempt Category:Non-Exempt									
Est Total Cost: <b>\$395,529</b>		Open to Traffic: Jun 2011									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$80,393	\$78,482	\$789	\$863	\$259				\$36,205	\$13,674	\$30,514
CMAQ	\$11,744	\$11,744							\$11,744		
Prop 1B - CMIA	\$288,972	\$288,972									\$288,972
STIP-RIP NHS	\$8,853	\$8,853							\$8,853		
STIP-RIP State Cash	\$1,147	\$1,147							\$1,147		
Local Funds	\$4,420	\$4,420								\$692	\$3,728
<b>TOTAL</b>	<b>\$395,529</b>	<b>\$393,618</b>	<b>\$789</b>	<b>\$863</b>	<b>\$259</b>				<b>\$57,949</b>	<b>\$14,366</b>	<b>\$323,214</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$80,173	\$79,516	\$430	\$227					\$36,261	\$14,202	\$29,710
CMAQ	\$11,744	\$11,744							\$11,744		
Prop 1B - CMIA	\$288,972	\$288,972									\$288,972
STIP-RIP NHS	\$8,853	\$8,853							\$8,853		
STIP-RIP State Cash	\$1,147	\$1,147							\$1,147		
Local Funds	\$4,420	\$4,420								\$692	\$3,728
<b>TOTAL</b>	<b>\$395,309</b>	<b>\$394,652</b>	<b>\$430</b>	<b>\$227</b>					<b>\$58,005</b>	<b>\$14,894</b>	<b>\$322,410</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL26		RTIP #:23-05									
Project Title:	State Route 52 Freeway (E&F)								EA NO: 010611		
Project Description:	In San Diego, Santee and Lakeside, from SR 125 to Cuyamaca Street to SR 67 - construct 4 lane freeway. Toll Credits will be used to match federal funds for the CON phase								PPNO: 0260		
									RTP REF: T-5		
									SANDAG ID: 1205203		
									EARMARK NO: CA424/604, HPP 1134/2735		
Change Reason:	Revise funding between fiscal years										
RT:52	Capacity Status:CI	Exempt Category:Non-Exempt									
Est Total Cost: <b>\$460,509</b>		Open to Traffic: Mar 2011									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H	\$44,945	\$44,945							\$671	\$44,274	
TransNet - MC	\$65,029	\$64,673	\$79	\$277					\$14,007	\$31,954	\$19,068
DEMO	\$2,234	\$2,234								\$2,234	
HPP	\$10,409	\$10,409									\$10,409
RSTP	\$54,738	\$53,238					\$1,500		\$110	\$24,426	\$30,202
TCSP	\$1,228	\$1,228								\$1,228	
STIP-IIP NHS	\$3,010	\$3,010							\$2,125	\$885	
STIP-IIP State Cash	\$5,355	\$5,355							\$4,732	\$623	
STIP-RIP NHS	\$26,558	\$26,558							\$5,848	\$20,710	
STIP-RIP Prior NHS	\$16,375	\$16,375								\$16,375	
STIP-RIP Prior State Cash	\$802	\$802								\$802	
STIP-RIP State Cash	\$177,501	\$177,501							\$10,825	\$19,274	\$147,402
TCRP	\$43,700	\$43,700								\$43,700	
Local Funds	\$233	\$233								\$233	
<b>TOTAL</b>	<b>\$452,117</b>	<b>\$450,261</b>	<b>\$79</b>	<b>\$277</b>			<b>\$1,500</b>		<b>\$38,318</b>	<b>\$206,718</b>	<b>\$207,081</b>

\* State contributed \$8.392M in additional funds outside of the RTIP

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H	\$44,945	\$44,945							\$671	\$44,274	
TransNet - MC	\$65,029	\$64,752	\$277						\$14,007	\$31,954	\$19,068
DEMO	\$2,234	\$2,234								\$2,234	
HPP	\$10,409	\$10,409									\$10,409
RSTP	\$54,738	\$53,238		\$1,500					\$95	\$24,421	\$30,222
TCSP	\$1,228	\$1,228								\$1,228	
STIP-IIP NHS	\$3,010	\$3,010							\$2,125	\$885	
STIP-IIP State Cash	\$5,355	\$5,355							\$4,732	\$623	
STIP-RIP NHS	\$26,558	\$26,558							\$5,848	\$20,710	
STIP-RIP Prior NHS	\$16,375	\$16,375								\$16,375	
STIP-RIP Prior State Cash	\$802	\$802								\$802	
STIP-RIP State Cash	\$177,501	\$177,501							\$10,825	\$19,274	\$147,402
TCRP	\$43,700	\$43,700								\$43,700	
Local Funds	\$233	\$233								\$233	
<b>TOTAL</b>	<b>\$452,117</b>	<b>\$450,340</b>	<b>\$277</b>	<b>\$1,500</b>					<b>\$38,303</b>	<b>\$206,713</b>	<b>\$207,101</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL67</b>		<b>RTIP #:23-05</b>
Project Title:	State Route 94 Transit Priority Lanes (I-5 to I-805)	EA NO: 28710
Project Description:	In San Diego on SR 94 between I-805 and I-5 - Environmental and Feasibility studies for transit priority lanes and transit priority lanes direct connectors to I-805. Post Miles 1.4/4.4	PPNO: T0770 RTP REF: A-5 (2019) SANDAG ID: 1280508, 1280518
Change Reason:	Revise funding between fiscal years	
RT:94	Capacity Status:NCI	Exempt Category:Other - Engineering studies

Est Total Cost: **\$22,100**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$12,100	\$11,300	\$266	\$533	\$1				\$12,100		
TCRP	\$10,000	\$10,000							\$10,000		
<b>TOTAL</b>	<b>\$22,100</b>	<b>\$21,300</b>	<b>\$266</b>	<b>\$533</b>	<b>\$1</b>				<b>\$22,100</b>		

**PROJECT LAST AMENDED 23-01**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$12,100	\$11,300	\$708	\$92					\$12,100		
TCRP	\$10,000	\$10,000							\$10,000		
<b>TOTAL</b>	<b>\$22,100</b>	<b>\$21,300</b>	<b>\$708</b>	<b>\$92</b>					<b>\$22,100</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL68</b>		<b>RTIP #:23-05</b>
Project Title:	SR 94/125 Interchange and Arterial Operational Improvements	EA NO: 14665
Project Description:	Interchange on SR 94 at SR 94 and SR125 Milepost begins at 1 ends at 2 - In San Diego County in and near La Mesa on Route 94 from Spring Street Undercrossing to Kenwood Drive Undercrossing and on Route 125 from Spring Street Undercrossing to 0.1 mile north of Murray Drive Undercrossing. Design and Right-Of-Way of southbound 125 to eastbound SR 94 direct connector.	PPNO: 0356 RTP REF: CC108; T-3 (2021) SANDAG ID: 1212501
Change Reason:	Revise funding between fiscal years	
RT:94	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$34,240</b>		Open to Traffic: Feb 2025									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,914	\$2,045	\$29	\$877	\$574	\$389			\$2,053	\$1,861	
RSTP	\$6,000	\$4,000	\$2,000						\$1,673	\$4,327	
SB1 - LPP Formula	\$4,000	\$4,000								\$4,000	
STIP-RIP AC	\$13,948	\$7,948	\$6,000						\$13,948		
State Cash	\$26	\$26								\$26	
TCRP	\$6,352	\$6,352							\$5,000	\$1,352	
<b>TOTAL</b>	<b>\$34,240</b>	<b>\$24,371</b>	<b>\$8,029</b>	<b>\$877</b>	<b>\$574</b>	<b>\$389</b>			<b>\$22,674</b>	<b>\$11,566</b>	

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,914	\$3,413	\$434	\$67					\$2,053	\$1,861	
RSTP	\$6,000	\$4,000	\$2,000						\$1,673	\$4,327	
SB1 - LPP Formula	\$4,000	\$4,000								\$4,000	
STIP-RIP AC	\$13,948	\$7,948	\$6,000						\$13,948		
State Cash	\$26	\$26								\$26	
TCRP	\$6,352	\$6,352							\$5,000	\$1,352	
<b>TOTAL</b>	<b>\$34,240</b>	<b>\$25,739</b>	<b>\$8,434</b>	<b>\$67</b>					<b>\$22,674</b>	<b>\$11,566</b>	

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL78B</b>		<b>RTIP #:23-05</b>
Project Title:	I-805 HOV/Managed Lanes - North	EA NO: 08163, 2T200, 2T330
Project Description:	On I-805 from the I-805/SR 52 to Sorrento Valley on SR 52 at the I-805/SR 52 separation - preliminary engineering for construction of managed lanes; design and construct Phase 1 - one High Occupancy Vehicle (HOV) lane in the median in each direction including the south facing Direct Access Ramps at Carroll Canyon Rd. Phase 1 Post Miles 23.7-27.6	PPNO: 0732 RTP REF: A-51 (2019) SANDAG ID: 1280503, 1280511
Change Reason:	Reduce funding, Revise funding between fiscal years	
RT:805	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$123,693</b>		Open to Traffic: Sep 2016									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$18,052	\$13,874	\$3,801	\$377					\$11,751	\$511	\$5,790
CMAQ	\$61,870	\$61,870							\$1,000		\$60,870
RSTP	\$1,775	\$1,775							\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638									\$40,638
Prop 1B - SLPP	\$1,358	\$1,358									\$1,358
<b>TOTAL</b>	<b>\$123,693</b>	<b>\$119,515</b>	<b>\$3,801</b>	<b>\$377</b>					<b>\$14,526</b>	<b>\$511</b>	<b>\$108,656</b>

PROJECT LAST AMENDED 23-02											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$18,796	\$17,275	\$465	\$295	\$761				\$11,877	\$515	\$6,404
CMAQ	\$61,870	\$61,870							\$1,000		\$60,870
RSTP	\$1,775	\$1,775							\$1,775		
Prop 1B - CMIA	\$40,638	\$40,638									\$40,638
Prop 1B - SLPP	\$1,358	\$1,358									\$1,358
<b>TOTAL</b>	<b>\$124,437</b>	<b>\$122,916</b>	<b>\$465</b>	<b>\$295</b>	<b>\$761</b>				<b>\$14,652</b>	<b>\$515</b>	<b>\$109,270</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

Caltrans

<b>MPO ID: CAL78C</b>		<b>RTIP #:23-05</b>
Project Title:	I-805 HOV/Managed Lanes - South	EA NO: 08161
Project Description:	I-805 Freeway - environmental document for I-805 widening in San Diego, Chula Vista, and National City from Palomar Street to State Route 94; design and construct 2 High Occupancy Vehicle (HOV) lanes in the median of I-805 including a Direct Access Ramp (DAR) and a transit station at Palomar Street; design and construct one auxiliary lane on northbound I-805 from Grove Street to 16th Street in National City; design and construct one auxiliary lane on southbound I-805 from 20th Street to Plaza Boulevard in National City; design one HOV lane in each direction from Hilltop Drive to Landis Street and a direct HOV connector from I-805 to I-15	PPNO: 0730A-B RTP REF: A-5 (2019) SANDAG ID: 1280501, 1280514, 1280510
Change Reason:	Increase funding, Revise funding between phases	
RT:805	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: **\$227,604**      Open to Traffic: Phase 1: Feb 2016    Phase 2: Jan 2017

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$159,543	\$150,725	\$8,743	\$73	\$1				\$117,566	\$4,737	\$37,240
IM	\$975	\$975							\$975		
RSTP	\$9,661	\$9,661							\$9,661		
Prop 1B - CMIA	\$56,763	\$56,763									\$56,763
SHOPP (AC)-Misc	\$82	\$82								\$82	
Local Funds	\$580	\$580							\$180		\$400
<b>TOTAL</b>	<b>\$227,604</b>	<b>\$218,786</b>	<b>\$8,743</b>	<b>\$73</b>	<b>\$1</b>				<b>\$128,382</b>	<b>\$4,819</b>	<b>\$94,403</b>

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$159,266	\$158,730	\$536						\$56,546	\$8,565	\$94,155
TransNet - Transit	\$42	\$42							\$42		
IM	\$975	\$975							\$975		
RSTP	\$9,661	\$9,661							\$9,661		
Prop 1B - CMIA	\$56,763	\$56,763									\$56,763
SHOPP (AC)-Misc	\$82	\$82								\$82	
Local Funds	\$580	\$580							\$180		\$400
<b>TOTAL</b>	<b>\$227,369</b>	<b>\$226,833</b>	<b>\$536</b>						<b>\$67,404</b>	<b>\$8,647</b>	<b>\$151,318</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

<b>MPO ID: CAL78D</b>		<b>RTIP #:23-05</b>
Project Title:	I-805 South Soundwalls - Unit 1	EA NO: 2T260, 43018, 2T343
Project Description:	Palomar to SR 54 - construct soundwalls (phase 1 and 2) and design Sweetwater River Bridge improvements.. Toll Credits will be used to match federal funds for the PE phase, ROW phase, and the CON phase	RTP REF: A-5 (2019) SANDAG ID: 1280515 EARMARK NO: CA643; CA604
Change Reason:	Revise funding between fiscal years, Revise funding between phases	
RT:805	Capacity Status:NCI	Exempt Category:Other - Noise attenuation

Est Total Cost: **\$113,810**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$14,388	\$5,535	\$2,283	\$3,332	\$1,413	\$1,641	\$97	\$87	\$6,111	\$549	\$7,728
TransNet - MC AC	\$0		\$28,000	\$(9,500)	\$(4,000)	\$(7,000)	\$(7,500)				
HPP Conversion	\$1,080		\$1,080								\$1,080
RSTP	\$43,993	\$31,993	\$12,000						\$14,961	\$2,402	\$26,630
RSTP - Conversion	\$28,000			\$9,500	\$4,000	\$7,000	\$7,500				\$28,000
<b>TOTAL</b>	<b>\$87,461</b>	<b>\$37,528</b>	<b>\$43,363</b>	<b>\$3,332</b>	<b>\$1,413</b>	<b>\$1,641</b>	<b>\$97</b>	<b>\$87</b>	<b>\$21,072</b>	<b>\$2,951</b>	<b>\$63,438</b>

\* SHOPP funding for Sweetwater Bridge Construction is programmed on CAL484 - \$23.4M

PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$14,388	\$5,535	\$3,154	\$2,442	\$1,390	\$1,655	\$110	\$102	\$6,039	\$549	\$7,800
TransNet - MC AC	\$0		\$28,000	\$(9,500)	\$(14,500)	\$(3,200)	\$(800)				
HPP Conversion	\$1,080		\$1,080								\$1,080
RSTP	\$43,993	\$31,993	\$12,000						\$14,961	\$2,402	\$26,630
RSTP - Conversion	\$28,000			\$9,500	\$14,500	\$3,200	\$800				\$28,000
<b>TOTAL</b>	<b>\$87,461</b>	<b>\$37,528</b>	<b>\$44,234</b>	<b>\$2,442</b>	<b>\$1,390</b>	<b>\$1,655</b>	<b>\$110</b>	<b>\$102</b>	<b>\$21,000</b>	<b>\$2,951</b>	<b>\$63,510</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL105		RTIP #:23-05											
Project Title:		Grouped Projects for Highway Safety Improvement - HSIP Program											
Project Description:		Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories - railroad/highway crossing, safer non-federal-aid system roads, shoulder improvements, traffic control devices and operating assistance other than signalization projects, intersection signalization projects at individual intersections, pavement marking demonstration, truck climbing lanes outside the urbanized area, lighting improvements, emergency truck pullovers											
Change Reason:		Increase funding											
Capacity Status:		NCI								Exempt Category:		Safety - Safety Improvement Program	
Est Total Cost: <b>\$23,530</b>													
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>		
HSIP	\$21,868	\$2,475	\$5,471	\$2,757	\$3,381	\$7,783					\$21,868		
Local Funds	\$1,662	\$94	\$252	\$212	\$331	\$772					\$1,662		
<b>TOTAL</b>	<b>\$23,530</b>	<b>\$2,569</b>	<b>\$5,723</b>	<b>\$2,969</b>	<b>\$3,712</b>	<b>\$8,555</b>					<b>\$23,530</b>		
PROJECT LAST AMENDED 23-02													
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>		
HSIP	\$19,687	\$2,475	\$4,043	\$2,005	\$3,381	\$7,783					\$19,687		
Local Funds	\$1,450	\$94	\$252		\$331	\$772					\$1,450		
<b>TOTAL</b>	<b>\$21,137</b>	<b>\$2,569</b>	<b>\$4,295</b>	<b>\$2,005</b>	<b>\$3,712</b>	<b>\$8,555</b>					<b>\$21,137</b>		

**COMPLETED**

MPO ID: CAL107		RTIP #:23-05											
Project Title:		I-15 Operational Improvements								EA NO: 43105			
Project Description:		Point location on I-15 at Main Street - In San Diego County, in San Diego from Main Street to Harbor Drive (Vesta Street overcrossing and Operational Improvements.)Toll Credits will be used to match federal funds for the PE phase.								PPNO: 1417			
Change Reason:		Complete project								RTP REF: GM09			
RT:15		Capacity Status:NCI								Exempt Category:		Safety - Railroad/highway crossing	
Est Total Cost: <b>\$124,395</b>													
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>		
HPP	\$800	\$800							\$800				
Local Funds	\$26,595	\$26,595							\$13,485	\$13,110			
<b>TOTAL</b>	<b>\$27,395</b>	<b>\$27,395</b>							<b>\$14,285</b>	<b>\$13,110</b>			
PROJECT LAST AMENDED 21-30													
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>		
CBI	\$3,800	\$3,800							\$3,800				
HPP	\$800	\$800							\$800				
Local Funds	\$26,595	\$26,595							\$13,485	\$13,110			
<b>TOTAL</b>	<b>\$31,195</b>	<b>\$31,195</b>							<b>\$18,085</b>	<b>\$13,110</b>			

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL277										RTIP #:23-05	
Project Title: I-15/SR 78 ML Connectors								EA NO: 2T240			
Project Description: SR-78 from Post Mile 15.49 to R16.6 and on I-15 from Post Mile R30.63 to R31.56 - preliminary engineering for northbound I-15 to westbound SR-78 and eastbound SR-78 to southbound I-15 HOV connectors and operational improvements.....								RTP REF: CC073 (2021) SANDAG ID: 1207802			
Change Reason: Revise funding between fiscal years											
RT:15 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$340,000</b> Open to Traffic: Oct 2027											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$4,907	\$1,000	\$158	\$324	\$598	\$1,175	\$1,632	\$20	\$4,907		
CMAQ	\$0										
RSTP	\$12,030				\$12,030				\$12,030		
SB1 - LPP Formula	\$4,000					\$4,000			\$4,000		
STIP-RIP AC	\$12,000	\$7,000	\$5,000						\$12,000		
<b>TOTAL</b>	<b>\$32,937</b>	<b>\$8,000</b>	<b>\$5,158</b>	<b>\$324</b>	<b>\$12,628</b>	<b>\$5,175</b>	<b>\$1,632</b>	<b>\$20</b>	<b>\$32,937</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$4,907	\$1,010	\$660	\$1,034	\$697	\$1,506			\$4,907		
CMAQ	\$6,090		\$6,090						\$6,090		
RSTP	\$5,940				\$5,940				\$5,940		
SB1 - LPP Formula	\$4,000		\$4,000						\$4,000		
STIP-RIP AC	\$12,000	\$7,000	\$5,000						\$12,000		
<b>TOTAL</b>	<b>\$32,937</b>	<b>\$8,010</b>	<b>\$15,750</b>	<b>\$1,034</b>	<b>\$6,637</b>	<b>\$1,506</b>			<b>\$32,937</b>		

MPO ID: CAL277A										RTIP #:23-05	
Project Title: I-5 HOV/SR 78 Connector								RTP REF: CC064 (2021)			
Project Description: In Oceanside and Carlsbad, Intersection of SR 78 and I-5 Milepost begins at 0 ends at 2 - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes direct connectors at SR 78 to I-5								SANDAG ID: 1207803			
Change Reason: Revise funding between fiscal years											
RT:78 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$16,118</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$12,706	\$2,627	\$721	\$3,045	\$3,026	\$1,556	\$898	\$833	\$12,706		
RSTP	\$3,412			\$3,412					\$3,412		
<b>TOTAL</b>	<b>\$16,118</b>	<b>\$2,627</b>	<b>\$721</b>	<b>\$6,457</b>	<b>\$3,026</b>	<b>\$1,556</b>	<b>\$898</b>	<b>\$833</b>	<b>\$16,118</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$12,706	\$2,627	\$2,463	\$3,124	\$2,086	\$2,406			\$12,706		
RSTP	\$3,412			\$3,412					\$3,412		
<b>TOTAL</b>	<b>\$16,118</b>	<b>\$2,627</b>	<b>\$2,463</b>	<b>\$6,536</b>	<b>\$2,086</b>	<b>\$2,406</b>			<b>\$16,118</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL278									RTIP #:23-05		
Project Title: SR78 HOV/Managed Lanes							EA NO: 2T241				
Project Description: SR 78 from I-5 to I-15 Milepost begins at 0 ends at 16.54 (16.54 miles) - environmental studies and preliminary engineering for high-occupancy vehicle/managed lanes. Toll Credits will be used to match federal funds for the PE phase							RTP REF: CC036/CC037 (2021) SANDAG ID: 1207801, 1207804				
Change Reason: Increase funding, Revise funding between fiscal years											
RT:78 Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$40,683</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$9,662	\$1,677	\$22	\$2,568	\$2,646	\$1,800	\$275	\$674	\$9,662		
CMAQ	\$22,021			\$6,000	\$5,000	\$11,021			\$22,021		
RSTP	\$4,000	\$4,000							\$4,000		
SB1 - LPP Formula	\$5,000			\$5,000					\$5,000		
<b>TOTAL</b>	<b>\$40,683</b>	<b>\$5,677</b>	<b>\$22</b>	<b>\$13,568</b>	<b>\$7,646</b>	<b>\$12,821</b>	<b>\$275</b>	<b>\$674</b>	<b>\$40,683</b>		
<b>PROJECT LAST AMENDED 23-01</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$9,651	\$2,200	\$1,052	\$1,000	\$3,000	\$1,000	\$1,399		\$9,651		
CMAQ	\$22,021		\$4,000	\$6,000	\$5,000	\$7,021			\$22,021		
RSTP	\$4,000	\$4,000							\$4,000		
SB1 - LPP Formula	\$5,000			\$5,000					\$5,000		
<b>TOTAL</b>	<b>\$40,672</b>	<b>\$6,200</b>	<b>\$5,052</b>	<b>\$12,000</b>	<b>\$8,000</b>	<b>\$8,021</b>	<b>\$1,399</b>		<b>\$40,672</b>		

MPO ID: CAL536									RTIP #:23-05		
Project Title: SR-52 Operational Improvements							EA NO: 43012				
Project Description: SR 52 from I-805 to SR 125 Milepost begins at 7.4 ends at 14.9 (7.5 miles) - operational improvements including a truck climbing lane WB from Mast Boulevard to Santo Road and EB auxiliary lane from I-15 to Santo Road							PPNO: 1351 RTP REF: T-3 (2021) SANDAG ID: 1205204				
Change Reason: Increase funding, Revise funding between fiscal years											
RT:52 Capacity Status:CI Exempt Category:Non-Exempt											
Est Total Cost: <b>\$45,000</b> Open to Traffic: Sep 2024											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,000		\$55	\$70	\$103	\$2,772			\$3,000		
SB1 - LPP Formula	\$3,000					\$3,000			\$3,000		
Local Funds	\$6,070	\$3,084	\$2,986						\$6,070		
<b>TOTAL</b>	<b>\$12,070</b>	<b>\$3,084</b>	<b>\$3,041</b>	<b>\$70</b>	<b>\$103</b>	<b>\$5,772</b>			<b>\$12,070</b>		
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$3,000		\$80	\$1,541	\$1,205	\$174			\$3,000		
SB1 - LPP Formula	\$3,000	\$3,000							\$3,000		
Local Funds	\$6,000	\$3,084	\$2,916						\$6,000		
<b>TOTAL</b>	<b>\$12,000</b>	<b>\$6,084</b>	<b>\$2,996</b>	<b>\$1,541</b>	<b>\$1,205</b>	<b>\$174</b>			<b>\$12,000</b>		



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL538		RTIP #:23-05									
Project Title:	SR 67 Improvements								RTP REF: CC050 (2021) SANDAG ID: 1206701		
Project Description:	SR 67 from Maplevue Street to Highland Valley/Dye Road Milepost begins at 5.4 ends at 21.4 (14.8 miles) - SR67 from Maplevue Street to Highland Valley/Dye Road Milepost begins at 5.4 ends at 21.4 (14.8 miles) - environmental studies and preliminary engineering for a four lane facility along SR 67. Toll Credits will be used to match federal funds for the PE phase										
Change Reason:	Revise funding between fiscal years										
RT:67	Capacity Status:NCI		Exempt Category:Other - Engineering studies								
Est Total Cost: <b>\$35,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$832	\$17	\$171	\$419	\$199	\$26			\$832		
RSTP	\$11,125	\$6,000	\$1,082	\$4,043					\$11,125		
SB1 - LPP Formula	\$4,043		\$4,043						\$4,043		
<b>TOTAL</b>	<b>\$16,000</b>	<b>\$6,017</b>	<b>\$5,296</b>	<b>\$4,462</b>	<b>\$199</b>	<b>\$26</b>			<b>\$16,000</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$832	\$200	\$400	\$232					\$832		
RSTP	\$11,125	\$6,000	\$5,125						\$11,125		
SB1 - LPP Formula	\$4,043		\$4,043						\$4,043		
<b>TOTAL</b>	<b>\$16,000</b>	<b>\$6,200</b>	<b>\$9,568</b>	<b>\$232</b>					<b>\$16,000</b>		

MPO ID: CAL571		RTIP #:23-05									
Project Title:	I-805 Transit Priority Lanes (SR 94 to SR 52)								EA NO: 2T371 RTP REF: CC019/CC020/CC021 (2021) SANDAG ID: 1280519		
Project Description:	On I-805 from SR-94 to SR-52. - Add two transit priority lanes between SR-94 and SR-52 and restripe viaduct. Post Mile-Begin 13.3, End 24.0.										
Change Reason:	Revise Fund Source, Revise funding between fiscal years										
RT:805	Capacity Status:NCI		Exempt Category:Other - Engineering studies								
Est Total Cost: <b>\$30,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$24,000			\$3,801	\$5,362	\$5,689	\$5,597	\$3,551	\$24,000		
RSTP	\$6,000			\$6,000					\$6,000		
<b>TOTAL</b>	<b>\$30,000</b>			<b>\$9,801</b>	<b>\$5,362</b>	<b>\$5,689</b>	<b>\$5,597</b>	<b>\$3,551</b>	<b>\$30,000</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$24,000			\$12,485	\$11,260	\$255			\$24,000		
TransNet - MC AC	\$0			\$4,000		\$(4,000)					
CMAQ	\$6,000			\$2,000		\$4,000			\$6,000		
<b>TOTAL</b>	<b>\$30,000</b>			<b>\$18,485</b>	<b>\$11,260</b>	<b>\$255</b>			<b>\$30,000</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Caltrans**

MPO ID: CAL572		RTIP #:23-05									
Project Title:	I-15 Transit Priority Lanes.								RTP REF: CC110 (2021)		
Project Description:	Clairemont Mesa Blvd Milepost begins at 5.84 ends at 12.1 (6.4 miles) - Construct two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd. Environmental and Design phases.. Toll Credits will be used to match federal funds for the PE phase								SANDAG ID: 1201519		
Change Reason:	Revise funding between fiscal years										
RT:15	Capacity Status:NCI	Exempt Category:Other - Engineering studies									
Est Total Cost: <b>\$12,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$10,454					\$10,454			\$10,454		
SB1 - LPP Formula	\$1,546					\$1,546			\$1,546		
<b>TOTAL</b>	<b>\$12,000</b>					<b>\$12,000</b>			<b>\$12,000</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$10,394				\$2,000	\$5,000		\$3,394	\$10,394		
SB1 - LPP Formula	\$1,606				\$1,606				\$1,606		
<b>TOTAL</b>	<b>\$12,000</b>				<b>\$3,606</b>	<b>\$5,000</b>		<b>\$3,394</b>	<b>\$12,000</b>		

MPO ID: CAL615		RTIP #:23-05									
Project Title:	Harbor Drive 2.0 & I-15 Operational Improvements (Vesta St)								EA NO: 43131, 43105		
Project Description:	Harbor Drive (I-5) from R 9.84 to R 14.70 (4.86 miles), Harbor Drive (I-15) from 0.00 to 0.45 (.45 miles), Vesta St (I-15) from 0.400 to 0.400 - Vesta St- In San Diego County, in San Diego from Main Street to Harbor Drive (Vesta Street overcrossing and Operational Improvements.) Updating CAL615 with combining CAL107 (Vesta St) to make one RTIP. CAL107 will be marked complete. Toll Credits will be used to match federal funds for the PE phase.. Toll Credits will be used to match federal funds for the PE phase								PPNO: 1447, 1417		
Change Reason:	Add new funding source, Increase funding, Revise funding between fiscal years, Revise project description										
	Capacity Status:NCI	Exempt Category:Other - Transportation enhancement activities									
Est Total Cost: <b>\$67,700</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CBI	\$8,800	\$3,800		\$5,000					\$8,800		
SB1 - TCEP	\$18,500			\$18,500					\$13,000	\$5,500	
<b>TOTAL</b>	<b>\$27,300</b>	<b>\$3,800</b>		<b>\$23,500</b>					<b>\$21,800</b>	<b>\$5,500</b>	
PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CBI	\$5,000			\$5,000					\$5,000		
<b>TOTAL</b>	<b>\$5,000</b>			<b>\$5,000</b>					<b>\$5,000</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV06</b>	<b>RTIP #:23-05</b>
Project Title: Pavement Rehabilitation Program	<i>TransNet - LSI: Maint</i>
Project Description: In Chula Vista - citywide - Pavement maintenance treatment repairs as well as managing and maintaining the City's Pavement Management System (PMS).	
Change Reason: Increase funding, Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **\$30,046**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - L</i>	\$15,900	\$15,900							\$3,250		\$12,650
<i>TransNet - L (Cash)</i>	\$6,304	\$6,304							\$1,300		\$5,004
<i>TransNet - LSI</i>	\$4,424	\$664	\$120	\$240	\$700	\$800	\$900	\$1,000	\$945		\$3,479
<i>TransNet - LSI Carry Over</i>	\$920	\$740	\$180						\$740		\$180
Local Funds	\$2,498	\$2,498							\$160		\$2,338
<b>TOTAL</b>	<b>\$30,046</b>	<b>\$26,106</b>	<b>\$300</b>	<b>\$240</b>	<b>\$700</b>	<b>\$800</b>	<b>\$900</b>	<b>\$1,000</b>	<b>\$6,395</b>		<b>\$23,651</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - L</i>	\$15,900	\$15,900							\$3,250		\$12,650
<i>TransNet - L (Cash)</i>	\$6,304	\$6,304							\$1,300		\$5,004
<i>TransNet - LSI</i>	\$3,784	\$664	\$120	\$600	\$700	\$800	\$900		\$855		\$2,929
<i>TransNet - LSI Carry Over</i>	\$920	\$740	\$180						\$740		\$180
Local Funds	\$2,498	\$2,498							\$160		\$2,338
<b>TOTAL</b>	<b>\$29,406</b>	<b>\$26,106</b>	<b>\$300</b>	<b>\$600</b>	<b>\$700</b>	<b>\$800</b>	<b>\$900</b>		<b>\$6,305</b>		<b>\$23,101</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV22</b>	<b>RTIP #:23-05</b>
Project Title: Advance Planning Studies	<i>TransNet</i> - LSI: Maint
Project Description: In Chula Vista - citywide - Manages asset inventories, master plans, special studies to identify current and future infrastructure needs and manages available funding sources.	
Change Reason: Increase funding, Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Other - Engineering studies	

Est Total Cost: **\$3,144**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$375	\$375							\$375		
<i>TransNet</i> - L (Cash)	\$114	\$114							\$114		
<i>TransNet</i> - LSI	\$1,691	\$621	\$210	\$60	\$200	\$200	\$200	\$200	\$1,691		
<i>TransNet</i> - LSI (Cash)	\$16	\$16							\$16		
<i>TransNet</i> - LSI Carry Over	\$363	\$245	\$118						\$363		
Local Funds	\$585	\$585							\$585		
<b>TOTAL</b>	<b>\$3,144</b>	<b>\$1,956</b>	<b>\$328</b>	<b>\$60</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$3,144</b>		

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$375	\$375							\$375		
<i>TransNet</i> - L (Cash)	\$114	\$114							\$114		
<i>TransNet</i> - LSI	\$1,631	\$621	\$210	\$200	\$200	\$200	\$200		\$1,631		
<i>TransNet</i> - LSI (Cash)	\$16	\$16							\$16		
<i>TransNet</i> - LSI Carry Over	\$363	\$245	\$118						\$363		
Local Funds	\$585	\$585							\$585		
<b>TOTAL</b>	<b>\$3,084</b>	<b>\$1,956</b>	<b>\$328</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>		<b>\$3,084</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV33</b>		<b>RTIP #:23-05</b>
Project Title:	School Zone Traffic Calming Program	<i>TransNet</i> - LSI: Maint
Project Description:	In Chula Vista - citywide - Field investigation and installation/construction of traffic calming devices in public school zones, such as traffic control devices (flashing beacons), signs, striping and minor street improvements	
Change Reason:	Increase funding	
Capacity Status:	NCI	Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: <b>\$2,966</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280							\$280		
<i>TransNet</i> - L (Cash)	\$232	\$232							\$232		
<i>TransNet</i> - LSI	\$970	\$170	\$200	\$200	\$100	\$100	\$100	\$100	\$970		
<i>TransNet</i> - LSI Carry Over	\$1,314	\$1,314							\$1,314		
Local Funds	\$170	\$170							\$170		
<b>TOTAL</b>	<b>\$2,966</b>	<b>\$2,166</b>	<b>\$200</b>	<b>\$200</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$2,966</b>		

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280							\$280		
<i>TransNet</i> - L (Cash)	\$232	\$232							\$232		
<i>TransNet</i> - LSI	\$610	\$170	\$200	\$60	\$60	\$60	\$60		\$610		
<i>TransNet</i> - LSI Carry Over	\$1,314	\$1,314							\$1,314		
Local Funds	\$170	\$170							\$170		
<b>TOTAL</b>	<b>\$2,606</b>	<b>\$2,166</b>	<b>\$200</b>	<b>\$60</b>	<b>\$60</b>	<b>\$60</b>	<b>\$60</b>		<b>\$2,606</b>		

<b>MPO ID: CHV34</b>		<b>RTIP #:23-05</b>
Project Title:	Neighborhood Traffic and Pedestrian Safety Program	<i>TransNet</i> - LSI: Maint
Project Description:	In Chula Vista - citywide - To provide community outreach and education regarding traffic/safety hazards; preparation of plans and construction of traffic calming, pedestrian safety measures and ADA improvements.	
Change Reason:	Increase funding, Revise funding between fiscal years	
Capacity Status:	NCI	Exempt Category: Safety - Non signalization traffic control and operating

Est Total Cost: <b>\$6,534</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280							\$280		
<i>TransNet</i> - LSI	\$3,055	\$1,375	\$480	\$200	\$250	\$250	\$250	\$250	\$2,521		\$534
<i>TransNet</i> - LSI Carry Over	\$3,129	\$1,517	\$1,612						\$1,517		\$1,612
Local Funds	\$70	\$70							\$70		
<b>TOTAL</b>	<b>\$6,534</b>	<b>\$3,242</b>	<b>\$2,092</b>	<b>\$200</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$4,388</b>		<b>\$2,146</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$280	\$280							\$280		
<i>TransNet</i> - LSI	\$2,855	\$1,375	\$480	\$250	\$250	\$250	\$250		\$2,321		\$534
<i>TransNet</i> - LSI Carry Over	\$3,129	\$1,517	\$1,612						\$1,517		\$1,612
Local Funds	\$70	\$70							\$70		
<b>TOTAL</b>	<b>\$6,334</b>	<b>\$3,242</b>	<b>\$2,092</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>		<b>\$4,188</b>		<b>\$2,146</b>

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV35</b>		<b>RTIP #:23-05</b>
Project Title:	Traffic Signing, Studies and Signal Upgrade	<i>TransNet</i> - LSI: Maint
Project Description:	Citywide program - upgrading and maintenance of traffic signal and street light systems in the City. Work includes, but is not limited to interconnect cables and conduit, vehicle and bike detection systems, emergency vehicle pre-emption systems, traffic signal controllers, and new street light fixtures.	
Change Reason:	Increase funding, Revise funding between fiscal years	
Capacity Status:	NCI Exempt Category: Other - Intersection signalization projects	

**Est Total Cost: \$5,988**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$135	\$135							\$135		
<i>TransNet</i> - L (Cash)	\$24	\$24									\$24
<i>TransNet</i> - LSI	\$1,957	\$837	\$300	\$20	\$200	\$200	\$200	\$200	\$181		\$1,776
<i>TransNet</i> - LSI (Cash)	\$27	\$27									\$27
<i>TransNet</i> - LSI Carry Over	\$3,088	\$3,043	\$45						\$953		\$2,135
Local Funds	\$757	\$757							\$571		\$186
<b>TOTAL</b>	<b>\$5,988</b>	<b>\$4,823</b>	<b>\$345</b>	<b>\$20</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$1,840</b>		<b>\$4,148</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$135	\$135							\$135		
<i>TransNet</i> - L (Cash)	\$24	\$24									\$24
<i>TransNet</i> - LSI	\$1,937	\$837	\$300	\$200	\$200	\$200	\$200		\$181		\$1,756
<i>TransNet</i> - LSI (Cash)	\$27	\$27									\$27
<i>TransNet</i> - LSI Carry Over	\$3,088	\$3,043	\$45						\$953		\$2,135
Local Funds	\$757	\$757							\$571		\$186
<b>TOTAL</b>	<b>\$5,968</b>	<b>\$4,823</b>	<b>\$345</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>		<b>\$1,840</b>		<b>\$4,128</b>

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV39</b>	<b>RTIP #:23-05</b>
Project Title: Traffic Signal System Optimization	TransNet - LSI: CR
Project Description: Citywide Program - provision of consultant services and/or equipment such as traffic signal timing coordination projects and adaptive traffic control systems, to optimize the performance of existing traffic signal systems in order to improve traffic circulation, reduce intersection delays, and reduce congestion throughout the City. TransNet. TransNet - LSI RAMS of \$15.5 is programmed though FY 2027	
Change Reason: Increase funding	
Capacity Status:NCI Exempt Category:Other - Traffic signal synchronization projects	

<b>Est Total Cost: \$5,094</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$150	\$150							\$150		
TransNet - L (Cash)	\$19	\$19							\$19		
TransNet - LSI	\$3,060	\$1,616	\$229	\$16	\$300	\$300	\$300	\$300	\$3,060		
TransNet - LSI Carry Over	\$1,485	\$765	\$719						\$1,485		
Local Funds	\$380	\$380							\$380		
<b>TOTAL</b>	<b>\$5,094</b>	<b>\$2,930</b>	<b>\$948</b>	<b>\$16</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$5,094</b>		

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$150	\$150							\$150		
TransNet - L (Cash)	\$19	\$19							\$19		
TransNet - LSI	\$3,045	\$1,616	\$229	\$300	\$300	\$300	\$300		\$3,045		
TransNet - LSI Carry Over	\$1,485	\$765	\$719						\$1,485		
Local Funds	\$380	\$380							\$380		
<b>TOTAL</b>	<b>\$5,079</b>	<b>\$2,930</b>	<b>\$948</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>	<b>\$300</b>		<b>\$5,079</b>		

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV45</b>	<b>RTIP #:23-05</b>
Project Title: Traffic Monitoring Program	<i>TransNet</i> - LSI: Maint
Project Description: In Chula Vista - citywide - traffic monitoring to evaluate conformance with the city's traffic threshold standards and provide data for advanced planning studies, capital improvements projects, speed surveys and other related studies.	
Change Reason: Increase funding, Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Safety - Non signalization traffic control and operating	

Est Total Cost: <b>\$2,902</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$67	\$67							\$67		
<i>TransNet</i> - LSI	\$1,469	\$539	\$170	\$120	\$160	\$160	\$160	\$160	\$1,469		
<i>TransNet</i> - LSI Carry Over	\$1,303	\$901	\$403						\$1,303		
Local Funds	\$13	\$13							\$13		
Local RTCIP	\$50	\$50							\$50		
<b>TOTAL</b>	<b>\$2,902</b>	<b>\$1,570</b>	<b>\$573</b>	<b>\$120</b>	<b>\$160</b>	<b>\$160</b>	<b>\$160</b>	<b>\$160</b>	<b>\$2,902</b>		

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$67	\$67							\$67		
<i>TransNet</i> - LSI	\$1,349	\$539	\$170	\$160	\$160	\$160	\$160		\$1,349		
<i>TransNet</i> - LSI Carry Over	\$1,303	\$901	\$403						\$1,303		
Local Funds	\$13	\$13							\$13		
Local RTCIP	\$50	\$50							\$50		
<b>TOTAL</b>	<b>\$2,782</b>	<b>\$1,570</b>	<b>\$573</b>	<b>\$160</b>	<b>\$160</b>	<b>\$160</b>	<b>\$160</b>		<b>\$2,782</b>		



**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV48</b>		<b>RTIP #:23-05</b>									
Project Title:	Pavement Major Rehabilitation								TransNet - LSI: CR		
Project Description:	In Chula Vista - citywide - annual pavement rehabilitation and reconstruction projects requiring thick overlays (greater than 1") and/or major street reconstruction.										
Change Reason:	Increase funding, Revise funding between fiscal years										
Capacity Status:	NCI		Exempt Category: Safety - Pavement resurfacing and/or rehabilitation								
<b>Est Total Cost: \$81,592</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$72	\$72									\$72
TransNet - LSI	\$49,141	\$8,365	\$5,261	\$7,331	\$6,755	\$6,960	\$7,146	\$7,323	\$5,140		\$44,001
TransNet - LSI (Cash)	\$218	\$219							\$18		\$200
TransNet - LSI Carry Over	\$31,811	\$24,723	\$7,089						\$3,569		\$28,242
Local Funds	\$350	\$350									\$350
<b>TOTAL</b>	<b>\$81,592</b>	<b>\$33,729</b>	<b>\$12,350</b>	<b>\$7,331</b>	<b>\$6,755</b>	<b>\$6,960</b>	<b>\$7,146</b>	<b>\$7,323</b>	<b>\$8,727</b>		<b>\$72,865</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$72	\$72									\$72
TransNet - LSI	\$40,986	\$8,365	\$5,622	\$6,419	\$6,624	\$6,858	\$7,098		\$4,540		\$36,446
TransNet - LSI (Cash)	\$218	\$219							\$18		\$200
TransNet - LSI Carry Over	\$31,811	\$24,723	\$7,089						\$3,569		\$28,242
Local Funds	\$350	\$350									\$350
<b>TOTAL</b>	<b>\$73,437</b>	<b>\$33,729</b>	<b>\$12,711</b>	<b>\$6,419</b>	<b>\$6,624</b>	<b>\$6,858</b>	<b>\$7,098</b>		<b>\$8,127</b>		<b>\$65,310</b>

<b>MPO ID: CHV50</b>		<b>RTIP #:23-05</b>									
Project Title:	Storm Drain and Bridge Culvert Repair								TransNet - LSI: Maint		
Project Description:	In Chula Vista - citywide - storm drain repairs due to pipe failure at several locations that need to be repaired before the following storm season. Repair of culverts under City bridges to maintain bridge safety.										
Change Reason:	Revise funding between fiscal years										
Capacity Status:	NCI		Exempt Category: Safety - Hazard elimination program								
<b>Est Total Cost: \$10,926</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$1,811	\$1,811							\$1,307		\$504
TransNet - LSI	\$3,247	\$1,247			\$500	\$500	\$500	\$500	\$543		\$2,704
TransNet - LSI Carry Over	\$5,868	\$3,113	\$2,755						\$428		\$5,440
<b>TOTAL</b>	<b>\$10,926</b>	<b>\$6,171</b>	<b>\$2,755</b>		<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$2,278</b>		<b>\$8,648</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$1,811	\$1,811							\$1,307		\$504
TransNet - LSI	\$3,247	\$1,247		\$500	\$500	\$500	\$500		\$543		\$2,704
TransNet - LSI Carry Over	\$5,868	\$3,113	\$2,755						\$428		\$5,440
<b>TOTAL</b>	<b>\$10,926</b>	<b>\$6,171</b>	<b>\$2,755</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>		<b>\$2,278</b>		<b>\$8,648</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Chula Vista, City of**

MPO ID: CHV58		RTIP #:23-05									
Project Title:		New Sidewalk Improvements							TransNet - LSI: CR		
Project Description:		In Chula Vista - citywide - design and construction of sidewalk and other pedestrian improvements in areas without existing sidewalk.									
Change Reason:		Increase funding									
		Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: <b>\$2,847</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$97	\$97									\$97
TransNet - LSI	\$819	\$118	\$95	\$206	\$100	\$100	\$100	\$100	\$295		\$524
TransNet - LSI Carry Over	\$1,931	\$1,630	\$302						\$530		\$1,401
<b>TOTAL</b>	<b>\$2,847</b>	<b>\$1,845</b>	<b>\$397</b>	<b>\$206</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$825</b>		<b>\$2,022</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$97	\$97									\$97
TransNet - LSI	\$613	\$118	\$95	\$100	\$100	\$100	\$100		\$245		\$368
TransNet - LSI Carry Over	\$1,931	\$1,630	\$302						\$530		\$1,401
<b>TOTAL</b>	<b>\$2,641</b>	<b>\$1,845</b>	<b>\$397</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>	<b>\$100</b>		<b>\$775</b>		<b>\$1,866</b>

MPO ID: CHV60		RTIP #:23-05									
Project Title:		Traffic Signal Upgrades							TransNet - LSI: CR		
Project Description:		In Chula Vista - citywide - Modifications at these intersections will allow motorists to safely maneuver left turns into the intersection with a protected phase, and improve signal visibility by installing signal standards with mast arms. This will enhance traffic safety, reduce broadside accidents, potentially decrease delays and improve air quality.									
Change Reason:		Revise funding between fiscal years									
		Capacity Status:NCI Exempt Category:Other - Intersection signalization projects									
Est Total Cost: <b>\$4,082</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$2	\$2									\$2
TransNet - LSI	\$1,234	\$434			\$200	\$200	\$200	\$200	\$354		\$880
TransNet - LSI Carry Over	\$2,004	\$1,724	\$280						\$508		\$1,496
Earmark Repurposing	\$454	\$454							\$100		\$354
Local Funds	\$388	\$388							\$175		\$213
<b>TOTAL</b>	<b>\$4,082</b>	<b>\$3,002</b>	<b>\$280</b>		<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$1,137</b>		<b>\$2,945</b>

\* Demo ID CA356 repurposed to FHWA transfer number CA 17-RP-006

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$2	\$2									\$2
TransNet - LSI	\$1,234	\$434		\$200	\$200	\$200	\$200		\$354		\$880
TransNet - LSI Carry Over	\$2,004	\$1,724	\$280						\$508		\$1,496
Earmark Repurposing	\$454	\$454							\$100		\$354
Local Funds	\$388	\$388							\$175		\$213
<b>TOTAL</b>	<b>\$4,082</b>	<b>\$3,002</b>	<b>\$280</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>	<b>\$200</b>		<b>\$1,137</b>		<b>\$2,945</b>

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV69</b>		<b>RTIP #:23-05</b>										
Project Title:	Heritage Road Bridge							RTP REF: A-60; C-50 (2021) RAS (T2-1)				
Project Description:	Bridge 57C0670 - widen and lengthen bridge over Otay River from four lane to six lane bridge that accommodates shoulders, sidewalk and median; project is on Heritage Road from the intersection of Main Street to Entertainment Circle. Also includes Main Street widening to accommodate a third eastbound travel lane from the intersection of Nirvana Avenue to Heritage Road.											
Change Reason:	Increase funding, Revise funding between fiscal years											
Capacity Status:	CI	Exempt Category:	Non-Exempt									
Est Total Cost: <b>\$48,342</b>		Open to Traffic: Sep 2026										
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
HBP	\$37,119	\$4,138		\$3,045	\$14,968	\$14,968			\$6,829	\$354	\$29,936	
Local Funds	\$11,223	\$536	\$6,414	\$395	\$3,878				\$885	\$46	\$10,292	
Local Funds AC	\$0				\$14,968	\$(14,968)						
<b>TOTAL</b>	<b>\$48,342</b>	<b>\$4,674</b>	<b>\$6,414</b>	<b>\$3,440</b>	<b>\$33,814</b>				<b>\$7,714</b>	<b>\$400</b>	<b>\$40,228</b>	

\* CON funds shown in FY 22/23 to show that project is fully funded

<b>PROJECT LAST AMENDED 23-01</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
HBP	\$21,173	\$4,138		\$8,853	\$8,182				\$3,784	\$354	\$17,035
Local Funds	\$9,157	\$536	\$6,414	\$2,207					\$490	\$46	\$8,621
Local Funds AC	\$0			\$8,182	\$(8,182)						
<b>TOTAL</b>	<b>\$30,330</b>	<b>\$4,674</b>	<b>\$6,414</b>	<b>\$19,242</b>					<b>\$4,274</b>	<b>\$400</b>	<b>\$25,656</b>

<b>MPO ID: CHV70</b>		<b>RTIP #:23-05</b>										
Project Title:	Bikeway Design and Construction							TransNet - LSI: CR				
Project Description:	In Chula Vista - Broadway from C Street to Main Street (3.9 miles) - Design and construction of various Bikeway facilities citywide. Supplements grant funding of bikeway construction projects.											
Change Reason:	Increase funding											
Capacity Status:	NCI	Exempt Category:	Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: <b>\$8,895</b>												
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>	
TransNet - LSI	\$3,157	\$2,462		\$695					\$215		\$2,942	
TransNet - LSI Carry Over	\$4,677	\$4,022	\$655						\$194		\$4,483	
ATP - S	\$851	\$851							\$104		\$747	
Local Funds	\$105			\$105							\$105	
Local RTCIP	\$105		\$105								\$105	
<b>TOTAL</b>	<b>\$8,895</b>	<b>\$7,335</b>	<b>\$760</b>	<b>\$800</b>					<b>\$513</b>		<b>\$8,382</b>	

<b>PROJECT LAST AMENDED 23-02</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$2,462	\$2,462							\$115		\$2,347
TransNet - LSI Carry Over	\$4,677	\$4,022	\$655						\$194		\$4,483
ATP - S	\$851	\$851							\$104		\$747
Local RTCIP	\$105		\$105								\$105
<b>TOTAL</b>	<b>\$8,095</b>	<b>\$7,335</b>	<b>\$760</b>						<b>\$413</b>		<b>\$7,682</b>

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV75</b>		<b>RTIP #:23-05</b>
Project Title:	ADA Curb Ramps	<i>TransNet</i> - LSI: Maint
Project Description:	In Chula Vista - Citywide - Installation of American with Disabilities Act-compliant ramps at missing locations in accordance with the City's priority list	
Change Reason:	Increase funding, Revise funding between fiscal years	
Capacity Status:	NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **\$3,686**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$84	\$84							\$50		\$34
<i>TransNet</i> - LSI	\$2,572	\$961	\$611		\$250	\$250	\$250	\$250	\$430		\$2,142
<i>TransNet</i> - LSI Carry Over	\$1,030	\$494	\$536						\$92		\$938
<b>TOTAL</b>	<b>\$3,686</b>	<b>\$1,539</b>	<b>\$1,147</b>		<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$572</b>		<b>\$3,114</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L (Cash)	\$84	\$84							\$50		\$34
<i>TransNet</i> - LSI	\$2,211	\$961	\$250	\$250	\$250	\$250	\$250		\$430		\$1,781
<i>TransNet</i> - LSI Carry Over	\$1,030	\$494	\$536						\$92		\$938
<b>TOTAL</b>	<b>\$3,325</b>	<b>\$1,539</b>	<b>\$786</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>		<b>\$572</b>		<b>\$2,753</b>

<b>MPO ID: CHV79</b>		<b>RTIP #:23-05</b>
Project Title:	Raised Median Improvements	<i>TransNet</i> - LSI: CR
Project Description:	Telegraph Canyon Road from Paseo Del Rey to Medical Center Drive (.1 miles) - Design and construction of new/modification of existing raised medians to improve traffic safety.	
Change Reason:	Increase funding	
Capacity Status:	NCI Exempt Category: Safety - Adding medians	

Est Total Cost: **\$2,864**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$1,247	\$1,118	\$75	\$55					\$200		\$1,047
<i>TransNet</i> - LSI Carry Over	\$1,617	\$500	\$1,117						\$199		\$1,418
<b>TOTAL</b>	<b>\$2,864</b>	<b>\$1,618</b>	<b>\$1,192</b>	<b>\$55</b>					<b>\$399</b>		<b>\$2,465</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$1,192	\$1,118	\$75						\$200		\$992
<i>TransNet</i> - LSI Carry Over	\$1,617	\$500	\$1,117						\$199		\$1,418
<b>TOTAL</b>	<b>\$2,809</b>	<b>\$1,618</b>	<b>\$1,192</b>						<b>\$399</b>		<b>\$2,410</b>

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**Chula Vista, City of**

<b>MPO ID: CHV83</b>										<b>RTIP #:23-05</b>	
Project Title: Local Street Utility Undergrounding Districts										<i>TransNet</i> - LSI: Maint	
Project Description: In Chula Vista on F Street from Bay Boulevard to F St (.9 miles) - Associated work required to convert overhead utility lines to underground; includes traffic lighting and signal relocation/installation, pedestrian infrastructure.											
Change Reason: Reduce funding											
Capacity Status:NCI Exempt Category:Safety - Lighting improvements											
<b>Est Total Cost: \$290</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$181	\$61	\$120						\$131		\$50
<i>TransNet</i> - LSI Carry Over	\$109	\$38	\$71						\$109		
<b>TOTAL</b>	<b>\$290</b>	<b>\$99</b>	<b>\$191</b>						<b>\$240</b>		<b>\$50</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$381	\$61	\$120	\$50	\$50	\$50	\$50		\$331		\$50
<i>TransNet</i> - LSI Carry Over	\$109	\$38	\$71						\$109		
<b>TOTAL</b>	<b>\$490</b>	<b>\$99</b>	<b>\$191</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>		<b>\$440</b>		<b>\$50</b>

<b>MPO ID: CHV88</b>										<b>RTIP #:23-05</b>	
Project Title: F Street Promenade										<i>TransNet</i> - LSI: CR	
Project Description: F Street from Bay Boulevard to Broadway (.5 miles) - To complete design of F Street Promenade improvement plans which includes complete streets facilities such as bicycle paths, traffic signal modifications, street lighting, pedestrian lighting, sidewalk/crossing improvements and roadway resurfacing.											
Change Reason: Increase funding											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
<b>Est Total Cost: \$125</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$125		\$100	\$25					\$125		
<b>TOTAL</b>	<b>\$125</b>		<b>\$100</b>	<b>\$25</b>					<b>\$125</b>		
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$100		\$100						\$100		
<b>TOTAL</b>	<b>\$100</b>		<b>\$100</b>						<b>\$100</b>		

**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**Chula Vista, City of**

<b>MPO ID: CHV90</b>		<b>RTIP #:23-05</b>									
Project Title:		North Second Avenue Shoulder Improvements							TransNet - LSI: Maint		
Project Description:		Second Avenue from Shirley Street to Bayview Way (.13 miles) - Project upgrades existing guardrail on the easterly frontage of North Second Avenue. Includes roadway safety improvements at this location.									
Change Reason:		Increase funding									
Capacity Status:		NCI Exempt Category: Safety - Guardrails, median barriers, crash cushions									
Est Total Cost: <b>\$355</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$355		\$115	\$240					\$55		\$300
<b>TOTAL</b>	<b>\$355</b>		<b>\$115</b>	<b>\$240</b>					<b>\$55</b>		<b>\$300</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$115		\$115						\$15		\$100
<b>TOTAL</b>	<b>\$115</b>		<b>\$115</b>						<b>\$15</b>		<b>\$100</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Del Mar, City of**

<b>MPO ID: DM02</b>	<b>RTIP #:23-05</b>
Project Title: Local Match to Bridge Retrofit Projects	<i>TransNet</i> - LSI: CR
Project Description: Camino del Mar Bridge over San Dieguito River, Jimmy Durante Blvd Bridge, Via de la Valle Bridge, Camino del Mar Overpass. - Local match to federal Highway Bridge Program providing for seismic retrofit (part of CAL44); project will undertake full replacement of bridge upper deck, full depth pavement repair, and seismic upgrades	
Change Reason: Reduce funding, Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Safety - Non capacity widening or bridge reconstruction	

Est Total Cost: **\$374**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$289	\$279					\$10				\$289
Local Funds	\$85	\$32	\$13	\$15	\$8	\$8	\$9				\$85
<b>TOTAL</b>	<b>\$374</b>	<b>\$311</b>	<b>\$13</b>	<b>\$15</b>	<b>\$8</b>	<b>\$8</b>	<b>\$19</b>				<b>\$374</b>

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$718	\$279	\$111	\$120	\$65	\$68	\$75				\$718
<i>TransNet</i> - LSI Carry Over	\$250		\$250								\$250
Local Funds	\$85	\$32	\$13	\$15	\$8	\$8	\$9				\$85
<b>TOTAL</b>	<b>\$1,053</b>	<b>\$311</b>	<b>\$374</b>	<b>\$135</b>	<b>\$73</b>	<b>\$76</b>	<b>\$84</b>				<b>\$1,053</b>

**2023 Regional Transportation Improvement Program  
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**El Cajon, City of**

<b>MPO ID: EL03</b>		<b>RTIP #:23-05</b>
Project Title:	Overlay/Reconstruction Projects	RAS (M-39) <i>TransNet</i> - LSI: CR
Project Description:	Various locations per the attached list - street reconstruction and overlays greater than 1" thick, including thoroughfares, collectors & residential streets	
Change Reason:	Increase funding	
	Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation	

**Est Total Cost: \$52,183**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$6,747	\$6,747									\$6,747
<i>TransNet</i> - L (Cash)	\$2,541	\$2,541									\$2,541
<i>TransNet</i> - LSI	\$18,521	\$11,107	\$1,636	\$1,600	\$1,178	\$1,500	\$1,500				\$18,521
<i>TransNet</i> - LSI (Cash)	\$416	\$416									\$416
<i>TransNet</i> - LSI Carry Over	\$14,871	\$8,871		\$6,000							\$14,871
Local Funds	\$8,807	\$4,457	\$1,450	\$1,450	\$1,450						\$8,807
Local RTCIP	\$280	\$280									\$280
<b>TOTAL</b>	<b>\$52,183</b>	<b>\$34,419</b>	<b>\$3,086</b>	<b>\$9,050</b>	<b>\$2,628</b>	<b>\$1,500</b>	<b>\$1,500</b>				<b>\$52,183</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - L	\$6,747	\$6,747									\$6,747
<i>TransNet</i> - L (Cash)	\$2,541	\$2,541									\$2,541
<i>TransNet</i> - LSI	\$18,521	\$11,107	\$1,636	\$1,600	\$1,178	\$1,500	\$1,500				\$18,521
<i>TransNet</i> - LSI (Cash)	\$416	\$416									\$416
<i>TransNet</i> - LSI Carry Over	\$8,871	\$8,871									\$8,871
Local Funds	\$8,807	\$4,457	\$1,450	\$1,450	\$1,450						\$8,807
Local RTCIP	\$280	\$280									\$280
<b>TOTAL</b>	<b>\$46,183</b>	<b>\$34,419</b>	<b>\$3,086</b>	<b>\$3,050</b>	<b>\$2,628</b>	<b>\$1,500</b>	<b>\$1,500</b>				<b>\$46,183</b>



**2023 Regional Transportation Improvement Program  
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San Diego Region (in \$000s)**

**El Cajon, City of**

<b>MPO ID: EL11</b>		<b>RTIP #:23-05</b>
Project Title:	Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs	<i>TransNet - LSI: Maint</i>
Project Description:	Various locations as shown on the Maintenance Zone Map - repair damaged sidewalk, curb and gutter, pedestrian ramps, driveways, etc.	
Change Reason:	Increase funding	
Capacity Status:	NCI Exempt Category: Air Quality - Bicycle and pedestrian facilities	

<b>Est Total Cost: \$6,931</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - L</i>	\$450	\$450							\$150		\$300
<i>TransNet - L (Cash)</i>	\$250	\$250									\$250
<i>TransNet - LSI</i>	\$3,783	\$2,604	\$215	\$364	\$100	\$250	\$250				\$3,783
<i>TransNet - LSI (Cash)</i>	\$8	\$8									\$8
<i>TransNet - LSI Carry Over</i>	\$1,165	\$615		\$550							\$1,165
Local Funds	\$1,275	\$525	\$250	\$250	\$250						\$1,275
<b>TOTAL</b>	<b>\$6,931</b>	<b>\$4,452</b>	<b>\$465</b>	<b>\$1,164</b>	<b>\$350</b>	<b>\$250</b>	<b>\$250</b>		<b>\$150</b>		<b>\$6,781</b>

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - L</i>	\$450	\$450							\$150		\$300
<i>TransNet - L (Cash)</i>	\$250	\$250									\$250
<i>TransNet - LSI</i>	\$3,783	\$2,604	\$215	\$364	\$100	\$250	\$250				\$3,783
<i>TransNet - LSI (Cash)</i>	\$8	\$8									\$8
<i>TransNet - LSI Carry Over</i>	\$615	\$615									\$615
Local Funds	\$1,275	\$525	\$250	\$250	\$250						\$1,275
<b>TOTAL</b>	<b>\$6,381</b>	<b>\$4,452</b>	<b>\$465</b>	<b>\$614</b>	<b>\$350</b>	<b>\$250</b>	<b>\$250</b>		<b>\$150</b>		<b>\$6,231</b>

<b>MPO ID: EL21</b>		<b>RTIP #:23-05</b>
Project Title:	Street Resurfacing with Slurry Seals	<i>TransNet - LSI: Maint</i>
Project Description:	Various locations in the City - as grouped by the maintenance zone map for street resurfacing with rubber polymer modified slurry (RPMS) seals less than 1" thick	
Change Reason:	Increase funding	
Capacity Status:	NCI Exempt Category: Safety - Pavement resurfacing and/or rehabilitation	

<b>Est Total Cost: \$12,394</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$4,575	\$2,075	\$500	\$500	\$500	\$500	\$500				\$4,575
<i>TransNet - LSI (Cash)</i>	\$5	\$5									\$5
<i>TransNet - LSI Carry Over</i>	\$4,814	\$3,814		\$1,000							\$4,814
Local Funds	\$3,000	\$1,200	\$600	\$600	\$600						\$3,000
<b>TOTAL</b>	<b>\$12,394</b>	<b>\$7,094</b>	<b>\$1,100</b>	<b>\$2,100</b>	<b>\$1,100</b>	<b>\$500</b>	<b>\$500</b>				<b>\$12,394</b>

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$4,575	\$2,075	\$500	\$500	\$500	\$500	\$500				\$4,575
<i>TransNet - LSI (Cash)</i>	\$5	\$5									\$5
<i>TransNet - LSI Carry Over</i>	\$3,814	\$3,814									\$3,814
Local Funds	\$3,000	\$1,200	\$600	\$600	\$600						\$3,000
<b>TOTAL</b>	<b>\$11,394</b>	<b>\$7,094</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$1,100</b>	<b>\$500</b>	<b>\$500</b>				<b>\$11,394</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Encinitas, City of**

<b>MPO ID: ENC51</b>										<b>RTIP #:23-05</b>	
Project Title: Leucadia At-Grade Crossings											
Project Description: NCTD railroad at Grandview Street and Phoebe Street - The project would provide safe new crossing locations. Some people who seek to cross east to west, trespass and cross the tracks on foot at-grade, which is unsafe. This project will install pedestrian crossings of the NCTD railroad at Grandview Street and Phoebe Street											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Safety - Railroad/highway crossing											
<b>Est Total Cost: \$6,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$375			\$375					\$375		
<b>TOTAL</b>	<b>\$375</b>			<b>\$375</b>					<b>\$375</b>		

<b>MPO ID: ENC52</b>										<b>RTIP #:23-05</b>	
Project Title: Citywide Rail Corridor Quiet Zone											
Project Description: Between North Vulcan Avenue and N Coast Highway 101 from East E Street to Leucadia Boulevard (1.46 miles) - This project involves the development of a citywide quiet zone that will extend from East E Street through Leucadia, including the at-grade vehicular crossings at D Street, Encinitas Coaster Station, and Leucadia Boulevard. The project requires coordination with FRA and CPUC, and design and implementation of required supplemental safety measures. This project will reduce noise impacts of the existing rail system and will provide an increasing benefit into the future as rail traffic increases.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Safety - Railroad/hwy crossing warning devices											
<b>Est Total Cost: \$12,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$1,000		\$750	\$250					\$1,000		
<b>TOTAL</b>	<b>\$1,000</b>		<b>\$750</b>	<b>\$250</b>					<b>\$1,000</b>		

<b>MPO ID: ENC53</b>										<b>RTIP #:23-05</b>	
Project Title: La Costa Avenue Pedestrian Path											
Project Description: La Costa Avenue from Vulcan Avenue to I-5 (.5 miles) - This project is to construct a decomposed granite pedestrian path on the south side of La Costa Ave. from Vulcan Avenue to I-5 and add a bicycle buffer lane. This project will improve walkability, reduces traffic, and benefits public health.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
<b>Est Total Cost: \$1,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$311			\$311					\$311		
<b>TOTAL</b>	<b>\$311</b>			<b>\$311</b>					<b>\$311</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Encinitas, City of**

<b>MPO ID: ENC54</b>										<b>RTIP #:23-05</b>	
Project Title: Storm Drain Improvements and Repair											
Project Description: Not Location Specific - The City's storm drain system is aging and as such, some deterioration and failures are expected. Some work involved in this project includes cleaning existing CMP culverts, complete point repairs along the culverts, and lining culverts. The work also includes emergency channel repair consisting of demolition of collapsed gabion retaining wall and construction of new gabion retaining wall.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Safety - Hazard elimination program											
<b>Est Total Cost: \$11,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$3,250		\$2,000	\$250	\$250	\$250	\$250	\$250			\$3,250
<b>TOTAL</b>	<b>\$3,250</b>		<b>\$2,000</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>	<b>\$250</b>			<b>\$3,250</b>

<b>MPO ID: ENC55</b>										<b>RTIP #:23-05</b>	
Project Title: N Coast Highway 101 Drainage Improvements											
Project Description: N Coast Highway 101 from Basil Street to La Costa Avenue (1.5 miles) - The North Coast Highway 101 (N101) Drainage Improvements Project is located within the N101 road right-of-way . Major drainage improvements are planned on N101 from Basil Street north to La Costa Avenue. This project will reduce the frequency and intensity of flooding that is common on the N101. Runoff from a 200-acre drainage area ponds on N101 impacting the bike lane, pedestrian walkways, parking areas, bus stops, homes, businesses and the traveled way.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Safety - Hazard elimination program											
<b>Est Total Cost: \$25,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Federal Disc.-CPF-Hwy/Infra	\$4,000			\$4,000							\$4,000
Local Funds	\$356		\$356						\$356		
<b>TOTAL</b>	<b>\$4,356</b>		<b>\$356</b>	<b>\$4,000</b>					<b>\$356</b>		<b>\$4,000</b>

<b>MPO ID: ENC56</b>										<b>RTIP #:23-05</b>	
Project Title: ADA Improvements											
Project Description: Not Location Specific - This project involves replacing existing curb ramps that are not in compliance with current ADA Standards											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
<b>Est Total Cost: \$500</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$350		\$50	\$50	\$50	\$50	\$50	\$100			\$350
<b>TOTAL</b>	<b>\$350</b>		<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$50</b>	<b>\$100</b>			<b>\$350</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC08</b>	<b>RTIP #:23-05</b>
<p>Project Title: Felicity Ave/Juniper Street</p> <p>Project Description: Juniper Street between Chestnut Street and Vermont Avenue; Felicity Avenue between Juniper Street and Escondido Boulevard - The first phase of this project widens Juniper Street between Felicity Avenue and Chestnut Street with Active Transportation Program grant (Juniper Safe Routes to School Project) and Transnet funding. This phase is expected to be completed during Summer 2023. A future phase is to widen Felicity Avenue from Escondido Boulevard to Juniper Street to add one lane in each direction in accordance with the Circulation Element and as needed to address the current failing level of service. Local funds are programmed in FY27/28 to begin design.. Toll Credits will be used to match federal funds for the CON phase</p> <p>Change Reason: Reduce funding</p>	<p>RTP REF: A-27; B-34 RAS (T2-3) <i>TransNet</i> - LSI: CR</p>
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: <b>\$4,722</b>		Open to Traffic: Phase 1: Dec 2022		Phase 2: Jun 2030							
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$212	\$162	\$50								\$212
<i>TransNet</i> - LSI Carry Over	\$538		\$538								\$538
ATP - R	\$1,336	\$1,336							\$179		\$1,157
Local Funds	\$2,636			\$286	\$450	\$500	\$1,400		\$250	\$250	\$2,136
<b>TOTAL</b>	<b>\$4,722</b>	<b>\$1,498</b>	<b>\$588</b>	<b>\$286</b>	<b>\$450</b>	<b>\$500</b>	<b>\$1,400</b>		<b>\$429</b>	<b>\$250</b>	<b>\$4,043</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$2,212	\$162	\$50			\$600	\$1,400				\$2,212
<i>TransNet</i> - LSI Carry Over	\$538		\$538								\$538
ATP - R	\$1,336	\$1,336							\$179		\$1,157
Local Funds	\$2,350				\$450	\$500	\$1,400		\$250	\$250	\$1,850
<b>TOTAL</b>	<b>\$6,436</b>	<b>\$1,498</b>	<b>\$588</b>		<b>\$450</b>	<b>\$1,100</b>	<b>\$2,800</b>		<b>\$429</b>	<b>\$250</b>	<b>\$5,757</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC37</b>		<b>RTIP #:23-05</b>
Project Title:	Pavement Maintenance	<i>TransNet - LSI: Maint</i>
Project Description:	Various streets - This is an annual project that includes maintenance (crackseal, chipseal, slurry, sidewalk repairs) of various street elements citywide. This annual project provides for the maintenance and repair of City streets. Work is focused on one of eight maintenance zones each year. In addition, the project repairs lifted sidewalks and stripes bike lanes on resurfaced streets in accordance with the Bicycle Master Plan.	
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: <b>\$27,985</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$8,762		\$1,397	\$1,595	\$869	\$1,361	\$1,747	\$1,793			\$8,762
<i>TransNet - LSI (Cash)</i>	\$1		\$1								\$1
<i>TransNet - LSI Carry Over</i>	\$1,028		\$1,028								\$1,028
Local Funds	\$18,194		\$3,780	\$3,551	\$3,586	\$3,621	\$3,656				\$18,194
<b>TOTAL</b>	<b>\$27,985</b>		<b>\$6,206</b>	<b>\$5,146</b>	<b>\$4,455</b>	<b>\$4,982</b>	<b>\$5,403</b>	<b>\$1,793</b>			<b>\$27,985</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$7,457		\$1,397	\$1,449	\$1,491	\$1,537	\$1,583				\$7,457
<i>TransNet - LSI (Cash)</i>	\$1		\$1								\$1
<i>TransNet - LSI Carry Over</i>	\$1,028		\$1,028								\$1,028
Local Funds	\$18,194		\$3,780	\$3,551	\$3,586	\$3,621	\$3,656				\$18,194
<b>TOTAL</b>	<b>\$26,680</b>		<b>\$6,206</b>	<b>\$5,000</b>	<b>\$5,077</b>	<b>\$5,158</b>	<b>\$5,239</b>				<b>\$26,680</b>

<b>MPO ID: ESC38</b>		<b>RTIP #:23-05</b>
Project Title:	Pavement Rehabilitation/Reconstruction	<i>TransNet - LSI: CR</i>
Project Description:	various roads - Annual pavement project to rehabilitate existing pavement greater than 1" in depth within one of the city's 8 maintenance zones. Each year, the project rotates to a new zone, and identifies roads in need of rehabilitation or reconstruction.	
Change Reason:	Reduce funding	
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: <b>\$4,794</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$2,009			\$1,349			\$275	\$385			\$2,009
<i>TransNet - LSI (Cash)</i>	\$3		\$3								\$3
<i>TransNet - LSI Carry Over</i>	\$2,782		\$2,782								\$2,782
<b>TOTAL</b>	<b>\$4,794</b>		<b>\$2,785</b>	<b>\$1,349</b>			<b>\$275</b>	<b>\$385</b>			<b>\$4,794</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$6,202			\$1,401	\$1,430	\$1,678	\$1,693				\$6,202
<i>TransNet - LSI (Cash)</i>	\$3		\$3								\$3
<i>TransNet - LSI Carry Over</i>	\$2,782		\$2,782								\$2,782
<b>TOTAL</b>	<b>\$8,987</b>		<b>\$2,785</b>	<b>\$1,401</b>	<b>\$1,430</b>	<b>\$1,678</b>	<b>\$1,693</b>				<b>\$8,987</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

**MPO ID: ESC39**

**RTIP #:23-05**

Project Title: Traffic Signals *TransNet - LSI: CR*

Project Description: Various Locations - This project is for traffic signal and intersection improvements Citywide as prioritized in the City's Local Roadway Safety Plan. Grant match funding is provided for a Highway Safety Improvement Program Grant secured for Project #1 in the LRSP that improves 12 of the priority locations. Funding is also programmed within the five-year planning horizon for construction of Projects #2 & #3 in the LRSP and study for further evaluation of Project #5 identified in the LRSP. This project also includes construction of improvements to the traffic signal located at Washington and Rose.

Change Reason: Increase funding

Capacity Status:NCI Exempt Category:All Projects - Intersection signalization projects at individual intersections

Est Total Cost: **\$8,527**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$5,770		\$1,100	\$170	\$1,500	\$1,500	\$750	\$750			\$5,770
<i>TransNet - LSI Carry Over</i>	\$1,245		\$1,245								\$1,245
Local Funds	\$1,512		\$1,162	\$350							\$1,512
<b>TOTAL</b>	<b>\$8,527</b>		<b>\$3,507</b>	<b>\$520</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$750</b>	<b>\$750</b>			<b>\$8,527</b>

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$2,400		\$1,100	\$650	\$650						\$2,400
<i>TransNet - LSI Carry Over</i>	\$1,245		\$1,245								\$1,245
Local Funds	\$1,512		\$1,162	\$350							\$1,512
<b>TOTAL</b>	<b>\$5,157</b>		<b>\$3,507</b>	<b>\$1,000</b>	<b>\$650</b>						<b>\$5,157</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC50</b>		<b>RTIP #:23-05</b>
Project Title:	Lincoln Parkway Median Improvements	RAS (T2-3) TransNet - LSI: CR
Project Description:	Lincoln Parkway/Avenue from Garrick Way to Fig Street (.21 miles) - This project updates the Specific Alignment Plan for Lincoln Parkway/Avenue to address the current capacity deficiency and improve safety. Future year programming is projected to complete environmental review, design and construction for widening of Lincoln Parkway/Avenue between Garrick Way and Fig Street. The project is expected to include medians, sidewalks, bike lanes, traffic calming, and improvements to the intersection at Lincoln/Fig St. for this key gateway to the City.	
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Safety - Adding medians

Est Total Cost: <b>\$8,340</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$0										
Local Funds	\$8,340		\$750	\$250	\$2,424	\$2,624	\$2,292		\$750		\$7,590
<b>TOTAL</b>	<b>\$8,340</b>		<b>\$750</b>	<b>\$250</b>	<b>\$2,424</b>	<b>\$2,624</b>	<b>\$2,292</b>		<b>\$750</b>		<b>\$7,590</b>

PROJECT LAST AMENDED 23-00											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$707					\$707					\$707
Local Funds	\$6,054		\$750	\$672	\$1,128	\$2,244	\$1,260		\$750		\$5,304
<b>TOTAL</b>	<b>\$6,761</b>		<b>\$750</b>	<b>\$672</b>	<b>\$1,128</b>	<b>\$2,951</b>	<b>\$1,260</b>		<b>\$750</b>		<b>\$6,011</b>

<b>MPO ID: ESC51</b>		<b>RTIP #:23-05</b>
Project Title:	Comprehensive Active Transportation Strategy	
Project Description:	A Comprehensive Active Transportation Strategy (CATS) evaluates current infrastructure and demand to develop a well-connected active transportation network. This study also includes an update to the Mobility Element of the General Plan. The CATS will evaluate trail, bike lane and sidewalk connectivity to ensure that limited resources are used to improve the highest priority facilities. Funds budgeted in FY25 through FY28 are included as matching funds for grant applications for the highest priority projects identified in the CATS.	
Change Reason:	Increase funding, Revise funding between fiscal years	
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: <b>\$3,000</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$2,500			\$250	\$250	\$500	\$750	\$750	\$250		\$2,250
TransNet - LSI Carry Over	\$500		\$500						\$250		\$250
<b>TOTAL</b>	<b>\$3,000</b>		<b>\$500</b>	<b>\$250</b>	<b>\$250</b>	<b>\$500</b>	<b>\$750</b>	<b>\$750</b>	<b>\$500</b>		<b>\$2,500</b>

PROJECT LAST AMENDED 23-00											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$1,850			\$250	\$400	\$600	\$600				\$1,850
TransNet - LSI Carry Over	\$500		\$500						\$250		\$250
<b>TOTAL</b>	<b>\$2,350</b>		<b>\$500</b>	<b>\$250</b>	<b>\$400</b>	<b>\$600</b>	<b>\$600</b>		<b>\$250</b>		<b>\$2,100</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

MPO ID: ESC52										RTIP #:23-05	
Project Title: Bear Valley Parkway at Sunset								RAS (T2-3)			
Project Description: Bear Valley Parkway from Encino Drive to Sunset (.5 miles) - Widening of Bear Valley Parkway from the southerly limit of the Wohlford Residential project to Sunset/Ranchito.											
Change Reason: Reduce funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$3,575</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$3,575		\$575		\$500	\$250	\$500	\$1,750	\$575		\$3,000
<b>TOTAL</b>	<b>\$3,575</b>		<b>\$575</b>		<b>\$500</b>	<b>\$250</b>	<b>\$500</b>	<b>\$1,750</b>	<b>\$575</b>		<b>\$3,000</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Local Funds	\$3,682		\$575	\$1,857	\$1,250				\$2,432		\$1,250
<b>TOTAL</b>	<b>\$3,682</b>		<b>\$575</b>	<b>\$1,857</b>	<b>\$1,250</b>				<b>\$2,432</b>		<b>\$1,250</b>

MPO ID: ESC55										RTIP #:23-05	
Project Title: Midway and E. Valley Drainage Improvements								TransNet - LSI: CR			
Project Description: E Valley Parkway; Midway Drive - Construct a new storm drain system and upsize the existing system to remove structures and roadways from the floodplain. The FEMA floodplain areas along E. Valley Parkway, between Ash and Citrus, and along Midway Drive, between Bear Valley Parkway and Lincoln Ave have been studied to determine necessary improvements. The preliminary drainage study estimates a total cost of \$34.7M. The City is seeking a grant to cover 75% or more of the costs of the project. The funds programmed are intended to serve as grant matching funds.											
Change Reason: Reduce funding											
Capacity Status:NCI Exempt Category:Other - Transportation enhancement activities											
Est Total Cost: <b>\$34,700</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$2,200		\$2,200						\$2,200		
Local Funds	\$803		\$803						\$803		
<b>TOTAL</b>	<b>\$3,003</b>		<b>\$3,003</b>						<b>\$3,003</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$4,350		\$2,200	\$1,150	\$1,000				\$2,200		\$2,150
Local Funds	\$4,497		\$803	\$784	\$779	\$1,070	\$1,061		\$803		\$3,694
<b>TOTAL</b>	<b>\$8,847</b>		<b>\$3,003</b>	<b>\$1,934</b>	<b>\$1,779</b>	<b>\$1,070</b>	<b>\$1,061</b>		<b>\$3,003</b>		<b>\$5,844</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC56</b>										<b>RTIP #:23-05</b>	
Project Title: Escondido Creek Trail Project											
Project Description: Improvements to approximately 4.5 miles of the Escondido Creek Trail (between Harmony Grove Road and Midway Drive). Work to include resurfacing, striping, landscaping, fencing, and lighting.											
Change Reason: Increase funding											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
<b>Est Total Cost: \$13,128</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$900		\$260	\$320	\$320						\$900
TransNet - LSI Carry Over	\$2,368		\$2,368								\$2,368
<b>TOTAL</b>	<b>\$3,268</b>		<b>\$2,628</b>	<b>\$320</b>	<b>\$320</b>						<b>\$3,268</b>

\* Additional funding provide by California Coastal Conservancy Grant of \$8.5 M and \$1M ARPA funds

<b>PROJECT LAST AMENDED 23-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$260		\$260								\$260
TransNet - LSI Carry Over	\$2,368		\$2,368								\$2,368
<b>TOTAL</b>	<b>\$2,628</b>		<b>\$2,628</b>								<b>\$2,628</b>

<b>MPO ID: ESC57</b>										<b>RTIP #:23-05</b>	
Project Title: South Escondido Access Improvement Project											
Project Description: Intersection at Centre City Parkway and Brotherton Road - Centre City Parkway at Brotherton Road - Install a new traffic signal and ADA-compliant improvements; frontage streets S. Centre City Parkway and S. Escondido Boulevard to be included in the design. Project to include landscape and hardscape improvements. Centre City Parkway at S. Escondido Boulevard - Restrict left turns from S. Escondido Boulevard and install new ADA-compliant improvements.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:All Projects - Intersection signalization projects at individual intersections											
<b>Est Total Cost: \$1,925</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Federal Disc.-CPF-HwyInfra	\$1,400			\$1,400							\$1,400
Local Funds	\$525		\$350	\$175					\$350		\$175
<b>TOTAL</b>	<b>\$1,925</b>		<b>\$350</b>	<b>\$1,575</b>					<b>\$350</b>		<b>\$1,575</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Escondido, City of**

<b>MPO ID: ESC58</b>		<b>RTIP #:23-05</b>									
Project Title:	Escondido Creek Drainage Capacity Upgrades								TransNet - LSI: CR		
Project Description:	various roads - This project upgrades the drainage system to improve over six miles of deficient capacity storm drains to alleviate localized flooding and improve safety as identified in the City's Master Drainage Facility Plan.										
Change Reason:	New Project										
	Capacity Status:NCI					Exempt Category:Safety - Hazard elimination program					
Est Total Cost: <b>\$7,680</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - LSI	\$7,680			\$480	\$1,800	\$1,800	\$1,800	\$1,800	\$480		\$7,200
<b>TOTAL</b>	<b>\$7,680</b>			<b>\$480</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$1,800</b>	<b>\$480</b>		<b>\$7,200</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Imperial Beach, City of**

MPO ID: IB02		RTIP #:23-05									
Project Title:	Street Maintenance Operations								TransNet - LSI: Maint		
Project Description:	Various locations - preventative maintenance - slurry seals and localized pavement repairs										
Change Reason:	Reduce funding										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: <b>\$6,133</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$1,655	\$1,655									\$1,655
TransNet - LSI	\$3,860	\$2,637	\$190	\$165	\$267	\$296	\$305				\$3,860
TransNet - LSI Carry Over	\$618	\$507	\$111								\$618
<b>TOTAL</b>	<b>\$6,133</b>	<b>\$4,799</b>	<b>\$301</b>	<b>\$165</b>	<b>\$267</b>	<b>\$296</b>	<b>\$305</b>				<b>\$6,133</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L	\$1,655	\$1,655									\$1,655
TransNet - LSI	\$4,026	\$2,637	\$190	\$203	\$307	\$339	\$350				\$4,026
TransNet - LSI Carry Over	\$618	\$507	\$111								\$618
<b>TOTAL</b>	<b>\$6,299</b>	<b>\$4,799</b>	<b>\$301</b>	<b>\$203</b>	<b>\$307</b>	<b>\$339</b>	<b>\$350</b>				<b>\$6,299</b>

MPO ID: IB12		RTIP #:23-05									
Project Title:	Major Street Improvements								TransNet - LSI: CR		
Project Description:	Various Locations - work includes but not limited to overlay greater than 1", new sidewalks, curbs and gutters, ramps, and storm drain										
Change Reason:	Reduce funding										
Capacity Status:NCI		Exempt Category:Safety - Pavement resurfacing and/or rehabilitation									
Est Total Cost: <b>\$9,229</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$200	\$200									\$200
TransNet - LSI	\$6,682	\$4,117	\$383	\$158	\$623	\$692	\$711		\$1,700		\$4,982
TransNet - LSI Carry Over	\$2,347	\$2,088	\$259						\$854		\$1,493
<b>TOTAL</b>	<b>\$9,229</b>	<b>\$6,405</b>	<b>\$642</b>	<b>\$158</b>	<b>\$623</b>	<b>\$692</b>	<b>\$711</b>		<b>\$2,554</b>		<b>\$6,675</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - L (Cash)	\$200	\$200									\$200
TransNet - LSI	\$7,070	\$4,117	\$383	\$247	\$716	\$790	\$816		\$1,739		\$5,331
TransNet - LSI Carry Over	\$2,347	\$2,088	\$259						\$854		\$1,493
<b>TOTAL</b>	<b>\$9,617</b>	<b>\$6,405</b>	<b>\$642</b>	<b>\$247</b>	<b>\$716</b>	<b>\$790</b>	<b>\$816</b>		<b>\$2,593</b>		<b>\$7,024</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**La Mesa, City of**

<b>MPO ID: LAM17</b>		<b>RTIP #:23-05</b>
Project Title:	Street Construction (CR)	<i>TransNet - LSI: CR</i>
Project Description:	Resurfacing Projects Citywide - rehabilitate pavement of identified priority streets that are in poor condition and in need of major reconstruction including removal of existing pavement greater than 1" in depth, and construction of new structural pavement to provide a smooth travel surface	
Change Reason:	Reduce funding	
	Capacity Status:NCI	Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: <b>\$4,660</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - CP</i>	\$2,500	\$2,500							\$150		\$2,350
<i>TransNet - L</i>	\$1,100	\$1,100							\$100		\$1,000
<i>TransNet - LSI</i>	\$665	\$668	\$(3)						\$80		\$585
<i>TransNet - LSI Carry Over</i>	\$392	\$392									\$392
<b>TOTAL</b>	<b>\$4,657</b>	<b>\$4,660</b>	<b>\$(3)</b>						<b>\$330</b>		<b>\$4,327</b>

PROJECT LAST AMENDED 14-30											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - CP</i>	\$2,500	\$2,500							\$150		\$2,350
<i>TransNet - L</i>	\$1,100	\$1,100							\$100		\$1,000
<i>TransNet - LSI</i>	\$668	\$668							\$80		\$588
<i>TransNet - LSI Carry Over</i>	\$392	\$392									\$392
<b>TOTAL</b>	<b>\$4,660</b>	<b>\$4,660</b>							<b>\$330</b>		<b>\$4,330</b>

<b>MPO ID: LAM40</b>		<b>RTIP #:23-05</b>
Project Title:	Street Reconstruction (CR)	<i>TransNet - LSI: CR</i>
Project Description:	In La Mesa, various locations citywide - street reconstruction including construction of a new structural pavement surface greater than 1" in depth, to provide a smooth travel surface	
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: <b>\$2,934</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$2,714		\$164	\$450	\$700	\$700	\$700				\$2,714
<i>TransNet - LSI Carry Over</i>	\$220		\$220								\$220
<b>TOTAL</b>	<b>\$2,934</b>		<b>\$384</b>	<b>\$450</b>	<b>\$700</b>	<b>\$700</b>	<b>\$700</b>				<b>\$2,934</b>

PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$2,714		\$164	\$450	\$700	\$700	\$700				\$2,714
<i>TransNet - LSI Carry Over</i>	\$217		\$217								\$217
<b>TOTAL</b>	<b>\$2,931</b>		<b>\$381</b>	<b>\$450</b>	<b>\$700</b>	<b>\$700</b>	<b>\$700</b>				<b>\$2,931</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD02</b>	<b>RTIP #:23-05</b>
Project Title: Preventive Maintenance	
Project Description: NCTD service area - This project funds preventive maintenance for the District bus fixed route, paratransit, rail, facilities, maintenance of way and signals.	
Change Reason: Reduce funding	
Capacity Status: NCI	Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: **\$227,786**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$119,993		\$22,491	\$20,039	\$21,070	\$27,905	\$28,489		\$119,993		
FTA 5337	\$73,475		\$1,398	\$15,084	\$17,667	\$19,505	\$19,821		\$73,475		
SB1 - SGR	\$9,124		\$1,826	\$1,824	\$1,824	\$1,824	\$1,824		\$9,124		
SB1 - SRA Commuter	\$8,443				\$643	\$3,900	\$3,900		\$8,443		
SB1 - TIRCP	\$765		\$765						\$765		
State Cash	\$1,979					\$414	\$1,566		\$1,979		
TDA	\$14,007			\$4,148	\$6,313	\$3,546			\$14,007		
<b>TOTAL</b>	<b>\$227,786</b>		<b>\$26,480</b>	<b>\$41,095</b>	<b>\$47,517</b>	<b>\$57,094</b>	<b>\$55,600</b>		<b>\$227,786</b>		

**PROJECT LAST AMENDED 23-03**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$121,976		\$24,473	\$20,039	\$21,070	\$27,905	\$28,489		\$121,976		
FTA 5337	\$79,061		\$6,984	\$15,084	\$17,667	\$19,505	\$19,821		\$79,061		
SB1 - SGR	\$9,124		\$1,826	\$1,824	\$1,824	\$1,824	\$1,824		\$9,124		
SB1 - SRA Commuter	\$8,443				\$643	\$3,900	\$3,900		\$8,443		
SB1 - TIRCP	\$765		\$765						\$765		
State Cash	\$1,979					\$414	\$1,566		\$1,979		
TDA	\$15,899			\$6,040	\$6,313	\$3,546			\$15,899		
<b>TOTAL</b>	<b>\$237,247</b>		<b>\$34,048</b>	<b>\$42,987</b>	<b>\$47,517</b>	<b>\$57,094</b>	<b>\$55,600</b>		<b>\$237,247</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD05</b>	<b>RTIP #:23-05</b>
Project Title:	Bus Revenue Vehicle Purchases & Related Equipment
Project Description:	NCTD service area - This project funds the programmatic replacement of fixed route buses that have reached the end of their service life, and the programmatic rebuild of fixed route buses engines and transmissions. The twenty-two (22) non-revenue vehicle purchase includes: Five (5) standard cab trucks with service body, One (1) stake bed standard cab truck, One (1) shop truck with combination body and lift gate, One (1) crew cab four-wheel drive truck, Two (2) extended cab, service body, four-wheel drive trucks, Six (6) standard SUVs, Six (6) four-wheel drive, small SUVs. The eight (8) Hydrogen Fuel Cell Electric Bus purchase includes: Eight (8) New Flyer Xcelsior CHARGE H2 40 foot, 37 passenger, hydrogen fuel cell electric buses.
Change Reason:	Delete fund source, Reduce funding
Capacity Status:NCI	Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

**Est Total Cost: \$122,864**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,104									\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$15,626	\$8,478	\$5,270	\$470	\$470	\$470	\$470				\$15,626
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$15,124	\$5,220	\$1,200	\$2,901	\$2,901	\$2,901					\$15,124
SB1 - SGR	\$1,604	\$1,604									\$1,604
STA	\$3,237	\$2,650	\$117	\$117	\$117	\$117	\$117				\$3,237
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,509	\$7,509									\$7,509
<b>TOTAL</b>	<b>\$122,864</b>	<b>\$105,225</b>	<b>\$6,587</b>	<b>\$3,488</b>	<b>\$3,488</b>	<b>\$3,488</b>	<b>\$587</b>				<b>\$122,864</b>

**PROJECT LAST AMENDED 23-03**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$1,509	\$1,509									\$1,509
TransNet - Transit (Cash)	\$1,155	\$1,155									\$1,155
FTA 5307	\$49,104	\$49,104									\$49,104
FTA 5309 (Bus)	\$4,622	\$4,622									\$4,622
FTA 5311	\$2,036	\$2,036									\$2,036
FTA 5339	\$15,626	\$8,478	\$5,270	\$470	\$470	\$470	\$470				\$15,626
FTA Funds - AR-5311	\$578	\$578									\$578
Other State - LCTOP	\$15,124	\$5,220	\$1,200	\$2,901	\$2,901	\$2,901					\$15,124
SB1 - SGR	\$1,604	\$1,604									\$1,604
STA	\$3,237	\$2,650	\$117	\$117	\$117	\$117	\$117				\$3,237
TCRP	\$7,700	\$7,700									\$7,700
Local Funds	\$13,060	\$13,060									\$13,060
TDA	\$7,865	\$7,509		\$356							\$7,865
<b>TOTAL</b>	<b>\$123,220</b>	<b>\$105,225</b>	<b>\$6,587</b>	<b>\$3,844</b>	<b>\$3,488</b>	<b>\$3,488</b>	<b>\$587</b>				<b>\$123,220</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD06</b>	<b>RTIP #:23-05</b>
Project Title: Bus/Rail Support Equipment & Facilities	
Project Description: NCTD service area - This project funds District state of good repair projects, including the repair, replacement and upgrade of fixed route and rail operations facilities and equipment, including information technology and fare revenue equipment	
Change Reason: Increase funding	
Capacity Status: NCI	Exempt Category: Mass Transit - Purchase of office, shop and operating equipment for existing facilities

Est Total Cost: **\$97,037**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$36,848	\$33,112	\$3,736								\$36,848
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$16,301	\$11,466	\$4,798	\$37							\$16,301
FTA 5339	\$11,340	\$4,327	\$1,364	\$1,383	\$1,402	\$1,422	\$1,442				\$11,340
Federal Disc.-CPF-TransInfra	\$1,718		\$1,718								\$1,718
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
SB1 - TIRCP	\$4,292		\$130		\$1,363	\$1,400	\$1,400				\$4,292
STA	\$8,595	\$3,784	\$1,285	\$2,474	\$346	\$351	\$355				\$8,595
Local Funds	\$10,049	\$10,049									\$10,049
TDA	\$6,024	\$6,000	\$24								\$6,024
<b>TOTAL</b>	<b>\$97,037</b>	<b>\$70,608</b>	<b>\$13,055</b>	<b>\$3,894</b>	<b>\$3,111</b>	<b>\$3,173</b>	<b>\$3,197</b>				<b>\$97,037</b>

**PROJECT LAST AMENDED 23-03**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$35,185	\$33,112	\$2,073								\$35,185
FTA 5309 (Bus)	\$332	\$332									\$332
FTA 5337	\$16,700	\$11,466	\$5,196	\$37							\$16,700
FTA 5339	\$11,395	\$4,327	\$1,419	\$1,383	\$1,402	\$1,422	\$1,442				\$11,395
Federal Disc.-CPF-TransInfra	\$1,718		\$1,718								\$1,718
Transit Security (TSGP)	\$1,538	\$1,538									\$1,538
SB1 - TIRCP	\$4,292		\$130		\$1,363	\$1,400	\$1,400				\$4,292
STA	\$8,199	\$3,784	\$1,285	\$2,078	\$346	\$351	\$355				\$8,199
Local Funds	\$10,049	\$10,049									\$10,049
TDA	\$6,024	\$6,000	\$24								\$6,024
<b>TOTAL</b>	<b>\$95,432</b>	<b>\$70,608</b>	<b>\$11,845</b>	<b>\$3,498</b>	<b>\$3,111</b>	<b>\$3,173</b>	<b>\$3,197</b>				<b>\$95,432</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD18</b>	<b>RTIP #:23-05</b>
Project Title: Rail-Right-of-Way State of Good Repair & Improvements Project Description: NCTD service area - This project funds various District state of good repair projects and programs for the rail right of way, grade crossing replacement, right-of-way (ROW) drainage improvement, and programmatic replacement of rail ties and rail grinding. This project also funds the bridge replacement projects for BR.257.2, BR 207.6, BR 207.8 and BR 209.9 Change Reason: Add new funding source, Increase funding Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way	

<b>Est Total Cost: \$30,641</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5337	\$9,111		\$6,311	\$2,400	\$400						\$9,111
Federal Disc.-CPF-TransInfra	\$7,000			\$7,000							\$7,000
SB1 - TIRCP	\$12,656		\$2,905	\$3,982	\$2,608	\$2,157	\$1,005				\$12,656
STA	\$1,874		\$44	\$1,830							\$1,874
<b>TOTAL</b>	<b>\$30,641</b>		<b>\$9,260</b>	<b>\$15,212</b>	<b>\$3,008</b>	<b>\$2,157</b>	<b>\$1,005</b>				<b>\$30,641</b>

<b>PROJECT LAST AMENDED 23-03</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5337	\$9,791		\$6,991	\$2,400	\$400						\$9,791
SB1 - TIRCP	\$12,656		\$2,905	\$3,982	\$2,608	\$2,157	\$1,005				\$12,656
STA	\$1,794		\$44	\$1,750							\$1,794
<b>TOTAL</b>	<b>\$24,241</b>		<b>\$9,940</b>	<b>\$8,132</b>	<b>\$3,008</b>	<b>\$2,157</b>	<b>\$1,005</b>				<b>\$24,241</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD20</b>	<b>RTIP #:23-05</b>
Project Title: Rail Vehicles & Related Equipment Project Description: NCTD service area - This project funds the District state of good repair projects and programs replacing, repairing and rehabilitating the District COASTER and SPRINTER rail fleets, which includes the purchase of replacement locomotives, and Diesel Multiple Unit (DMU) rehabilitation and component overhauls. Change Reason: Increase funding Capacity Status:NCI Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet	

<b>Est Total Cost: \$37,181</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$13,100			\$13,100							\$13,100
FTA 5337	\$8,578		\$6,082	\$1,368	\$1,128						\$8,578
SB1 - SRA Commuter	\$10,757		\$3,800	\$3,800	\$3,157						\$10,757
STA	\$4,746		\$2,602	\$1,520	\$342	\$282					\$4,746
<b>TOTAL</b>	<b>\$37,181</b>		<b>\$12,484</b>	<b>\$19,788</b>	<b>\$4,627</b>	<b>\$282</b>					<b>\$37,181</b>

<b>PROJECT LAST AMENDED 23-03</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$13,100			\$13,100							\$13,100
FTA 5337	\$2,914		\$418	\$1,368	\$1,128						\$2,914
SB1 - SRA Commuter	\$10,757		\$3,800	\$3,800	\$3,157						\$10,757
STA	\$3,330		\$2,602	\$104	\$342	\$282					\$3,330
<b>TOTAL</b>	<b>\$30,101</b>		<b>\$6,820</b>	<b>\$18,372</b>	<b>\$4,627</b>	<b>\$282</b>					<b>\$30,101</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: NCTD34</b>	<b>RTIP #:23-05</b>
Project Title: Transit Service Operating Support	
Project Description: NCTD service area - This project funds operating costs for existing fixed route and rail transit service, including rural services.	
Change Reason: Increase funding	
Capacity Status: NCI	Exempt Category: Mass Transit - Transit operating assistance

Est Total Cost: <b>\$518,712</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BRT/Rail Ops	\$31,859		\$7,305	\$5,865	\$6,057	\$6,235	\$6,397		\$31,859		
<i>TransNet</i> - TSI	\$68,335		\$16,416	\$16,704	\$17,308	\$17,907			\$68,335		
<i>TransNet</i> - Transit	\$18,471						\$18,471		\$18,471		
FTA 5311	\$2,441		\$488	\$488	\$488	\$488	\$488		\$2,441		
Other State - LCTOP	\$2,901						\$2,901		\$2,901		
STA	\$137,913		\$8,030	\$5,146	\$10,283	\$103,838	\$10,616		\$137,913		
TDA	\$256,792		\$49,848	\$48,568	\$48,063	\$52,584	\$57,729		\$256,792		
<b>TOTAL</b>	<b>\$518,712</b>		<b>\$82,087</b>	<b>\$76,771</b>	<b>\$82,199</b>	<b>\$181,052</b>	<b>\$96,602</b>		<b>\$518,712</b>		

<b>PROJECT LAST AMENDED 23-03</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BRT/Rail Ops	\$31,859		\$7,305	\$5,865	\$6,057	\$6,235	\$6,397		\$31,859		
<i>TransNet</i> - TSI	\$68,335		\$16,416	\$16,704	\$17,308	\$17,907			\$68,335		
<i>TransNet</i> - Transit	\$18,471						\$18,471		\$18,471		
FTA 5311	\$2,441		\$488	\$488	\$488	\$488	\$488		\$2,441		
Other State - LCTOP	\$2,901						\$2,901		\$2,901		
STA	\$139,805		\$8,030	\$7,038	\$10,283	\$103,838	\$10,616		\$139,805		
TDA	\$254,544		\$49,848	\$46,320	\$48,063	\$52,584	\$57,729		\$254,544		
<b>TOTAL</b>	<b>\$518,356</b>		<b>\$82,087</b>	<b>\$76,415</b>	<b>\$82,199</b>	<b>\$181,052</b>	<b>\$96,602</b>		<b>\$518,356</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**North County Transit District**

<b>MPO ID: SAN260</b>	<b>RTIP #:23-05</b>
Project Title: COASTER Train Sets	RTP REF: TL06 (2021) SANDAG ID: 1239820
Project Description: In the San Diego Region along the COASTER Corridor - Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service. Toll Credits will be used to match federal funds for the CON phase	
Change Reason: Revise funding between fiscal years	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: **\$58,800**                      Open to Traffic: May 2024

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - CP	\$0	\$24,526	\$(14,000)	\$(10,526)							
TransNet - MC	\$25,000	\$14,009	\$10,968	\$23							\$25,000
SB1 - LPP Formula	\$21,200	\$21,200									\$21,200
TDA	\$12,600		\$12,600								\$12,600
<b>TOTAL</b>	<b>\$58,800</b>	<b>\$59,735</b>	<b>\$9,568</b>	<b>\$(10,503)</b>							<b>\$58,800</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - CP	\$0	\$24,526	\$(14,000)	\$(10,526)							
TransNet - MC	\$25,000	\$3,700	\$8,200	\$13,100							\$25,000
SB1 - LPP Formula	\$21,200	\$21,200									\$21,200
TDA	\$12,600	\$12,600									\$12,600
<b>TOTAL</b>	<b>\$58,800</b>	<b>\$62,026</b>	<b>\$(5,800)</b>	<b>\$2,574</b>							<b>\$58,800</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN11A										RTIP #:23-05	
Project Title: Regional Rideshare Program							RTP REF: A-72 (2021)				
Project Description: Countywide - component of overall regional Transportation Demand Management. Toll Credits will be used to match federal funds for the CON phase							SANDAG ID: 3310703, 3310704, 3310711, 3505000, 3501001				
Change Reason: Increase funding											
Capacity Status:NCI							Exempt Category:Air Quality - Ride-sharing and van-pooling program				
Est Total Cost: <b>\$46,253</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CMAQ	\$44,753		\$12,753	\$7,000	\$7,000	\$9,000	\$9,000				\$44,753
Local Funds	\$1,500		\$1,500								\$1,500
<b>TOTAL</b>	<b>\$46,253</b>		<b>\$14,253</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$9,000</b>	<b>\$9,000</b>				<b>\$46,253</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CMAQ	\$35,000		\$7,000	\$7,000	\$7,000	\$7,000	\$7,000				\$35,000
<b>TOTAL</b>	<b>\$35,000</b>		<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>	<b>\$7,000</b>				<b>\$35,000</b>

MPO ID: SAN13										RTIP #:23-05	
Project Title: Joint Transit Operations Center							SANDAG ID: 1142600				
Project Description: Regionwide - operations facility/control center to coordinate and integrate several Intelligent Transportation System (ITS) deployments; part of ITS regional architecture							EARMARK NO: E2008-BUSP-0111				
Change Reason: Reduce funding, Revise funding between fiscal years											
Capacity Status:NCI							Exempt Category:Mass Transit - Construction or renovation of power, signal, and communications systems				
Est Total Cost: <b>\$2,085</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H	\$0										
FTA 5309 (Bus)	\$1,668	\$1,668									\$1,668
Loc Funds - Toll Funds	\$417	\$112	\$200	\$70	\$35				\$4		\$413
<b>TOTAL</b>	<b>\$2,085</b>	<b>\$1,780</b>	<b>\$200</b>	<b>\$70</b>	<b>\$35</b>				<b>\$4</b>		<b>\$2,081</b>
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H	\$1	\$1									\$1
FTA 5309 (Bus)	\$1,668	\$1,668									\$1,668
Loc Funds - Toll Funds	\$417	\$156	\$181	\$80					\$4		\$413
<b>TOTAL</b>	<b>\$2,086</b>	<b>\$1,825</b>	<b>\$181</b>	<b>\$80</b>					<b>\$4</b>		<b>\$2,082</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN26C</b>			<b>RTIP #:23-05</b>								
Project Title:		SR 15 Bus Rapid Transit (BRT) Mid-City Centerline Stations							RTP REF: A-20		
Project Description:		On SR 15 at University Avenue and El Cajon Boulevard. - construct two new BRT transit stations in the median of SR-15							SANDAG ID: 1201507		
Change Reason:		Revise funding between fiscal years									
Capacity Status:		CI Exempt Category:Non-Exempt									
Est Total Cost: <b>\$62,615</b>			Open to Traffic: Feb 2018								
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$39,465	\$38,523	\$350	\$592					\$8,070	\$48	\$31,347
CMAQ	\$21,428	\$21,428									\$21,428
FTA 5307	\$1,722	\$1,722							\$761		\$961
<b>TOTAL</b>	<b>\$62,615</b>	<b>\$61,673</b>	<b>\$350</b>	<b>\$592</b>					<b>\$8,831</b>	<b>\$48</b>	<b>\$53,736</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$39,465	\$38,854	\$611						\$8,056	\$48	\$31,361
CMAQ	\$21,428	\$21,428									\$21,428
FTA 5307	\$1,722	\$1,722							\$761		\$961
<b>TOTAL</b>	<b>\$62,615</b>	<b>\$62,004</b>	<b>\$611</b>						<b>\$8,817</b>	<b>\$48</b>	<b>\$53,750</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN27</b>		<b>RTIP #:23-05</b>
Project Title:	San Ysidro Intermodal Freight Facility/South Line Rail	RTP REF: A-5
Project Description:	On trolley system from Palomar Street station to San Ysidro station - SD&AE freight facility and South Line Mainline in San Ysidro - expansion of freight yard including adding storage racks and construction of truck-loading staging area; upgrading of freight railway including crossovers and signals	SANDAG ID: 1300601, 1300602
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **\$87,866**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - Border	\$12,648	\$11,977	\$671						\$3,537	\$398	\$8,713
TransNet - MC	\$113	\$113									\$113
CBI	\$600	\$600							\$600		
DEMO - TEA 21	\$8,996	\$8,996							\$3,232	\$2,105	\$3,659
Prop 1B - TCIF	\$65,433	\$65,433									\$65,433
Local Funds	\$76	\$76									\$76
<b>TOTAL</b>	<b>\$87,866</b>	<b>\$87,195</b>	<b>\$671</b>						<b>\$7,369</b>	<b>\$2,503</b>	<b>\$77,994</b>

\* \$1.2M of federal DEMO funds included in OWP 34200; \$390K contribution from Chula Vista included in CHV60

**PROJECT LAST AMENDED 21-30**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - Border	\$11,977	\$11,977							\$3,537	\$398	\$8,042
TransNet - MC	\$113	\$113									\$113
CBI	\$600	\$600							\$600		
DEMO - TEA 21	\$8,996	\$8,996							\$3,232	\$2,105	\$3,659
Prop 1B - TCIF	\$65,433	\$65,433									\$65,433
Local Funds	\$76	\$76									\$76
<b>TOTAL</b>	<b>\$87,195</b>	<b>\$87,195</b>							<b>\$7,369</b>	<b>\$2,503</b>	<b>\$77,323</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN29</b>		<b>RTIP #:23-05</b>
Project Title:	Sorrento to Miramar Double Track/Realign	EA NO: R690SA
Project Description:	Phase 1: Control Point (CP) Pines (Mile Post (MP) 249.8) to CP Miramar (MP 251)Phase 2: CP Miramar (MP 251) to CP Cumbres (MP 252.9) - realign curve and construct second main track; fully funds PE and design for both Phase 1 and Phase 2; construction for Phase 1 only	PPNO: 7301 RTP REF: T-3 (2021) SANDAG ID: 1239801, 1239812
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Mass Transit - Track rehabilitation in existing right of way

<b>Est Total Cost: \$74,913</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$43,591	\$38,419	\$2,263	\$2,846	\$63				\$7,326	\$7,804	\$28,461
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102							\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800									\$10,800
SB1 - LPP Formula	\$1,720	\$1,720							\$1,720		
SB1 - TCEP	\$10,500	\$10,500								\$10,500	
STIP-IIP PTA	\$3,900	\$3,900							\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300							\$1,300		
<b>TOTAL</b>	<b>\$74,913</b>	<b>\$69,741</b>	<b>\$2,263</b>	<b>\$2,846</b>	<b>\$63</b>				<b>\$17,348</b>	<b>\$18,304</b>	<b>\$39,261</b>

<b>PROJECT LAST AMENDED 23-01</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - MC</i>	\$43,045	\$38,419	\$3,460	\$1,166					\$7,263	\$7,321	\$28,461
Fed Rail Admin (FRA-PRIIA)	\$3,102	\$3,102							\$3,102		
Prop 1B - TCIF	\$10,800	\$10,800									\$10,800
SB1 - LPP Formula	\$1,720	\$1,720							\$1,720		
SB1 - TCEP	\$10,500	\$10,500								\$10,500	
STIP-IIP PTA	\$3,900	\$3,900							\$3,900		
STIP-IIP State Cash	\$1,300	\$1,300							\$1,300		
<b>TOTAL</b>	<b>\$74,367</b>	<b>\$69,741</b>	<b>\$3,460</b>	<b>\$1,166</b>					<b>\$17,285</b>	<b>\$17,821</b>	<b>\$39,261</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN36</b>		<b>RTIP #:23-05</b>
Project Title:	Bus/Rail Signal & Communications Equipment	RTP REF: A-70 (2021)
Project Description:	Countywide - bid display module, dispatch software, fixed guideway electrification/power distribution projects such as catenary replacement, Feeder Cable, SCADA, DC Breaker Replacement	SANDAG ID: 1129200, 1145100, 1144000
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **\$29,167**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$1,075	\$1,075									\$1,075
FTA 5307	\$18,510	\$18,316	\$194								\$18,510
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112
Local Funds	\$2,353	\$2,353									\$2,353
TDA	\$6,117	\$3,209		\$2,901	\$5	\$2					\$6,117
<b>TOTAL</b>	<b>\$29,167</b>	<b>\$26,065</b>	<b>\$194</b>	<b>\$2,901</b>	<b>\$5</b>	<b>\$2</b>					<b>\$29,167</b>

**PROJECT LAST AMENDED 23-02**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$1,075	\$1,075									\$1,075
FTA 5307	\$18,510	\$18,316	\$194								\$18,510
FTA 5309 (FG)	\$1,112	\$1,112									\$1,112
Local Funds	\$2,353	\$2,353									\$2,353
TDA	\$5,083	\$3,209	\$1,575	\$299							\$5,083
<b>TOTAL</b>	<b>\$28,133</b>	<b>\$26,065</b>	<b>\$1,769</b>	<b>\$299</b>							<b>\$28,133</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN40</b>		<b>RTIP #:23-05</b>
Project Title:	Metropolitan Planning	SANDAG ID:
Project Description:	Countywide - ongoing regional transportation planning as well as administrative oversight for various <i>TransNet</i> and FTA-funded programs. Toll Credits will be used to match federal funds for the PE phase	31020,33201,33203,23000,31007,35040,33107
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Other - Non construction related activities

Est Total Cost: **\$85,197**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$851	\$730	\$121						\$851		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$825	\$704	\$121						\$825		
<i>TransNet</i> - SS	\$679	\$579	\$100						\$679		
CBI	\$250	\$250							\$250		
FTA 5307	\$65,457	\$45,960	\$6,499	\$6,499	\$6,499				\$65,457		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$10,407	\$1,242	\$1,242	\$1,242				\$14,133		
TDA	\$704		\$213	\$279	\$213				\$704		
<b>TOTAL</b>	<b>\$85,197</b>	<b>\$60,928</b>	<b>\$8,296</b>	<b>\$8,020</b>	<b>\$7,954</b>				<b>\$85,197</b>		

PROJECT LAST AMENDED 23-03

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$851	\$730	\$121						\$851		
<i>TransNet</i> - MC	\$395	\$395							\$395		
<i>TransNet</i> - SGIP	\$825	\$704	\$121						\$825		
<i>TransNet</i> - SS	\$679	\$579	\$100						\$679		
CBI	\$250	\$250							\$250		
FTA 5307	\$63,927	\$44,555	\$6,373	\$6,499	\$6,499				\$63,927		
FTA 5309TOD	\$239	\$239							\$239		
FTA 5310	\$442	\$442							\$442		
ITS	\$231	\$231							\$231		
RSTP	\$991	\$991							\$991		
Local Funds	\$14,133	\$10,407	\$1,242	\$1,242	\$1,242				\$14,133		
TDA	\$704		\$213	\$279	\$213				\$704		
<b>TOTAL</b>	<b>\$83,667</b>	<b>\$59,523</b>	<b>\$8,170</b>	<b>\$8,020</b>	<b>\$7,954</b>				<b>\$83,667</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN47</b>	<b>RTIP #:23-05</b>
Project Title: South Bay BRT	RTP REF: T-3 (2021) SANDAG ID: 1280504
Project Description: From the Otay Mesa Border Crossing to Downtown San Diego along SR 125, Palomar Street, I-805, and SR 94 - Rapid transit service from the I-805/Palomar Direct Access Ramp (DAR) to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the new Millenia development; construction of 7 new Rapid transit stations	
Change Reason: Increase funding	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: <b>\$127,390</b>		Open to Traffic: Jan 2019									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$105,830	\$103,499	\$2,332						\$30,275		\$75,555
TransNet - Transit	\$148	\$148							\$148		
FTA 5307	\$545	\$545							\$545		
FTA 5309 (Bus)	\$1,827	\$1,827							\$1,827		
CAP-TRADE	\$11,000	\$11,000									\$11,000
Other State - LCTOP	\$376	\$376									\$376
Loc Funds - Toll Funds	\$6,500	\$6,500									\$6,500
Local Funds	\$1,164	\$1,164							\$180		\$984
<b>TOTAL</b>	<b>\$127,390</b>	<b>\$125,059</b>	<b>\$2,332</b>						<b>\$32,975</b>		<b>\$94,415</b>

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$104,631	\$103,788	\$842						\$29,897		\$74,734
TransNet - Transit	\$148	\$148							\$148		
FTA 5307	\$545	\$545							\$545		
FTA 5309 (Bus)	\$1,827	\$1,827							\$1,827		
CAP-TRADE	\$11,000	\$11,000									\$11,000
Other State - LCTOP	\$376	\$376									\$376
Loc Funds - Toll Funds	\$6,500	\$6,500									\$6,500
Local Funds	\$1,164	\$1,164							\$180		\$984
<b>TOTAL</b>	<b>\$126,191</b>	<b>\$125,348</b>	<b>\$842</b>						<b>\$32,597</b>		<b>\$93,594</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN54										RTIP #:23-05	
Project Title: ITS Operating							RTP REF: A-68 (2021)				
Project Description: Regionwide - implementation and deployment of Intelligent Transportation System (ITS) projects such as Intermodal Transportation Management System (IMTMS), 511 Advanced Traveler Information System; activities include data collection, dissemination, software upgrades							SANDAG ID: 33105, 33307, 33110, 33312, 1147700 <i>TransNet</i> - LSI: CR				
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Safety - Non signalization traffic control and operating								
Est Total Cost: <b>\$6,003</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$185			\$185					\$185		
<i>TransNet</i> - MC	\$5,818		\$1,910	\$1,998	\$1,910				\$5,818		
<b>TOTAL</b>	<b>\$6,003</b>		<b>\$1,910</b>	<b>\$2,183</b>	<b>\$1,910</b>				<b>\$6,003</b>		
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$5,730		\$1,910	\$1,910	\$1,910				\$5,730		
<b>TOTAL</b>	<b>\$5,730</b>		<b>\$1,910</b>	<b>\$1,910</b>	<b>\$1,910</b>				<b>\$5,730</b>		

MPO ID: SAN64										RTIP #:23-05	
Project Title: Eastbrook to Shell Double Track							PPNO: 2074				
Project Description: On coastal rail corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way - in Oceanside, design to add a new 0.6 mile section of double track, add new signals and replace the San Luis Rey River Bridge over San Luis Rey River							RTP REF: T-3 (2021) SANDAG ID: 1239809				
Change Reason: Increase funding											
Capacity Status:NCI			Exempt Category:Mass Transit - Track rehabilitation in existing right of way								
Est Total Cost: <b>\$37,451</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$4,825	\$4,157	\$620	\$48					\$4,777		\$48
Fed Rail Admin (FRA-PRIIA)	\$30,826	\$3,526		\$27,300					\$3,526		\$27,300
SB1 - LPP Formula	\$1,800	\$1,800							\$1,800		
<b>TOTAL</b>	<b>\$37,451</b>	<b>\$9,483</b>	<b>\$620</b>	<b>\$27,348</b>					<b>\$10,103</b>		<b>\$27,348</b>
PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$4,800	\$4,157	\$643						\$4,800		
Fed Rail Admin (FRA-PRIIA)	\$3,526	\$3,526							\$3,526		
SB1 - LPP Formula	\$2,000	\$2,000							\$2,000		
<b>TOTAL</b>	<b>\$10,326</b>	<b>\$9,683</b>	<b>\$643</b>						<b>\$10,326</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN66</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Blue Line Corridor	SANDAG ID: 1210021, 1210040
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and 3 categories - rehabilitation or reconstruction of track structures, track and trackbed in existing rights-of-way (non-capacity increasing)	
Change Reason:	Revise funding between fiscal years	
Capacity Status:	NCI	
Exempt Category:	Mass Transit - Reconstruction or renovation of transit structures	

Est Total Cost: **\$30,288**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$15,872	\$15,604	\$112	\$151	\$5						\$15,872
FTA Funds - AR-5307	\$2,432	\$2,432									\$2,432
Prop 1B - SLPP	\$4,658	\$4,658									\$4,658
Local Funds	\$7,326	\$7,326									\$7,326
<b>TOTAL</b>	<b>\$30,288</b>	<b>\$30,020</b>	<b>\$112</b>	<b>\$151</b>	<b>\$5</b>						<b>\$30,288</b>

**PROJECT LAST AMENDED 23-01**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$15,872	\$15,801	\$70	\$1							\$15,872
FTA Funds - AR-5307	\$2,432	\$2,432									\$2,432
Prop 1B - SLPP	\$4,658	\$4,658									\$4,658
Local Funds	\$7,326	\$7,326									\$7,326
<b>TOTAL</b>	<b>\$30,288</b>	<b>\$30,217</b>	<b>\$70</b>	<b>\$1</b>							<b>\$30,288</b>

**MPO ID: SAN73A**

**RTIP #:23-05**

Project Title:	Chesterfield Drive Crossing Improvements	SANDAG ID: 1239817
Project Description:	On Chesterfield Drive in the City of Encinitas, between Coast Highway 101 and San Elijo Avenue, and in the North County Transit District coastal rail corridor - complete final design and construct at-grade crossing improvements including bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive	
Change Reason:	Reduce funding	
Capacity Status:	NCI	
Exempt Category:	Safety - Railroad/highway crossing	

Est Total Cost: **\$7,115**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$486	\$486							\$124		\$362
TransNet - MC	\$4,391	\$4,377	\$14						\$50		\$4,341
Fed Rail Admin (FRA-PRIIA)	\$2,238	\$2,237							\$83		\$2,155
<b>TOTAL</b>	<b>\$7,115</b>	<b>\$7,100</b>	<b>\$14</b>						<b>\$257</b>		<b>\$6,858</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$486	\$486							\$124		\$362
TransNet - MC	\$4,392	\$4,377	\$15						\$50		\$4,342
Fed Rail Admin (FRA-PRIIA)	\$2,238	\$2,237							\$83		\$2,155
<b>TOTAL</b>	<b>\$7,116</b>	<b>\$7,100</b>	<b>\$15</b>						<b>\$257</b>		<b>\$6,859</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN78</b>	<b>RTIP #:23-05</b>
Project Title: Mid-City Rapid Bus	SANDAG ID: 1240001
Project Description: From San Diego State University to Downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway - provide new Rapid Bus service including: consolidated transit stops, SR 15 transit plaza, synchronized traffic signals with extended green lights for buses, new low-floor vehicles, new shelters, improved waiting areas, real-time next-bus arrival signs, service frequency upgrade to every 10 minutes in the peak period, and every 15 minutes off-peak. Additional improvements include adding Traffic Signal Priority (TSP) along Park Boulevard, and TSP maintenance reporting for Rapid Fleet.	
Change Reason: Revise funding between fiscal years	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: **\$44,527** Open to Traffic: Oct 2014

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$21,655	\$21,447	\$122	\$86					\$3,663	\$214	\$17,778
TransNet - Transit	\$173	\$173							\$173		
FTA 5307	\$320	\$320							\$320		
FTA 5309 (NS)	\$22,379	\$22,379							\$729		\$21,650
<b>TOTAL</b>	<b>\$44,527</b>	<b>\$44,319</b>	<b>\$122</b>	<b>\$86</b>					<b>\$4,885</b>	<b>\$214</b>	<b>\$39,428</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$21,655	\$21,488	\$119	\$47					\$3,650	\$214	\$17,791
TransNet - Transit	\$173	\$173							\$173		
FTA 5307	\$320	\$320							\$320		
FTA 5309 (NS)	\$22,379	\$22,379							\$729		\$21,650
<b>TOTAL</b>	<b>\$44,527</b>	<b>\$44,360</b>	<b>\$119</b>	<b>\$47</b>					<b>\$4,872</b>	<b>\$214</b>	<b>\$39,441</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN114</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Rehabilitation or Reconstruction of Track Structures, Track, and Trackbed in Existing Rights-of-Way: Coastal Rail Corridor	SANDAG ID: 1239805, 1239810, 1239813, 1239822, 1239814, 1239815, 1239816, 1239821
Project Description:	Projects are consistent with 40 CFR Parts 93.126 and 93.127 Exempt Tables 2 and 3 categories: rehabilitation or reconstruction of track structures, track, and trackbed in existing right-of-way (non-capacity increasing)- from Oceanside to San Diego along the Coastal Rail Corridor; design track improvements	
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way

<b>Est Total Cost: \$338,288</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$54,671	\$46,991	\$4,824	\$1,791	\$1,064						\$54,671
TransNet - MC AC	\$0	\$500	\$(500)								
CMAQ	\$76,754	\$64,154		\$12,600							\$76,754
FTA 5307	\$24,266	\$5,766	\$5,500	\$6,736	\$6,264						\$24,266
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$7,085	\$7,085									\$7,085
Federal Disc.-CPF-TransInfra	\$1,000		\$1,000								\$1,000
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
Coastal Conservancy	\$104,000		\$104,000								\$104,000
SB1 - LPP Formula	\$4,831	\$4,831									\$4,831
SB1 - TCEP	\$30,528		\$30,528								\$30,528
SB1 - TIRCP	\$200		\$200								\$200
Local Funds	\$200			\$200							\$200
<b>TOTAL</b>	<b>\$338,288</b>	<b>\$164,080</b>	<b>\$145,552</b>	<b>\$21,327</b>	<b>\$7,328</b>						<b>\$338,288</b>

<b>PROJECT LAST AMENDED 23-03</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$51,290	\$45,691	\$4,448	\$1,151							\$51,290
TransNet - MC AC	\$0	\$500	\$(500)								
CMAQ	\$64,154	\$64,154									\$64,154
FTA 5307	\$24,266	\$5,766	\$5,500	\$6,736	\$6,264						\$24,266
FTA 5339	\$2,600	\$2,600									\$2,600
Fed Rail Admin (FRA-PRIIA)	\$6,705	\$6,705									\$6,705
Federal Disc.-CPF-TransInfra	\$1,000		\$1,000								\$1,000
RSTP	\$28,136	\$28,136									\$28,136
CAP-TRADE	\$4,017	\$4,017									\$4,017
SB1 - LPP Formula	\$4,950	\$4,750	\$200								\$4,950
SB1 - TCEP	\$30,528		\$30,528								\$30,528
Local Funds	\$25,772		\$25,772								\$25,772
<b>TOTAL</b>	<b>\$243,418</b>	<b>\$162,319</b>	<b>\$66,948</b>	<b>\$7,887</b>	<b>\$6,264</b>						<b>\$243,418</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN115</b>		<b>RTIP #:23-05</b>
Project Title:	San Onofre to Pulgas Double Track	PPNO: 2190
Project Description:	From CP at San Onofre MP 212 to CP Pulgas at MP 218.1 - design a passing track on the LOSSAN Corridor; this project will provide 5.8 miles of second main track and will include signals, retaining walls and bridge replacements and a universal crossover near CP San Onofre - does not add additional transit service	SANDAG ID: 1144200, 1146600
Change Reason:	Revise Fund Source	
Capacity Status:NCI		Exempt Category:Mass Transit - Track rehabilitation in existing right of way

<b>Est Total Cost: \$73,233</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Other Fed - NHPP	\$28,863		\$28,863								\$28,863
RSTP	\$299	\$299							\$299		
Prop 1B - Intercity Rail	\$30,000	\$30,000							\$3,146		\$26,854
SB1 - TCEP	\$5,497	\$567	\$4,930						\$567		\$4,930
STIP-IIP AC	\$8,574	\$8,574							\$5,377		\$3,197
<b>TOTAL</b>	<b>\$73,233</b>	<b>\$39,440</b>	<b>\$33,793</b>						<b>\$9,389</b>		<b>\$63,844</b>

\* funding shown in FY20/21 are scheduled for allocation in FY21/22

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$299	\$299							\$299		
Prop 1B - Intercity Rail	\$30,000	\$30,000							\$3,146		\$26,854
SB1 - TCEP	\$5,497	\$567	\$4,930						\$567		\$4,930
STIP-IIP AC	\$8,574	\$8,574							\$5,377		\$3,197
STIP-IIP Prior NHS	\$28,863		\$28,863								\$28,863
<b>TOTAL</b>	<b>\$73,233</b>	<b>\$39,440</b>	<b>\$33,793</b>						<b>\$9,389</b>		<b>\$63,844</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN129</b>		<b>RTIP #:23-05</b>
Project Title:	Downtown Multiuse and Bus Stopover Facility	RTP REF: A-52
Project Description:	Downtown San Diego - block bounded by A Street , B Street, State Street and Union Street - environmental certification and land acquisition for bus stopover facility and potentially a multi-use facility that could include office, residential and retail development.	SANDAG ID: 1201514
Change Reason:	Revise funding between fiscal years	
	Capacity Status:NCI Exempt Category:All Projects - Bus terminal and transfer points	

Est Total Cost: **\$45,975**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$30,290	\$18,358	\$4,245	\$7,687					\$3,979	\$14,379	\$11,932
RSTP	\$14,285	\$12,837		\$1,448						\$14,285	
Local Funds	\$1,400	\$1,400								\$1,400	
<b>TOTAL</b>	<b>\$45,975</b>	<b>\$32,595</b>	<b>\$4,245</b>	<b>\$9,135</b>					<b>\$3,979</b>	<b>\$30,064</b>	<b>\$11,932</b>

\* Federal funding is matched with *TransNet*.

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$30,290	\$27,181	\$3,108						\$4,208	\$26,082	
RSTP	\$14,285	\$12,837			\$1,448					\$14,285	
Local Funds	\$1,400	\$1,400								\$1,400	
<b>TOTAL</b>	<b>\$45,975</b>	<b>\$41,418</b>	<b>\$3,108</b>		<b>\$1,448</b>				<b>\$4,208</b>	<b>\$41,767</b>	



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN132</b>	<b>RTIP #:23-05</b>
Project Title: Elvira to Morena Double Track	RTP REF: T-3 (2021)
Project Description: On coastal rail corridor from Control Point (CP) Elvira near SR 52 to CP Friar near Friars Road - convert 2.6 miles of single-track to double-track and install new signals. Replace 1 mile of double track. Construct new/replacement bridges at MP 260.4, 259.6, 259.1, 258.6, and 257.2. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52 - does not add additional transit service	SANDAG ID: 1146500, 1239811
Change Reason: Increase funding	
Capacity Status: NCI	Exempt Category: Mass Transit - Track rehabilitation in existing right of way

<b>Est Total Cost: \$198,412</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$39,334	\$36,688	\$969	\$376	\$754	\$490	\$42	\$15	\$7,310	\$987	\$31,037
CMAQ	\$24,878	\$24,878							\$2,776		\$22,102
FTA 5307	\$2,549	\$2,549							\$993		\$1,556
Fed Rail Admin (FRA-PRIIA)	\$17,963	\$9,920		\$8,043					\$6,082		\$11,881
RSTP	\$29,688	\$29,688							\$4,688	\$927	\$24,073
CAP-TRADE	\$61,383	\$61,383									\$61,383
SB1 - TIRCP	\$1,076			\$1,076							\$1,076
STA	\$248	\$248							\$248		
TCRP	\$4,052	\$4,052									\$4,052
Local Funds	\$16,852	\$16,722	\$130								\$16,852
TDA	\$389		\$389								\$389
<b>TOTAL</b>	<b>\$198,412</b>	<b>\$186,128</b>	<b>\$1,488</b>	<b>\$9,495</b>	<b>\$754</b>	<b>\$490</b>	<b>\$42</b>	<b>\$15</b>	<b>\$22,097</b>	<b>\$1,914</b>	<b>\$174,401</b>

<b>PROJECT LAST AMENDED 23-03</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$37,906	\$36,688	\$1,219						\$7,310	\$987	\$29,609
CMAQ	\$24,878	\$24,878							\$2,776		\$22,102
FTA 5307	\$2,549	\$2,549							\$993		\$1,556
Fed Rail Admin (FRA-PRIIA)	\$9,920	\$9,920							\$6,082		\$3,838
RSTP	\$29,688	\$29,688							\$4,688	\$927	\$24,073
CAP-TRADE	\$61,383	\$61,383									\$61,383
SB1 - TIRCP	\$1,076			\$1,076							\$1,076
STA	\$248	\$248							\$248		
TCRP	\$4,052	\$4,052									\$4,052
Local Funds	\$16,722	\$16,722									\$16,722
TDA	\$389		\$389								\$389
<b>TOTAL</b>	<b>\$188,811</b>	<b>\$186,128</b>	<b>\$1,608</b>	<b>\$1,076</b>					<b>\$22,097</b>	<b>\$1,914</b>	<b>\$164,800</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN146</b>		<b>RTIP #:23-05</b>									
Project Title:	I-805 Imperial BRT Station								SANDAG ID: 1280512		
Project Description:	On I-805, north of Imperial Avenue - project study report and preliminary environmental assessment for BRT station and pedestrian access with connection to 47th Street trolley station										
Change Reason:	Increase funding										
Capacity Status:	NCI		Exempt Category:Other - Engineering studies								
<b>Est Total Cost: \$1,673</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet - MC</i>	\$1,673	\$1,404	\$269						\$1,673		
<b>TOTAL</b>	<b>\$1,673</b>	<b>\$1,404</b>	<b>\$269</b>						<b>\$1,673</b>		
<b>PROJECT LAST AMENDED 16-30</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet - MC</i>	\$1,404	\$1,404							\$1,404		
<b>TOTAL</b>	<b>\$1,404</b>	<b>\$1,404</b>							<b>\$1,404</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN147</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway	SANDAG ID: 1129900, 1223055, 1223056
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Increase funding	
Capacity Status:	NCI	
Exempt Category:	Air Quality - Bicycle and pedestrian facilities	

**Est Total Cost: \$75,005**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$22,769	\$11,061	\$832	\$7,965	\$1,518	\$1,238	\$130	\$25			\$22,769
CRRSAA	\$10,895	\$10,895									\$10,895
Federal Disc.-CPF-Hwy/Infra	\$5,650		\$5,650								\$5,650
RSTP	\$11,683	\$11,683									\$11,683
ATP - R	\$15,165	\$15,165									\$15,165
Coastal Conservancy	\$350		\$350								\$350
STIP-RIP STP TE	\$287	\$287									\$287
STIP-RIP State Cash	\$37	\$37									\$37
CRP	\$5,425		\$5,425								\$5,425
Local Funds	\$80	\$80									\$80
TDA - Bicycles	\$2,664		\$2,664								\$2,664
<b>TOTAL</b>	<b>\$75,005</b>	<b>\$49,208</b>	<b>\$14,921</b>	<b>\$7,965</b>	<b>\$1,518</b>	<b>\$1,238</b>	<b>\$130</b>	<b>\$25</b>			<b>\$75,005</b>

**PROJECT LAST AMENDED 23-01**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$22,770	\$11,199	\$14	\$9,999	\$1,225	\$328	\$5				\$22,770
CRRSAA	\$10,895	\$10,895									\$10,895
Federal Disc.-CPF-Hwy/Infra	\$2,150		\$2,150								\$2,150
RSTP	\$11,683	\$11,683									\$11,683
ATP - R	\$15,165	\$15,165									\$15,165
Coastal Conservancy	\$350		\$350								\$350
STIP-RIP STP TE	\$287	\$287									\$287
STIP-RIP State Cash	\$37	\$37									\$37
Local Funds	\$80	\$80									\$80
TDA - Bicycles	\$2,664		\$2,664								\$2,664
<b>TOTAL</b>	<b>\$66,081</b>	<b>\$49,346</b>	<b>\$5,178</b>	<b>\$9,999</b>	<b>\$1,225</b>	<b>\$328</b>	<b>\$5</b>				<b>\$66,081</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN148</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Coastal Rail Trail	SANDAG ID: 1223016, 1223017, 3301100
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)	
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities

<b>Est Total Cost: \$37,643</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$31,644	\$30,920	\$512	\$212							\$31,644
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
<b>TOTAL</b>	<b>\$37,643</b>	<b>\$36,919</b>	<b>\$512</b>	<b>\$212</b>							<b>\$37,643</b>

<b>PROJECT LAST AMENDED 23-02</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$31,481	\$31,071	\$355	\$55							\$31,481
ATP - R	\$1,025	\$1,025									\$1,025
STIP-RIP STP TE	\$587	\$587									\$587
STIP-RIP State Cash	\$47	\$47									\$47
Local Funds	\$219	\$219									\$219
TDA - Bicycles	\$4,121	\$4,121									\$4,121
<b>TOTAL</b>	<b>\$37,480</b>	<b>\$37,070</b>	<b>\$355</b>	<b>\$55</b>							<b>\$37,480</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN153</b>	<b>RTIP #:23-05</b>
Project Title: The Inland Rail Trail Project Description: On and along the North County Transit District rail corridor from North Melrose Drive in Oceanside to North Pacific Street in San Marcos - environmental clearance for 7.0 miles of new bike path. Construction of 4.0 miles of new bike path; and final design and construct one new mile of Class I bike path (Phase 3). Construction is funded through phase 3 (3.0 miles in Vista). Phase 4 (Oceanside) will be constructed when funding is identified.. Toll Credits will be used to match federal funds for the CON phase Change Reason: Increase funding	PPNO: 7421W RTP REF: AT003 (2021) SANDAG ID: 1223023, 1223094, 1223095 EARMARK NO: CA832
Capacity Status:NCI      Exempt Category:Air Quality - Bicycle and pedestrian facilities	

<b>Est Total Cost: \$92,404</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$22,632	\$21,735	\$687	\$114	\$47		\$49		\$10,178	\$1,880	\$10,574
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$6,940		\$6,940								\$6,940
ATP - R	\$17,660	\$500	\$6,339		\$10,821				\$1,736		\$15,924
SB1 - LPP Formula	\$5,451		\$5,451								\$5,451
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
CRP	\$3,882		\$3,882								\$3,882
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$10,279							\$2,025		\$8,254
<b>TOTAL</b>	<b>\$88,050</b>	<b>\$53,720</b>	<b>\$23,299</b>	<b>\$114</b>	<b>\$10,868</b>		<b>\$49</b>		<b>\$16,616</b>	<b>\$1,880</b>	<b>\$69,554</b>

\* \$1.461M of BTA programmed under County of San Diego CNTY78; RSTP will be matched with SB1-LPP Funds when allocated by CTC

<b>PROJECT LAST AMENDED 23-02</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - BPNS	\$25,550	\$24,635	\$705	\$114	\$47		\$49		\$2,757	\$1,880	\$20,913
Earmark Repurposing	\$92	\$92									\$92
RSTP	\$6,940		\$6,940								\$6,940
ATP - R	\$17,660	\$500	\$6,339		\$10,821				\$1,736		\$15,924
SB1 - LPP Formula	\$5,500		\$5,500								\$5,500
STIP-RIP AC	\$16,322	\$16,322									\$16,322
STIP-RIP STP TE	\$1,414	\$1,414							\$1,414		
STIP-RIP State Cash	\$2,298	\$2,298							\$183		\$2,115
Local Funds	\$1,080	\$1,080							\$1,080		
TDA - Bicycles	\$10,279	\$10,279							\$2,025		\$8,254
<b>TOTAL</b>	<b>\$87,135</b>	<b>\$56,620</b>	<b>\$19,484</b>	<b>\$114</b>	<b>\$10,868</b>		<b>\$49</b>		<b>\$9,195</b>	<b>\$1,880</b>	<b>\$76,060</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN163</b>		<b>RTIP #:23-05</b>
Project Title:	Los Penasquitos Lagoon Bridge Replacement	SANDAG ID: 1145000
Project Description:	Bridges 246.1, 246.9, 247.1, and 247.7 in the Los Penasquitos Lagoon. - replace three aging timber trestle railway bridges in order to maintain compliance with Federal Railroad Administration (FRA) standards and support intercity, commuter and freight rail services in the second busiest rail corridor in the nation	
Change Reason:	Reduce funding	
Capacity Status:	NCI Exempt Category:Mass Transit - Reconstruction or renovation of transit structures	

Est Total Cost: **\$48,072**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$5,366	\$5,366									\$5,366
FTA 5307	\$12,672	\$12,672									\$12,672
TIGER13	\$14,000	\$14,000									\$14,000
STA	\$3,049	\$3,049									\$3,049
TDA	\$12,985	\$10,917	\$2,034	\$34							\$12,985
<b>TOTAL</b>	<b>\$48,072</b>	<b>\$46,004</b>	<b>\$2,034</b>	<b>\$34</b>							<b>\$48,072</b>

PROJECT LAST AMENDED 23-01

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$5,386	\$5,366	\$20								\$5,386
FTA 5307	\$12,672	\$12,672									\$12,672
TIGER13	\$14,000	\$14,000									\$14,000
STA	\$3,049	\$3,049									\$3,049
TDA	\$12,986	\$10,917	\$2,034	\$35							\$12,986
<b>TOTAL</b>	<b>\$48,093</b>	<b>\$46,004</b>	<b>\$2,054</b>	<b>\$35</b>							<b>\$48,093</b>

<b>MPO ID: SAN164</b>		<b>RTIP #:23-05</b>									
Project Title:	N. Green Beach Bridge	SANDAG ID: 1144900									
Project Description:	Bridge 208.7 - replacement of this bridge span is necessary to maintain a state of good repair, provide safety to riding public and to allow freight trains to use the corridor at normal speeds										
Change Reason:	Increase funding										
Capacity Status:	NCI Exempt Category:Mass Transit - Reconstruction or renovation of transit structures										
Est Total Cost: <b>\$964</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$56	\$25		\$22	\$9				\$56		
FTA 5307	\$726	\$726							\$726		
TDA	\$182	\$182							\$182		
<b>TOTAL</b>	<b>\$964</b>	<b>\$933</b>		<b>\$22</b>	<b>\$9</b>				<b>\$964</b>		

PROJECT LAST AMENDED 21-30

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$25		\$25						\$25		
FTA 5307	\$726	\$726							\$726		
TDA	\$182	\$182							\$182		
<b>TOTAL</b>	<b>\$933</b>	<b>\$908</b>	<b>\$25</b>						<b>\$933</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN196		RTIP #:23-05									
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - San Diego River Trail								SANDAG ID: 1223053		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Change Reason:	Reduce funding										
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities									
Est Total Cost: <b>\$1,600</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - BPNS	\$1,268	\$906	\$70	\$292							\$1,268
Coastal Conservancy	\$332	\$332									\$332
<b>TOTAL</b>	<b>\$1,600</b>	<b>\$1,238</b>	<b>\$70</b>	<b>\$292</b>							<b>\$1,600</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - BPNS	\$1,368	\$1,020	\$348								\$1,368
Coastal Conservancy	\$332	\$332									\$332
<b>TOTAL</b>	<b>\$1,700</b>	<b>\$1,352</b>	<b>\$348</b>								<b>\$1,700</b>

MPO ID: SAN199		RTIP #:23-05									
Project Title:	Rose Canyon Bridge Replacements								SANDAG ID: 1145300		
Project Description:	Mileposts 254.7, 255.1, and 255.3. - replace four aging timber trestle railway bridges in order to maintain compliance with FRA bridge standards for state of good repair and support intercity, commuter and freight rail services in a segment of the nations second busiest rail corridor.										
Change Reason:	Revise funding between fiscal years										
Capacity Status:NCI		Exempt Category:Mass Transit - Reconstruction or renovation of transit structures									
Est Total Cost: <b>\$14,545</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$22			\$22					\$22		
FTA 5307	\$40	\$40							\$40		
Local Funds	\$143	\$63	\$8	\$65	\$7				\$143		
TDA	\$15	\$10			\$5				\$15		
<b>TOTAL</b>	<b>\$220</b>	<b>\$113</b>	<b>\$8</b>	<b>\$65</b>	<b>\$34</b>				<b>\$220</b>		
<b>PROJECT LAST AMENDED 23-00</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$22			\$22					\$22		
FTA 5307	\$40	\$40							\$40		
Local Funds	\$142	\$142							\$142		
TDA	\$16	\$10	\$6						\$16		
<b>TOTAL</b>	<b>\$220</b>	<b>\$192</b>	<b>\$6</b>	<b>\$22</b>					<b>\$220</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN224</b>		<b>RTIP #:23-05</b>
Project Title:	I-805/SR 94 Bus on Shoulder Demonstration Project	SANDAG ID: 1280513
Project Description:	In Chula Vista, on East Palomar Street between Heritage Road and I-805, on I-805 between East Palomar Street and SR 94 and on SR 94 between I-805 and Downtown San Diego. - design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94; implement technology improvements within the corridor to support freeway bus operation; procurement of 16 new Compressed Natural Gas (CNG) buses. - no additional lanes	
Change Reason:	Revise funding between fiscal years, Revise funding between phases	
	Capacity Status:NCI	Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet

Est Total Cost: **\$30,900**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$16,816	\$13,123	\$1,270	\$1,402	\$1,009	\$13			\$2,159		\$14,657
FTA 5309 (Bus)	\$14,084	\$14,084							\$1,455		\$12,629
<b>TOTAL</b>	<b>\$30,900</b>	<b>\$27,207</b>	<b>\$1,270</b>	<b>\$1,402</b>	<b>\$1,009</b>	<b>\$13</b>			<b>\$3,614</b>		<b>\$27,286</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$16,816	\$14,701	\$999	\$931	\$135	\$50			\$744		\$16,072
FTA 5309 (Bus)	\$14,084	\$14,084							\$1,455		\$12,629
<b>TOTAL</b>	<b>\$30,900</b>	<b>\$28,785</b>	<b>\$999</b>	<b>\$931</b>	<b>\$135</b>	<b>\$50</b>			<b>\$2,199</b>		<b>\$28,701</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN227</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - North Park/Mid-City Bikeways	SANDAG ID: 1223020, 1223079, 1223081, 1223082, 1223087
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Increase funding	
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: **\$72,874**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$36,113	\$32,454	\$1,490	\$1,531	\$196	\$200	\$242				\$36,113
RSTP	\$4,290		\$858		\$3,182	\$250					\$4,290
ATP - R	\$14,274		\$12,878		\$1,396						\$14,274
SB1 - TIRCP	\$9,990	\$5,763				\$4,227					\$9,990
CRP	\$5,600						\$5,600				\$5,600
TDA - Bicycles	\$2,607	\$2,607									\$2,607
<b>TOTAL</b>	<b>\$72,874</b>	<b>\$40,824</b>	<b>\$15,226</b>	<b>\$1,531</b>	<b>\$4,774</b>	<b>\$4,677</b>	<b>\$5,842</b>				<b>\$72,874</b>

**PROJECT LAST AMENDED 23-02**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$34,795	\$33,648	\$712	\$343	\$92						\$34,795
RSTP	\$4,290				\$858	\$3,432					\$4,290
ATP - R	\$12,878		\$12,878								\$12,878
SB1 - TIRCP	\$5,763	\$5,763									\$5,763
TDA - Bicycles	\$2,607	\$2,607									\$2,607
<b>TOTAL</b>	<b>\$60,333</b>	<b>\$42,018</b>	<b>\$13,590</b>	<b>\$343</b>	<b>\$950</b>	<b>\$3,432</b>					<b>\$60,333</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN228</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	SANDAG ID: 1223022, 1223083, 1223084, 1223085
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Increase funding	
Capacity Status:	NCI	
Exempt Category:	Air Quality - Bicycle and pedestrian facilities	

Est Total Cost: **\$64,699**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$28,328	\$26,354	\$1,478	\$243	\$74	\$51	\$1	\$127			\$28,328
<i>TransNet</i> - MC	\$6,156		\$136	\$3,092	\$2,543	\$275	\$111				\$6,156
<i>TransNet</i> - SGIP	\$648	\$648									\$648
SB1 - LPP Formula	\$7,000		\$7,000								\$7,000
STIP State Cash-Augmn RIP	\$7,000		\$7,000								\$7,000
Local Funds	\$14,317	\$1,856		\$5,818	\$6,008	\$600	\$35				\$14,317
TDA - Bicycles	\$1,250	\$1,250									\$1,250
<b>TOTAL</b>	<b>\$64,699</b>	<b>\$30,108</b>	<b>\$15,614</b>	<b>\$9,153</b>	<b>\$8,625</b>	<b>\$926</b>	<b>\$147</b>	<b>\$127</b>			<b>\$64,699</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$27,820	\$26,375	\$1,445								\$27,820
<i>TransNet</i> - MC	\$6,157		\$350	\$350	\$2,790	\$2,456	\$211				\$6,157
<i>TransNet</i> - SGIP	\$648	\$648									\$648
SB1 - LPP Formula	\$7,000		\$7,000								\$7,000
STIP State Cash-Augmn RIP	\$7,000		\$7,000								\$7,000
Local Funds	\$3,470	\$1,877		\$1,593							\$3,470
TDA - Bicycles	\$1,250	\$1,250									\$1,250
<b>TOTAL</b>	<b>\$53,345</b>	<b>\$30,150</b>	<b>\$15,795</b>	<b>\$1,943</b>	<b>\$2,790</b>	<b>\$2,456</b>	<b>\$211</b>				<b>\$53,345</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN258</b>		<b>RTIP #:23-05</b>
Project Title:	Central Mobility Hub	RTP REF: MHLA1; TL56 (2021) SANDAG ID: 1149000
Project Description:	In San Diego from Old Town Transit Center to the San Diego Airport and 12th and Imperial Trolley Center - Environmental Analysis and Preliminary Engineering for Central Mobility Station and Airport Connectivity. Toll Credits will be used to match federal funds for the PE phase	
Change Reason:	Reduce funding, Revise funding between fiscal years	
	Capacity Status:NCI Exempt Category:Other - Engineering studies	

Est Total Cost: **\$42,921**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$2,035	\$2,035							\$2,035		
TransNet - MC AC	\$0	\$13,638	\$(2,669)	\$(10,969)							
CMAQ - Conversion	\$19,400		\$12,846	\$6,554					\$19,400		
RSTP	\$18,565	\$18,565							\$18,565		
Local Funds	\$2,921			\$2,921					\$2,921		
<b>TOTAL</b>	<b>\$42,921</b>	<b>\$34,238</b>	<b>\$10,177</b>	<b>\$(1,494)</b>					<b>\$42,921</b>		

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$2,035	\$2,035							\$2,035		
TransNet - MC AC	\$0	\$13,638		\$(2,669)	\$(10,969)						
CMAQ - Conversion	\$19,400			\$8,156	\$11,244				\$19,400		
RSTP	\$18,565	\$18,565							\$18,565		
Local Funds	\$2,938		\$2,938						\$2,938		
<b>TOTAL</b>	<b>\$42,938</b>	<b>\$34,238</b>	<b>\$2,938</b>	<b>\$5,487</b>	<b>\$275</b>				<b>\$42,938</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN261</b>		<b>RTIP #:23-05</b>
Project Title:	Palomar Street Rail Grade Separation	SANDAG ID: 1210091
Project Description:	In the City of Chula Vista at Palomar and Industrial Boulevard on the Blue Line Trolley - final design for Rail Grade Separation. Toll Credits will be used to match federal funds for the PE phase	RAS (M-39)
Change Reason:	Revise funding between fiscal years	
	Capacity Status:NCI	Exempt Category:Safety - Railroad/highway crossing

Est Total Cost: **\$7,000**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$70	\$45	\$2	\$4	\$20				\$70		
TransNet - MC AC	\$0	\$3,430		\$(3,430)							
CMAQ - Conversion	\$4,930	\$1,500		\$3,430					\$4,930		
Federal Disc.-CPF-TransInfra	\$2,000		\$2,000						\$2,000		
<b>TOTAL</b>	<b>\$7,000</b>	<b>\$4,975</b>	<b>\$2,002</b>	<b>\$4</b>	<b>\$20</b>				<b>\$7,000</b>		

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$50	\$13	\$25	\$12					\$50		
TransNet - MC AC	\$0	\$3,450	\$(3,450)								
CMAQ - Conversion	\$4,950	\$1,500	\$3,450						\$4,950		
Federal Disc.-CPF-TransInfra	\$2,000		\$2,000						\$2,000		
<b>TOTAL</b>	<b>\$7,000</b>	<b>\$4,963</b>	<b>\$2,025</b>	<b>\$12</b>					<b>\$7,000</b>		

<b>MPO ID: SAN264</b>		<b>RTIP #:23-05</b>
Project Title:	Regional Electric Vehicle Charging Incentive Program	RTP REF: A-71 (2021)
Project Description:	Region wide in the San Diego Region - partner with state and regional agencies to provide incentives to businesses, shopping centers, housing complexes, or local agencies to install electric vehicle charging stations with the goal of expanding the network of charging stations in the San Diego region and reducing greenhouse gas emissions from passenger vehicles. Toll Credits will be used to match federal funds for the CON phase... Toll Credits will be used to match federal funds for the CON phase	SANDAG ID: 3502000
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Air Quality - Ride-sharing and van-pooling program

Est Total Cost: **\$14,800**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$8,300	\$2,735	\$2,000	\$1,968	\$1,597						\$8,300
CMAQ	\$6,000				\$3,000	\$1,000	\$1,000	\$1,000			\$6,000
Local Funds	\$500			\$500							\$500
<b>TOTAL</b>	<b>\$14,800</b>	<b>\$2,735</b>	<b>\$2,000</b>	<b>\$2,468</b>	<b>\$4,597</b>	<b>\$1,000</b>	<b>\$1,000</b>	<b>\$1,000</b>			<b>\$14,800</b>

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$5,000	\$3,000	\$2,000								\$5,000
CMAQ	\$3,000			\$1,500	\$1,500						\$3,000
<b>TOTAL</b>	<b>\$8,000</b>	<b>\$3,000</b>	<b>\$2,000</b>	<b>\$1,500</b>	<b>\$1,500</b>						<b>\$8,000</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN268</b>	<b>RTIP #:23-05</b>
Project Title: Del Mar Bluffs V	SANDAG ID: 1147100
Project Description: Along the LOSSAN Corridor in the City of del Mar from MP 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road - Complete environmental document and design to maintain stability of trackbed on 1.6 miles of coastal bluff. Stabilization measures including soldier piles to maintain stability of the trackbed, replacing/repairing deteriorating drainage structures, and repair of localized areas of erosion.. Toll Credits will be used to match federal funds for the PE phase	
Change Reason: Revise Fund Source	

Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **\$77,999**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$3,320	\$3,320							\$3,320		
Fed Rail Admin (FRA-PRIIA)	\$11,570	\$11,570									\$11,570
Federal Disc.-CPF-TransInfra	\$10,000			\$10,000							\$10,000
CAP-TRADE	\$4,900	\$3,774	\$1,126						\$3,774		\$1,126
SB1 - TCEP	\$36,200		\$36,200								\$36,200
Local Funds	\$11,929	\$2,929		\$9,000					\$2,929		\$9,000
TDA	\$80	\$80							\$80		
<b>TOTAL</b>	<b>\$77,999</b>	<b>\$21,673</b>	<b>\$37,326</b>	<b>\$19,000</b>					<b>\$10,103</b>		<b>\$67,896</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$320	\$320							\$320		
Fed Rail Admin (FRA-PRIIA)	\$11,570	\$11,570									\$11,570
Federal Disc.-CPF-TransInfra	\$10,000			\$10,000							\$10,000
RSTP	\$3,000	\$3,000							\$3,000		
CAP-TRADE	\$4,900	\$3,774	\$1,126						\$3,774		\$1,126
SB1 - TCEP	\$36,200		\$36,200								\$36,200
Local Funds	\$11,929	\$2,929		\$9,000					\$2,929		\$9,000
TDA	\$80	\$80							\$80		
<b>TOTAL</b>	<b>\$77,999</b>	<b>\$21,673</b>	<b>\$37,326</b>	<b>\$19,000</b>					<b>\$10,103</b>		<b>\$67,896</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN275										RTIP #:23-05	
Project Title: Pacific Coast Highway/Central Mobility Bikeway							RTP REF: AT011 (2021)				
Project Description: In the City of San Diego along Pacific Coast Highway - Design and construct bikeway along Pacific Coast Highway adjacent to future Central Mobility Hub. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the ROW phase							SANDAG ID: 1223200				
Change Reason: Increase funding											
Capacity Status:NCI							Exempt Category:Air Quality - Bicycle and pedestrian facilities				
Est Total Cost: <b>\$7,314</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$3,496					\$2,200	\$1,296		\$3,196	\$300	
ATP - R	\$3,818			\$3,818					\$3,818		
<b>TOTAL</b>	<b>\$7,314</b>			<b>\$3,818</b>		<b>\$2,200</b>	<b>\$1,296</b>		<b>\$7,014</b>	<b>\$300</b>	
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$3,496				\$2,200	\$1,296			\$3,196	\$300	
<b>TOTAL</b>	<b>\$3,496</b>				<b>\$2,200</b>	<b>\$1,296</b>			<b>\$3,196</b>	<b>\$300</b>	

MPO ID: SAN285										RTIP #:23-05	
Project Title: Blue Line and San Ysidro Mobility Hub							SANDAG ID: 3322300, 3322301				
Project Description: San Ysidro Trolley Station to 12th and Imperial - Study analyze the feasibility of implementing a Blue Line Express service between San Ysidro and Downtown San Diego as as well as to advance implementation of the future San Ysidro Mobility Hub per the Regional Mobility Hub Strategy and the 2021 Regional Plan.. Toll Credits will be used to match federal funds for the PE phase											
Change Reason: Increase funding											
Capacity Status:NCI							Exempt Category:Other - Engineering studies				
Est Total Cost: <b>\$5,021</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5309TOD	\$405		\$405						\$405		
RSTP	\$2,717	\$1,000	\$1,717						\$2,717		
Local Funds	\$1,899	\$9	\$650	\$1,240					\$1,899		
<b>TOTAL</b>	<b>\$5,021</b>	<b>\$1,009</b>	<b>\$2,772</b>	<b>\$1,240</b>					<b>\$5,021</b>		
PROJECT LAST AMENDED 23-02											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5309TOD	\$405		\$405						\$405		
RSTP	\$3,500	\$1,000	\$2,500						\$3,500		
Local Funds	\$1,250	\$985	\$265						\$1,250		
<b>TOTAL</b>	<b>\$5,155</b>	<b>\$1,985</b>	<b>\$3,170</b>						<b>\$5,155</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

**COMPLETED**

MPO ID: SAN287										RTIP #:23-05	
Project Title: TDM Transit Equity Pilot										SANDAG ID: 3505000	
Project Description: Across San Diego County - Pilot project aimed at changing travel behavior in youth 18 and under by providing free transit passes. Project also includes increased service on select bus routes in San Diego( MTS routes 3,4,13,906/907,929 and NCTD routes 304,355/357) to provide extended service to disadvantaged populations. This pilot will include marketing and outreach to educate the target populations about options available and an analysis of the pilot on ridership, attitudes towards transit and planned future travel choices. If successful, the region will seek funding to make permanent changes in the transit fare structure Toll Credits will be used to match federal funds for the CON phase											
Change Reason: Complete project											
Capacity Status:NCI Exempt Category:Mass Transit - Transit operating assistance											
Est Total Cost: \$0											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<b>TOTAL</b>											
PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
CMAQ	\$8,000	\$8,000									\$8,000
Local Funds	\$1,500		\$1,500								\$1,500
<b>TOTAL</b>	<b>\$9,500</b>	<b>\$8,000</b>	<b>\$1,500</b>								<b>\$9,500</b>

MPO ID: SAN289										RTIP #:23-05	
Project Title: San Dieguito to Sorrento Valley Double-Track											
Project Description: Not Location Specific - Completion of Project Approval and Environmental Document (PA&ED) phase re-aligning the LOSSAN rail corridor away from the Del Mar Bluffs with a double track system, and the advancement of the design and right-of-way phases.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Safety - Hazard elimination program											
Est Total Cost: \$155,218											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - MC	\$2,718			\$511	\$760	\$954	\$493		\$511	\$760	\$1,447
RSTP	\$500			\$500					\$500		
CAP-TRADE	\$152,000		\$152,000						\$152,000		
<b>TOTAL</b>	<b>\$155,218</b>		<b>\$152,000</b>	<b>\$1,011</b>	<b>\$760</b>	<b>\$954</b>	<b>\$493</b>		<b>\$153,011</b>	<b>\$760</b>	<b>\$1,447</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

**DELETED**

MPO ID: SAN291										RTIP #:23-05	
Project Title: Clean Transit Advancement Campus - CTAC Planning											
Project Description: Point location at Federal Blvd. and 47th Street - Construct the Clean Transit Advancement Campus, a new bus maintenance and charging facility for electric buses. The project site includes employee parking and an administration and operation building, and bus parking and charging, maintenance bays, bus washes, and an operations building											
Change Reason: Delete project											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: \$0											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TOTAL											
PROJECT LAST AMENDED 23-03											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
Federal Disc.-CPF-TransInfra	\$1,000		\$1,000						\$1,000		
TOTAL	\$1,000		\$1,000						\$1,000		

MPO ID: SAN294										RTIP #:23-05	
Project Title: FACT Full Access and Coordinated Transportation - One-call One-click Transportation Access											
Project Description: Not Location Specific - Research and develop an online platform that will facilitate contactless payments and standardize trip reservation requests/client information among specialized regional transportation providers. The platform will improve the reliability of San Diego County's transportation system.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: \$240											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA FTAAMPG	\$240		\$240						\$240		
TOTAL	\$240		\$240						\$240		



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN298</b>										<b>RTIP #:23-05</b>	
Project Title: Elfin Forest Recreational Reserve Visitor Access I										SANDAG ID: 1147800	
Project Description: Construct approximately 0.5 mile new trail link between two trails with scenic overlook, renovate and expand parking lot with restrooms at the Elfin Forest Recreation Reserve within the City of Escondido in San Diego County.											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities											
<b>Est Total Cost: \$965</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RTP	\$849			\$849							\$849
Local Funds	\$116			\$116							\$116
<b>TOTAL</b>	<b>\$965</b>			<b>\$965</b>							<b>\$965</b>

<b>MPO ID: SAN299</b>										<b>RTIP #:23-05</b>	
Project Title: SR 76 Roadway Straightening										SANDAG ID: 1147800	
Project Description: Preliminary design & environmental document for roadway straightening.. Toll Credits will be used to match federal funds for the PE phase											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
<b>Est Total Cost: \$2,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$2,000		\$2,000						\$2,000		
<b>TOTAL</b>	<b>\$2,000</b>		<b>\$2,000</b>						<b>\$2,000</b>		

<b>MPO ID: SAN300</b>										<b>RTIP #:23-05</b>	
Project Title: I-8/Willows Road Interchange Improvements										SANDAG ID: 1147900	
Project Description: Preliminary design & environmental document for interchange improvements.. Toll Credits will be used to match federal funds for the PE phase											
Change Reason: New Project											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
<b>Est Total Cost: \$3,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
RSTP	\$3,000			\$3,000					\$3,000		
<b>TOTAL</b>	<b>\$3,000</b>			<b>\$3,000</b>					<b>\$3,000</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

MPO ID: SAN301		RTIP #:23-05
Project Title:	Central Mobility Hub and Connections	SANDAG ID: 3322900
Project Description:	Point location at TBD - Develop a conceptual plan for the Downtown Central Mobility Hub and multimodal connecting corridors needed to reduce car reliance, VMT, and emissions while advancing social equity and enhancing quality of life for everyone living, working, or spending time in the regions urban core. Emphasis for FY 2024 will be conducting a multi layered analysis inclusive of heavy and light rail connections, bus priority, active transportation, integration of an airport transit connection, and major street space reallocation that is required to transform them from car centric to people serving.. Toll Credits will be used to match federal funds for the PE phase	
Change Reason:	New Project	
	Capacity Status:NCI Exempt Category:All Projects - Bus terminal and transfer points	
Est Total Cost: <b>\$1,000</b>		
	<b>TOTAL</b>	<b>PRIOR</b>
	22/23	23/24
	24/25	25/26
	26/27	FUTURE
	PE	RW
	CON	
RSTP	\$1,000	
	\$1,000	\$1,000
<b>TOTAL</b>	<b>\$1,000</b>	<b>\$1,000</b>

MPO ID: SAN302		RTIP #:23-05
Project Title:	Smart Corridors	SANDAG ID: 3430200
Project Description:	Develop and support a variety of initiatives aimed at building out the Managed Lanes network envisioned in the Regional Plan. Toll Credits will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase	
Change Reason:	New Project	
	Capacity Status:NCI Exempt Category:Other - Engineering studies	
Est Total Cost: <b>\$600</b>		
	<b>TOTAL</b>	<b>PRIOR</b>
	22/23	23/24
	24/25	25/26
	26/27	FUTURE
	PE	RW
	CON	
RSTP	\$600	
	\$600	\$600
<b>TOTAL</b>	<b>\$600</b>	<b>\$600</b>

MPO ID: SAN303		RTIP #:23-05
Project Title:	Active Transportation Planning and Programs	SANDAG ID: 3300200
Project Description:	Support SANDAG efforts to improve mobility and access through coordinated active transportation planning and project development activities. Toll Credits will be used to match federal funds for the PE phase. Toll Credits will be used to match federal funds for the PE phase	
Change Reason:	New Project	
	Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities	
Est Total Cost: <b>\$1,067</b>		
	<b>TOTAL</b>	<b>PRIOR</b>
	22/23	23/24
	24/25	25/26
	26/27	FUTURE
	PE	RW
	CON	
RSTP	\$400	
TDA	\$667	
	\$1,067	\$1,067
<b>TOTAL</b>	<b>\$1,067</b>	<b>\$1,067</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Association of Governments**

<b>MPO ID: SAN304</b>			<b>RTIP #:23-05</b>								
Project Title: FACT - Vehicle Purchase											
Project Description: Not Location Specific - purchase of 12 accessible low-floor mini-vans. Toll Credits will be used to match federal funds for the PE phase											
Change Reason: New Project											
Capacity Status:NCI			Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet								
<b>Est Total Cost: \$779</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
FTA 5339	\$779		\$779						\$779		
<b>TOTAL</b>	<b>\$779</b>		<b>\$779</b>						<b>\$779</b>		

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego County**

<b>MPO ID: CNTY102</b>			<b>RTIP #:23-05</b>								
<p>Project Title: Riverford Road Intersection at SR 67</p> <p>Project Description: Intersection on SR 67 at Riverford Road and Woodside Ave - Improve the intersection at Riverford Road and SR 67 with two roundabouts at Woodside Ave and N. Woodside Ave. The project will improve overall operations, circulation, and provide a more complete street that is accessible for all users at the SR 67 / Riverford Road Interchange. The proposed project will not increase the number of travel lanes at the project interchange intersections or the vehicle capacity of the roadway. This project will also provide sidewalk and bicycle lane continuity. Modifications to the SR 67 and Riverford Rd. interchange are necessary to improve local and regional traffic, facilitate transit services, and improve trail, bicycle and pedestrian connectivity.</p> <p>Change Reason: New Project</p> <p>RT:67 Capacity Status:NCI Exempt Category:All Projects - Interchange reconfiguration projects</p>											
Est Total Cost: <b>\$22,150</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Local Funds	\$22,150		\$400	\$1,500	\$1,500	\$500	\$17,500	\$750	\$3,400	\$500	\$18,250
<b>TOTAL</b>	<b>\$22,150</b>		<b>\$400</b>	<b>\$1,500</b>	<b>\$1,500</b>	<b>\$500</b>	<b>\$17,500</b>	<b>\$750</b>	<b>\$3,400</b>	<b>\$500</b>	<b>\$18,250</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

<b>MPO ID: MTS31</b>	<b>RTIP #:23-05</b>
Project Title:	Bus & Rail Electrification and Power
Project Description:	Along Blue Line Right-Of-Way (ROW) - Within MTS Service Area - FY24 Projects Include: - Zero Emission Charging Infrastructure Design, Construction, and Equipment: - IAD and KMD Overhead Charging Infrastructure - IAD Tire storage design - ECD Battery Storage - ECD Overhead Charging Master Plan - Rail Electrification, Replacements, and Design: - Downtown Parallel Feeder Cables - Catenary and Substation Replacements - Sicas S7 System Wide Replacement
Change Reason:	Revise Fund Source, Revise funding between fiscal years

Capacity Status:NCI Exempt Category:Mass Transit - Track rehabilitation in existing right of way

Est Total Cost: **\$80,123**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
FTA 5337	\$42,137		\$3,492		\$12,880	\$12,965	\$12,800				\$42,137
Federal Disc.-CPF-TransInfra	\$2,630	\$750	\$1,880								\$2,630
SB1 - SGR	\$4,462	\$4,462									\$4,462
SB1 - TIRCP	\$8,064			\$8,064							\$8,064
STA	\$1,746	\$1,746									\$1,746
TDA	\$19,484	\$1,355	\$3,555	\$7,319		\$3,220	\$4,035				\$19,484
<b>TOTAL</b>	<b>\$80,123</b>	<b>\$9,913</b>	<b>\$8,927</b>	<b>\$15,383</b>	<b>\$12,880</b>	<b>\$16,185</b>	<b>\$16,835</b>				<b>\$80,123</b>

**PROJECT LAST AMENDED 23-03**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$1,600	\$1,600									\$1,600
FTA 5337	\$41,637		\$2,992		\$12,880	\$12,965	\$12,800				\$41,637
Federal Disc.-CPF-TransInfra	\$2,630	\$750	\$1,880								\$2,630
SB1 - SGR	\$4,462	\$4,462									\$4,462
SB1 - TIRCP	\$8,064			\$8,064							\$8,064
STA	\$1,746	\$1,746									\$1,746
TDA	\$19,984	\$1,355	\$3,555	\$7,819		\$3,220	\$4,035				\$19,984
<b>TOTAL</b>	<b>\$80,123</b>	<b>\$9,913</b>	<b>\$8,427</b>	<b>\$15,883</b>	<b>\$12,880</b>	<b>\$16,185</b>	<b>\$16,835</b>				<b>\$80,123</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

<b>MPO ID: MTS35</b>	<b>RTIP #:23-05</b>
Project Title: Fixed Guideway Transitways/Lines	
Project Description: MTS service area - Within MTS Service Area - FY24 Projects Include: - Rail Infrastructure Maintenance/Replacements/Design: - Blue Line Fence Improvements - Orange Line Improvement Project - Special Trackwork Replacement - Street Trackage Pavement Replacement - Rail Fastener Replacement - Fletcher - Beyer Track and Slope - S85 Retaining Wall - Rio Vista Platform Design Phase II - Green Line IMT Double Tracks Rail infrastructure maintenance and upgrade projects, including grade crossing replacement, station trackway replacement, and trackwork replacement.	
Change Reason: Reduce funding	
Capacity Status: NCI	Exempt Category: Mass Transit - Track rehabilitation in existing right of way

**Est Total Cost: \$131,301**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
FTA 5337	\$7,670	\$921	\$3,276	\$57	\$366		\$3,049				\$7,670
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$49,089	\$31,579	\$2,950	\$1,040	\$13,520						\$49,089
STA	\$5,831	\$5,831									\$5,831
Local Funds	\$8,236	\$4,000	\$3,932	\$304							\$8,236
TDA	\$58,589	\$25,817	\$10,712	\$4,475	\$10,268	\$3,457	\$3,860				\$58,589
<b>TOTAL</b>	<b>\$131,301</b>	<b>\$70,034</b>	<b>\$20,870</b>	<b>\$5,876</b>	<b>\$24,154</b>	<b>\$3,457</b>	<b>\$6,909</b>				<b>\$131,301</b>

**PROJECT LAST AMENDED 23-03**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
FTA 5307	\$622	\$622									\$622
FTA 5337	\$8,170	\$921	\$3,776	\$57	\$366		\$3,049				\$8,170
Prop 1B - PTMISEA	\$464	\$464									\$464
Prop 1B Transit Sec Grant Prg	\$800	\$800									\$800
SB1 - TIRCP	\$49,089	\$31,579	\$2,950	\$1,040	\$13,520						\$49,089
STA	\$17,331	\$5,831		\$11,500							\$17,331
Local Funds	\$8,236	\$4,000	\$3,932	\$304							\$8,236
TDA	\$58,089	\$25,817	\$10,712	\$3,975	\$10,268	\$3,457	\$3,860				\$58,089
<b>TOTAL</b>	<b>\$142,801</b>	<b>\$70,034</b>	<b>\$21,370</b>	<b>\$16,876</b>	<b>\$24,154</b>	<b>\$3,457</b>	<b>\$6,909</b>				<b>\$142,801</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Diego Metropolitan Transit System**

MPO ID: MTS45										RTIP #:23-05	
Project Title: MTS Orange Line Corridor Improvement Study											
Project Description: Baltimore Junction and Euclid Avenue - This San Diego Metropolitan Transit System (MTS) is leading the Orange Line Corridor Improvement Study with the support of a consultant. This grant will provide the funding for two different planning and engineering studies along the Orange Line corridor: 1) Feasibility study of stations, connecting track, and other infrastructure at the Baltimore Junction (Baltimore Junction Area Planning Study); and 2) Study of grade separation opportunities near Euclid Avenue assist in identifying improvements required for safety and transit service improvements											
Change Reason: Revise Fund Source											
Capacity Status:NCI Exempt Category:Other - Engineering studies											
Est Total Cost: <b>\$750</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Other Fed-ARPA 2021	\$750		\$750						\$750		
<b>TOTAL</b>	<b>\$750</b>		<b>\$750</b>						<b>\$750</b>		
PROJECT LAST AMENDED 23-03											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
ARPA 2021	\$750		\$750						\$750		
<b>TOTAL</b>	<b>\$750</b>		<b>\$750</b>						<b>\$750</b>		

MPO ID: SAN262										RTIP #:23-05	
Project Title: Low-Floor Light Rail Transit Vehicles										SANDAG ID: 1210090	
Project Description: In the San Diego region for the Blue and Orange Lines - procurement of 47 LRVs to replace existing SD100 fleet to support minor service enhancements.											
Change Reason: Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Mass Transit - Purchase new buses and rail cars to replace existing vehicles or minor expansions of fleet											
Est Total Cost: <b>\$72,260</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$260	\$1	\$60	\$125	\$74						\$260
RSTP	\$72,000	\$30,000	\$12,000	\$15,000	\$15,000						\$72,000
<b>TOTAL</b>	<b>\$72,260</b>	<b>\$30,001</b>	<b>\$12,060</b>	<b>\$15,125</b>	<b>\$15,074</b>						<b>\$72,260</b>
PROJECT LAST AMENDED 23-00											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
TransNet - MC	\$260	\$50	\$60	\$125	\$25						\$260
RSTP	\$72,000	\$30,000	\$12,000	\$25,000	\$5,000						\$72,000
<b>TOTAL</b>	<b>\$72,260</b>	<b>\$30,050</b>	<b>\$12,060</b>	<b>\$25,125</b>	<b>\$5,025</b>						<b>\$72,260</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM22</b>		<b>RTIP #:23-05</b>									
Project Title:		South Santa Fe from Bosstick to Smilax #88179							RTP REF: A-28 (2019)		
Project Description:		Intersection at S. Santa Fe Rd and Smilax Rd. - Realign and signalize the intersection located at S. Santa Fe Road and Smilax Road. This project will also widen S. Santa Fe in the westbound direction. Improvements will include the construction of new pavement, new intersection configuration and new bike lanes.							RAS (T2-11)		
Change Reason:		Increase funding							TransNet - LSI: CR		
Capacity Status:CI		Exempt Category:Non-Exempt									
Est Total Cost: <b>\$7,424</b>		Open to Traffic: Dec 2020									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H (78)	\$580	\$580								\$580	
TransNet - LSI	\$39	\$39							\$39		
TransNet - LSI Carry Over	\$269	\$132	\$137						\$101		\$168
Local Funds	\$6,536	\$6,312		\$225					\$263	\$3,308	\$2,965
<b>TOTAL</b>	<b>\$7,424</b>	<b>\$7,063</b>	<b>\$137</b>	<b>\$225</b>					<b>\$403</b>	<b>\$3,888</b>	<b>\$3,133</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - H (78)	\$580	\$580								\$580	
TransNet - LSI	\$39	\$39							\$39		
TransNet - LSI Carry Over	\$269	\$268	\$1						\$101		\$168
Local Funds	\$6,311	\$6,312							\$263	\$3,308	\$2,740
<b>TOTAL</b>	<b>\$7,199</b>	<b>\$7,199</b>	<b>\$1</b>						<b>\$403</b>	<b>\$3,888</b>	<b>\$2,908</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM31</b>		<b>RTIP #:23-05</b>
Project Title:	San Marcos Creek Specific Plan - Discovery St. Widening and Flood Control Improvements #88265	RTP REF: A-62; C-49 (2021) RAS (T2-11) <i>TransNet</i> - LSI: CR
Project Description:	From Via Vera Cruz Rd to Bent Ave/Craven Rd - Part of San Marcos Creek Specific Plan group of projects to widen Discovery St. to four lane secondary arterial between Via Vera Cruz and Bent Ave. Improvements include construction of roadway improvements, bike lanes and trails.	
Change Reason:	Increase funding	
Capacity Status:	CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$13,529</b>		Open to Traffic: Sep 2022									
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - Bond	\$1,997	\$1,998							\$1,457	\$40	\$500
<i>TransNet</i> - LSI Carry Over	\$1,957	\$1,957							\$537	\$450	\$970
Local Funds	\$4,593	\$2,674	\$1,918						\$147	\$215	\$4,231
Local RTCIP	\$4,982	\$4,982									\$4,982
<b>TOTAL</b>	<b>\$13,529</b>	<b>\$11,611</b>	<b>\$1,918</b>						<b>\$2,141</b>	<b>\$705</b>	<b>\$10,683</b>

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - Bond	\$1,997	\$1,998							\$1,457	\$40	\$500
<i>TransNet</i> - LSI Carry Over	\$1,957	\$1,957							\$537	\$450	\$970
Local Funds	\$3,411	\$2,674	\$736						\$147	\$215	\$3,049
Local RTCIP	\$4,982	\$4,982									\$4,982
<b>TOTAL</b>	<b>\$12,347</b>	<b>\$11,611</b>	<b>\$736</b>						<b>\$2,141</b>	<b>\$705</b>	<b>\$9,501</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM32</b>	<b>RTIP #:23-05</b>
Project Title: Via Vera Cruz Bridge and Street Improvements #88264	RTP REF: A-62: C-49 (2021) <i>TransNet</i> - LSI: CR
Project Description: Bridge 57C0867 - Part of San Marcos Creek Specific Plan group of projects to widen to four lane secondary arterial and construct a bridge at San Marcos Creek	
Change Reason: Increase funding	
Capacity Status: CI	Exempt Category: Non-Exempt

Est Total Cost: **\$41,467**                      Open to Traffic: Jan 2022

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$175	\$175									\$175
<i>TransNet</i> - LSI Carry Over	\$4,579	\$2,830	\$1,749						\$241	\$11	\$4,327
HBP	\$24,522	\$20,539	\$3,983						\$2,390	\$443	\$21,689
Local Funds	\$12,191	\$172	\$10,766	\$1,253					\$115	\$57	\$12,019
Local Funds AC	\$0	\$3,983	\$(3,983)								
<b>TOTAL</b>	<b>\$41,467</b>	<b>\$27,699</b>	<b>\$12,515</b>	<b>\$1,253</b>					<b>\$2,746</b>	<b>\$511</b>	<b>\$38,210</b>

<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$175	\$175									\$175
<i>TransNet</i> - LSI Carry Over	\$4,579	\$2,830	\$1,749						\$241	\$11	\$4,327
HBP	\$24,522	\$20,539	\$3,983						\$2,390	\$443	\$21,689
Local Funds	\$10,938	\$172	\$10,766						\$115	\$57	\$10,766
Local Funds AC	\$0	\$3,983	\$(3,983)								
<b>TOTAL</b>	<b>\$40,214</b>	<b>\$27,699</b>	<b>\$12,515</b>						<b>\$2,746</b>	<b>\$511</b>	<b>\$36,957</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM48</b>	<b>RTIP #:23-05</b>											
Project Title:	San Marcos Creek Specific Plan: Creekside Drive and Pad Grading #88505								RTP REF: A-63; C-49 (2021) <i>TransNet</i> - LSI: CR			
Project Description:	Creekside Drive from Via Vera Cruz to Grand Ave (.57 miles) - construct approximately 3,000 feet of a two-lane collector road from Via Vera Cruz to Grand Avenue in the City of San Marcos; will include two 12' lanes, diagonal parking on the north side, and parallel parking on the south side; the project will also include a 10' bike trail meandering along the south side											
Change Reason:	Reduce funding											
Capacity Status:	CI		Exempt Category:Non-Exempt									
Est Total Cost:	<b>\$10,492</b>		Open to Traffic: Apr 2023									

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - Bond	\$1,384	\$1,384							\$929	\$455	
<i>TransNet</i> - LSI (Cash)	\$473	\$473							\$473		
<i>TransNet</i> - LSI Carry Over	\$914	\$914									\$914
Local Funds	\$7,721	\$9,693	\$2,149	\$(4,121)						\$170	\$7,551
<b>TOTAL</b>	<b>\$10,492</b>	<b>\$12,464</b>	<b>\$2,149</b>	<b>\$(4,121)</b>					<b>\$1,402</b>	<b>\$625</b>	<b>\$8,465</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - Bond	\$1,384	\$1,384							\$929	\$455	
<i>TransNet</i> - LSI (Cash)	\$473	\$473							\$473		
<i>TransNet</i> - LSI Carry Over	\$914	\$914									\$914
Local Funds	\$11,842	\$9,693	\$2,149							\$170	\$11,672
<b>TOTAL</b>	<b>\$14,613</b>	<b>\$12,464</b>	<b>\$2,149</b>						<b>\$1,402</b>	<b>\$625</b>	<b>\$12,586</b>

<b>MPO ID: SM56</b>	<b>RTIP #:23-05</b>											
Project Title:	Bent Ave. Bridge and Improvements #88263								<i>TransNet</i> - LSI: CR			
Project Description:	Bridge 00L0045 - Part of San Marcos Creek Specific Plan set of projects to construct new two lane bridge to replace existing two lane low water crossing- Local and <i>TransNet</i> funds to match HBP funds programmed as part of CAL44 Highway Bridge Program											
Change Reason:	Increase funding											
Capacity Status:	NCI		Exempt Category:Safety - Non capacity widening or bridge reconstruction									
Est Total Cost:	<b>\$12,823</b>											

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$103	\$103							\$103		
<i>TransNet</i> - LSI Carry Over	\$1,222	\$1,222							\$63		\$1,159
Local Funds	\$11,498	\$7,148	\$4,350						\$122		\$11,376
<b>TOTAL</b>	<b>\$12,823</b>	<b>\$8,473</b>	<b>\$4,350</b>						<b>\$288</b>		<b>\$12,535</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$103	\$103							\$103		
<i>TransNet</i> - LSI Carry Over	\$1,222	\$1,222							\$63		\$1,159
Local Funds	\$8,229	\$7,148	\$1,081						\$122		\$8,107
<b>TOTAL</b>	<b>\$9,554</b>	<b>\$8,473</b>	<b>\$1,081</b>						<b>\$288</b>		<b>\$9,266</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM62</b>		<b>RTIP #:23-05</b>
Project Title:	Annual Surface Seal Project #ST001	<i>TransNet</i> - LSI: Maint
Project Description:	Various roadways throughout San Marcos - Street surface seals and overlays under 1 inch at various locations throughout the city. Improvements include the applications of bituminous surface seals, restriping to current City standards to provide bike facilities wherever possible and provide updated striping at pedestrian crossings.	
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Safety - Pavement resurfacing and/or rehabilitation

Est Total Cost: **\$680**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$250		\$250								\$250
Local Funds	\$430		\$100	\$330					\$100		\$330
<b>TOTAL</b>	<b>\$680</b>		<b>\$350</b>	<b>\$330</b>					<b>\$100</b>		<b>\$580</b>

\* Future fund source has not been identified

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$250		\$250								\$250
Local Funds	\$100		\$100						\$100		
<b>TOTAL</b>	<b>\$350</b>		<b>\$350</b>						<b>\$100</b>		<b>\$250</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM64</b>		<b>RTIP #:23-05</b>
Project Title:	San Marcos Blvd. Reconstruction #ST005	RAS (T2-11) TransNet - LSI: CR
Project Description:	San Marcos Boulevard from Grand Ave to Rancho Santa Fe Rd. (6.75 miles) - This project includes the reconstruction of San Marcos Blvd. from Grand Ave. to Rancho Santa Fe Rd., including the removal and replacement of deteriorated pavement, removal of pavers at intersections, the installation of new signals throughout the corridor, updated pedestrian ramps for ADA compliance, and the repair and replacement of damaged and uplifted curbs, gutters and uplifted sidewalks. Improvements also include buffered bike lanes where possible.	
Change Reason:	Revise funding between fiscal years	
	Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **\$11,601**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$2,376		\$1,541	\$316	\$519						\$2,376
TransNet - LSI Carry Over	\$2,766		\$2,378	\$388							\$2,766
Local Funds	\$4,603	\$1,200		\$1,199	\$2,204				\$600		\$4,003
Local RTCIP	\$1,856				\$1,856						\$1,856
<b>TOTAL</b>	<b>\$11,601</b>	<b>\$1,200</b>	<b>\$3,919</b>	<b>\$1,903</b>	<b>\$4,579</b>				<b>\$600</b>		<b>\$11,001</b>

**PROJECT LAST AMENDED 23-00**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - LSI	\$1,825	\$1,825									\$1,825
TransNet - LSI Carry Over	\$6,719	\$108	\$1,986	\$1,903	\$2,723						\$6,719
Local Funds	\$1,200	\$1,200							\$600		\$600
Local RTCIP	\$1,856				\$1,856						\$1,856
<b>TOTAL</b>	<b>\$11,600</b>	<b>\$3,133</b>	<b>\$1,986</b>	<b>\$1,903</b>	<b>\$4,579</b>				<b>\$600</b>		<b>\$11,000</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM67</b>										<b>RTIP #:23-05</b>	
Project Title: San Marcos Blvd. at Discovery Street Intersection Improvements #86002								RAS (T2-11) <i>TransNet</i> - LSI: CR			
Project Description: Intersection at San Marcos Blvd and Discovery St - This project will adjust the intersection at San Marcos Blvd. and Discovery Street to eliminate the free-right turn, construct bike lanes and install a new traffic signal. The project will also widen San Marcos Blvd. in the westbound direction, for approximately 900 feet approaching the intersection providing a right turn lane into a highly used school site.											
Change Reason: Increase funding, Revise funding between fiscal years											
Capacity Status:NCI Exempt Category:Other - Intersection channelization projects											
Est Total Cost: <b>\$3,525</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$350		\$350								\$350
Local Funds	\$3,175		\$3,175						\$995		\$2,180
<b>TOTAL</b>	<b>\$3,525</b>		<b>\$3,525</b>						<b>\$995</b>		<b>\$2,530</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI	\$350	\$350									\$350
Local Funds	\$3,075		\$3,075						\$995		\$2,080
<b>TOTAL</b>	<b>\$3,425</b>	<b>\$350</b>	<b>\$3,075</b>						<b>\$995</b>		<b>\$2,430</b>

<b>MPO ID: SM68</b>										<b>RTIP #:23-05</b>	
Project Title: Traffic Management System Enhancement #88532								<i>TransNet</i> - LSI: CR			
Project Description: Various locations throughout the city. - This project will consolidate the construction of a new TMC bringing it up to date with current technologies. This project will also install new supporting infrastructure for the TMC including the installation of new traffic signal controllers at various locations throughout the city.											
Change Reason: Increase funding											
Capacity Status:NCI Exempt Category:Other - Traffic signal synchronization projects											
Est Total Cost: <b>\$2,746</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,244	\$808	\$436						\$244		\$1,000
Local Funds	\$1,502	\$882	\$500	\$120					\$244		\$1,258
<b>TOTAL</b>	<b>\$2,746</b>	<b>\$1,690</b>	<b>\$936</b>	<b>\$120</b>					<b>\$488</b>		<b>\$2,258</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LSI Carry Over	\$1,244	\$1,244							\$244		\$1,000
Local Funds	\$1,382	\$882		\$500					\$244		\$1,138
<b>TOTAL</b>	<b>\$2,626</b>	<b>\$2,126</b>		<b>\$500</b>					<b>\$488</b>		<b>\$2,138</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**San Marcos, City of**

<b>MPO ID: SM72</b>	<b>RTIP #:23-05</b>
Project Title: Annual Surface Seal Project FY24-FY27 #ST011	<i>TransNet - LSI: Maint</i>
Project Description: Various locations throughout the city - Various roadways throughout the City will be surface sealed. Improvements include restriping to current standards and adding buffered bike lanes where possible.	
Change Reason: Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Safety - Pavement resurfacing and/or rehabilitation	

Est Total Cost: **\$10,000**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$4,365			\$1,643		\$722	\$2,000				\$4,365
<i>TransNet - LSI Carry Over</i>	\$3,529		\$2,000		\$251	\$1,278			\$200		\$3,329
Local Funds	\$2,106			\$357	\$1,749						\$2,106
<b>TOTAL</b>	<b>\$10,000</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>		<b>\$200</b>		<b>\$9,800</b>

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$5,906		\$1,541	\$1,643		\$722	\$2,000		\$200		\$5,706
<i>TransNet - LSI Carry Over</i>	\$1,988		\$459		\$251	\$1,278					\$1,988
Local Funds	\$2,106			\$357	\$1,749						\$2,106
<b>TOTAL</b>	<b>\$10,000</b>		<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>	<b>\$2,000</b>		<b>\$200</b>		<b>\$9,800</b>

<b>MPO ID: SM74</b>	<b>RTIP #:23-05</b>
Project Title: Olive Street Bridge #ST012	<i>TransNet - LSI: Maint</i>
Project Description: Bridge 57C0519 - Replacement of the existing Olive Street bridge. This project will also include trail and/or bicycle improvements.	
Change Reason: Revise funding between fiscal years	
Capacity Status:NCI Exempt Category:Safety - Non capacity widening or bridge reconstruction	

Est Total Cost: **\$2,500**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$1,032				\$2	\$1,023	\$7				\$1,032
<i>TransNet - LSI Carry Over</i>	\$1,468		\$659	\$241	\$143	\$425			\$600		\$868
<b>TOTAL</b>	<b>\$2,500</b>		<b>\$659</b>	<b>\$241</b>	<b>\$145</b>	<b>\$1,448</b>	<b>\$7</b>		<b>\$600</b>		<b>\$1,900</b>

\* Remaining funding not yet identified

PROJECT LAST AMENDED 23-00

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet - LSI</i>	\$1,841			\$241	\$145	\$1,448	\$7				\$1,841
<i>TransNet - LSI Carry Over</i>	\$659	\$600	\$59						\$600		\$59
<b>TOTAL</b>	<b>\$2,500</b>	<b>\$600</b>	<b>\$59</b>	<b>\$241</b>	<b>\$145</b>	<b>\$1,448</b>	<b>\$7</b>		<b>\$600</b>		<b>\$1,900</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

Solana Beach, City of

<b>MPO ID: SB22</b>		<b>RTIP #:23-05</b>										
Project Title:		Lomas Santa Fe Drive Roadway and Corridor Improvements										
Project Description:		Lomas Santa Fe Drive from Santa Helena to Highland Drive (.95 miles) - On Lomas Santa Fe Drive, east of I-5 between Santa Helena and Highland Drive, construct new curbs and a multi-use trail along the northerly side of the existing roadway. Construct planted medians. Reconfigure and restripe the existing travel lanes and bike lanes to accommodated the multi-use trail. Add sidewalk along the south side, east of Las Banderas. Overlay the existing pavement with 2-inch asphalt concrete.										
Change Reason:		New Project										
		Capacity Status:NCI Exempt Category:Air Quality - Bicycle and pedestrian facilities										
Est Total Cost: <b>\$8,400</b>												
		<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
Federal	Disc.-CPF-Hwy/Infra	\$7,000			\$7,000							\$7,000
Local	Funds	\$1,400			\$1,400							\$1,400
<b>TOTAL</b>		<b>\$8,400</b>			<b>\$8,400</b>							<b>\$8,400</b>



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V07</b>		<b>RTIP #:23-05</b>									
Project Title:	Biological Mitigation Program								SANDAG ID: 1200200		
Project Description:	Countywide - habitat acquisition, restoration, creation, enhancement, management and monitoring necessary for meeting project mitigation requirements; mitigation efforts will focus on <i>TransNet</i> Early Action Program projects, then Regional Transportation Plan (RTP) Revenue Constrained projects										
Change Reason:	Reduce funding										
Capacity Status:NCI		Exempt Category:Other - Advance land acquisitions									
Est Total Cost: <b>\$462,000</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - REMP	\$399,063	\$359,072	\$20,437	\$12,095	\$7,459				\$63,141	\$131,547	\$204,375
<i>TransNet</i> - Regional EMP (AC)	\$0	\$21,200			\$(10,700)	\$(10,500)					
CMAQ - Conversion	\$37,284	\$37,284									\$37,284
RSTP - Conversion	\$21,200				\$10,700	\$10,500					\$21,200
Local Funds	\$4,453	\$453	\$4,000								\$4,453
<b>TOTAL</b>	<b>\$462,000</b>	<b>\$418,009</b>	<b>\$24,437</b>	<b>\$12,095</b>	<b>\$7,459</b>				<b>\$63,141</b>	<b>\$131,547</b>	<b>\$267,312</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - REMP	\$399,063	\$364,766	\$18,000	\$10,095	\$6,202				\$29,583	\$135,856	\$233,624
<i>TransNet</i> - Regional EMP (AC)	\$0	\$21,200			\$(10,700)	\$(10,500)					
CMAQ - Conversion	\$37,284	\$37,284									\$37,284
RSTP - Conversion	\$21,200				\$10,700	\$10,500					\$21,200
Local Funds	\$453	\$453									\$453
<b>TOTAL</b>	<b>\$458,000</b>	<b>\$423,703</b>	<b>\$18,000</b>	<b>\$10,095</b>	<b>\$6,202</b>				<b>\$29,583</b>	<b>\$135,856</b>	<b>\$292,561</b>

<b>MPO ID: V08</b>		<b>RTIP #:23-05</b>									
Project Title:	Regional Habitat Conservation Fund								SANDAG ID: 1200300		
Project Description:	Countywide - regional habitat management and monitoring										
Change Reason:	Revise funding between fiscal years										
Capacity Status:NCI		Exempt Category:Other - Plantings, landscaping, etc									
Est Total Cost: <b>\$77,961</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LEMP	\$28,814	\$4,282	\$3,457	\$4,769	\$4,306	\$4,000	\$4,000	\$4,000	\$28,814		
<i>TransNet</i> - REMP	\$48,804	\$48,803							\$29,632		\$19,172
Local Funds	\$343	\$343									\$343
<b>TOTAL</b>	<b>\$77,961</b>	<b>\$53,428</b>	<b>\$3,457</b>	<b>\$4,769</b>	<b>\$4,306</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$58,446</b>		<b>\$19,515</b>
<b>PROJECT LAST AMENDED 23-00</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - LEMP	\$28,412	\$4,678	\$4,135	\$4,000	\$4,000	\$4,000	\$4,000	\$3,599	\$28,312		\$100
<i>TransNet</i> - REMP	\$49,206	\$49,205							\$30,034		\$19,172
Local Funds	\$343	\$343									\$343
<b>TOTAL</b>	<b>\$77,961</b>	<b>\$54,226</b>	<b>\$4,135</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$4,000</b>	<b>\$3,599</b>	<b>\$58,346</b>		<b>\$19,615</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V10</b>		<b>RTIP #:23-05</b>									
Project Title:	Grouped Projects for <i>TransNet</i> Smart Growth Incentive Program								SANDAG ID: 1224036,		
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Transportation enhancement activities (except rehabilitation and operation of historic transportation buildings, structures, or facilities)								1224047, 1224049, 1224050, 1224052, 1224053, 1224054, 1224055, 1224056, 1224058, 1224060, 1224061, 1224062, 1224064, 1224065, 1224067, 1224068, 1224069, 1224071, 3321900		
Change Reason:	Reduce funding										
Capacity Status:	NCl		Exempt Category:Other - Transportation enhancement activities								
<b>Est Total Cost: \$39,285</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI	\$3,588	\$185		\$1,153	\$750	\$500	\$500	\$500			\$3,588
<i>TransNet</i> - LSI Carry Over	\$653	\$653									\$653
<i>TransNet</i> - SGIP	\$18,643	\$5,995	\$10,938	\$1,410	\$150	\$150					\$18,643
Local Funds	\$16,401	\$7,987	\$8,114	\$100	\$100	\$100					\$16,401
<b>TOTAL</b>	<b>\$39,285</b>	<b>\$14,820</b>	<b>\$19,052</b>	<b>\$2,663</b>	<b>\$1,000</b>	<b>\$750</b>	<b>\$500</b>	<b>\$500</b>			<b>\$39,285</b>
<b>PROJECT LAST AMENDED 23-01</b>											
	<b>TOTAL</b>	<b>PRIOR</b>	<b>22/23</b>	<b>23/24</b>	<b>24/25</b>	<b>25/26</b>	<b>26/27</b>	<b>FUTURE</b>	<b>PE</b>	<b>RW</b>	<b>CON</b>
<i>TransNet</i> - LSI	\$597	\$185		\$412							\$597
<i>TransNet</i> - LSI Carry Over	\$653	\$653									\$653
<i>TransNet</i> - SGIP	\$21,365	\$8,238	\$11,417	\$1,410	\$150	\$150					\$21,365
Local Funds	\$17,421	\$9,007	\$8,114	\$100	\$100	\$100					\$17,421
<b>TOTAL</b>	<b>\$40,036</b>	<b>\$18,083</b>	<b>\$19,531</b>	<b>\$1,922</b>	<b>\$250</b>	<b>\$250</b>					<b>\$40,036</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V11</b>		<b>RTIP #:23-05</b>
Project Title:	State Route 11	EA NO: 05631, PPNO: 0999
Project Description:	On new alignment from SR 125 to the U.S.-Mexico Border - Construction of four-lane toll highway facility, CVEF and POE in three segments: Segment 1: SR-11/905 to Enrico Fermi; Segment 2: SR-11 from Enrico Fermi to Siempre Viva; Segment 3: POE from Siempre Viva to Mexico Border. Toll Credits will be used to match federal funds for the PE phase, the ROW phase, and the CON phase.. Toll Credits will be used to match federal funds for the PE phase, Toll Credits will be used to match federal funds for the CON phase	RTP REF: A-5; A-30; B-24 SANDAG ID: 1201101, 1201102, 1201103, 1201105 EARMARK NO: CA393/740
Change Reason:	Increase funding, Revise Fund Source, Revise funding between fiscal years, Revise funding between phases	
RT:11	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$1,052,770</b>	Open to Traffic: Phase 1: Mar 2016			Phase 2: Sep 2021			Phase 3: Nov 2022				
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - Border	\$33,475	\$5,150		\$28,325					\$30,686	\$2,789	
TransNet - MC	\$9,317	\$5,018	\$4,298						\$7,788	\$1,354	\$175
CBI	\$195,287	\$195,287							\$52,139	\$104,091	\$39,057
HPP	\$800	\$800							\$800		
INFRA	\$199,278	\$49,278		\$150,000							\$199,278
ITS	\$439	\$439							\$439		
Other Fed -TIFIA	\$243,000				\$243,000						\$243,000
RSTP	\$2,500		\$2,500						\$2,500		
Prop 1B - TCIF	\$73,385	\$73,385									\$73,385
SB1 - TCEP	\$224,688	\$84,688		\$140,000					\$14,610	\$37,770	\$172,308
STIP-IIP NHS	\$6,882	\$6,882							\$6,882		
STIP-IIP Prior State Cash	\$5,200	\$5,200							\$5,200		
STIP-IIP State Cash	\$919	\$919							\$919		
Local Funds	\$57,600	\$2,600			\$55,000				\$2,600		\$55,000
Local Funds AC	\$0			\$243,000	\$(243,000)						
<b>TOTAL</b>	<b>\$1,052,770</b>	<b>\$429,646</b>	<b>\$6,798</b>	<b>\$561,325</b>	<b>\$55,000</b>				<b>\$124,563</b>	<b>\$146,004</b>	<b>\$782,203</b>

\* Environmental Document funded from STIP-IPP prior to CIP

PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
TransNet - Border	\$8,475	\$5,130	\$3,345						\$3,004	\$5,471	
TransNet - MC	\$9,316	\$5,018	\$4,298						\$4,315	\$4,826	\$175
CBI	\$195,287	\$195,287							\$52,139	\$104,091	\$39,057
HPP	\$800	\$800							\$800		
INFRA	\$199,278	\$49,278		\$150,000							\$199,278
ITS	\$439	\$439							\$439		
Other Fed -TIFIA	\$213,200							\$213,200			\$213,200
RSTP	\$2,500		\$2,500						\$2,500		
Prop 1B - TCIF	\$73,385	\$73,385									\$73,385
SB1 - TCEP	\$84,688	\$84,688							\$14,610	\$37,770	\$32,308
STIP-IIP NHS	\$6,882	\$6,882							\$6,882		
STIP-IIP Prior State Cash	\$5,200	\$5,200							\$5,200		
STIP-IIP State Cash	\$919	\$919							\$919		
Local Funds	\$197,600	\$2,600	\$195,000						\$2,600		\$195,000
Local Funds AC	\$0		\$213,200					-\$213,200			
<b>TOTAL</b>	<b>\$997,969</b>	<b>\$429,626</b>	<b>\$418,343</b>	<b>\$150,000</b>					<b>\$93,408</b>	<b>\$152,158</b>	<b>\$752,403</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

MPO ID: V12									RTIP #:23-05		
Project Title:	Grouped Projects for Bicycle and Pedestrian Facilities.							SANDAG ID: 1223054, 1223057, 1223058			
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Table 2 categories - bicycle and pedestrian facilities (both motorized and non-motorized)										
Change Reason:	Increase funding										
Capacity Status:		NCI		Exempt Category: Air Quality - Bicycle and pedestrian facilities							
Est Total Cost: <b>\$46,902</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$27,410	\$11,702	\$6,383	\$6,855	\$1,216	\$1,050	\$205				\$27,410
CRRSAA	\$4,100		\$4,100								\$4,100
RSTP	\$1,863		\$1,863								\$1,863
ATP - R	\$7,284		\$4,450	\$2,834							\$7,284
CRP	\$2,593	\$266	\$2,327								\$2,593
Local Funds	\$799			\$799							\$799
TDA - Bicycles	\$2,853		\$2,853								\$2,853
<b>TOTAL</b>	<b>\$46,902</b>	<b>\$11,968</b>	<b>\$21,976</b>	<b>\$10,488</b>	<b>\$1,216</b>	<b>\$1,050</b>	<b>\$205</b>				<b>\$46,902</b>
PROJECT LAST AMENDED 23-01											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$28,403	\$12,634	\$9,452	\$5,606	\$640	\$70	\$1				\$28,403
CRRSAA	\$4,100		\$4,100								\$4,100
RSTP	\$1,863		\$1,863								\$1,863
ATP - R	\$4,450		\$4,450								\$4,450
CRP	\$2,593		\$2,593								\$2,593
Local Funds	\$790			\$790							\$790
<b>TOTAL</b>	<b>\$42,199</b>	<b>\$12,634</b>	<b>\$22,458</b>	<b>\$6,396</b>	<b>\$640</b>	<b>\$70</b>	<b>\$1</b>				<b>\$42,199</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V14</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and pedestrian facilities - Active Transportation Program (ATP)	SANDAG ID: 1223014, 1223093
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Increase funding	
	Capacity Status:NCI	Exempt Category:Air Quality - Bicycle and pedestrian facilities

**Est Total Cost: \$108,709**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$3,845	\$3,501	\$157	\$129	\$58						\$3,845
<i>TransNet</i> - LSI	\$4,533	\$4,283	\$250								\$4,533
<i>TransNet</i> - LSI (Cash)	\$50	\$50									\$50
<i>TransNet</i> - LSI Carry Over	\$3,618	\$2,613	\$1,005								\$3,618
Federal Disc.-CPF-HwyInfra	\$300		\$300								\$300
ATP - R	\$21,330	\$16,145	\$5,185								\$21,330
ATP - S	\$62,705	\$10,224	\$12,802	\$13,369	\$1,665		\$24,645				\$62,705
Local Funds	\$11,368	\$5,871	\$372	\$3,125	\$1,000	\$1,000					\$11,368
Local RTCIP	\$960		\$960								\$960
<b>TOTAL</b>	<b>\$108,709</b>	<b>\$42,687</b>	<b>\$21,031</b>	<b>\$16,623</b>	<b>\$2,723</b>	<b>\$1,000</b>	<b>\$24,645</b>				<b>\$108,709</b>

**PROJECT LAST AMENDED 23-02**

	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$586	\$225	\$174	\$100	\$87						\$586
<i>TransNet</i> - LSI	\$7,648	\$4,283	\$250	\$695	\$2,420						\$7,648
<i>TransNet</i> - LSI (Cash)	\$50	\$50									\$50
<i>TransNet</i> - LSI Carry Over	\$3,618	\$2,613	\$1,005								\$3,618
Federal Disc.-CPF-HwyInfra	\$300		\$300								\$300
ATP - R	\$8,945	\$3,760	\$5,185								\$8,945
ATP - S	\$55,964	\$10,224	\$12,802	\$6,628	\$1,665		\$24,645				\$55,964
Local Funds	\$8,253	\$4,756	\$648	\$2,849							\$8,253
Local RTCIP	\$960		\$960								\$960
<b>TOTAL</b>	<b>\$86,324</b>	<b>\$25,911</b>	<b>\$21,324</b>	<b>\$10,272</b>	<b>\$4,172</b>		<b>\$24,645</b>				<b>\$86,324</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V17</b>		<b>RTIP #:23-05</b>
Project Title:	Grouped Projects for Bicycle and pedestrian facilities funded with <i>TransNet</i> Active Transportation Grant Program (ATGP)	SANDAG ID: 1223071, 19011004, 19011006, 19011009
Project Description:	Projects are consistent with 40 CFR Part 93.126 Exempt Tables 2 and Table 3 categories - Bicycle and pedestrian facilities (both motorized and Non-motorized)	
Change Reason:	Reduce funding	
Capacity Status:NCI		Exempt Category:Air Quality - Bicycle and pedestrian facilities

Est Total Cost: <b>\$4,616</b>											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,054	\$116	\$938								\$1,054
Local Funds	\$2,789	\$608	\$1,480		\$700						\$2,789
TDA	\$701	\$188	\$513								\$701
TDA - Bicycles	\$72	\$72									\$72
<b>TOTAL</b>	<b>\$4,616</b>	<b>\$984</b>	<b>\$2,931</b>		<b>\$700</b>						<b>\$4,616</b>

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - BPNS	\$1,054	\$116	\$938								\$1,054
Local Funds	\$2,828	\$623	\$1,504		\$700						\$2,828
TDA	\$824	\$198	\$626								\$824
TDA - Bicycles	\$72	\$72									\$72
<b>TOTAL</b>	<b>\$4,778</b>	<b>\$1,009</b>	<b>\$3,068</b>		<b>\$700</b>						<b>\$4,778</b>

<b>MPO ID: V18</b>		<b>RTIP #:23-05</b>
Project Title:	I-5/Voigt Drive Improvements	EA NO: 2T215
Project Description:	between La Jolla Village Drive and Genesee Avenue - in San Diego, on Interstate 5, construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue	RTP REF: CC111; A-29 (2019) SANDAG ID: 1200507
Change Reason:	Increase funding, Revise funding between fiscal years	
RT:5	Capacity Status:CI	Exempt Category:Non-Exempt

Est Total Cost: <b>\$43,380</b>											
Open to Traffic: Dec 2021											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$26,370	\$22,465	\$994	\$2,906	\$5				\$7,496		\$18,874
SB1 - LPP Formula	\$16,130	\$16,130									\$16,130
Local Funds	\$880	\$880							\$880		
<b>TOTAL</b>	<b>\$43,380</b>	<b>\$39,475</b>	<b>\$994</b>	<b>\$2,906</b>	<b>\$5</b>				<b>\$8,376</b>		<b>\$35,004</b>

\* Local funds on related Major Capital projects not programmed

PROJECT LAST AMENDED 23-00											
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON
<i>TransNet</i> - MC	\$25,801	\$23,679	\$1,467	\$656					\$6,489		\$19,312
SB1 - LPP Formula	\$16,130	\$16,130									\$16,130
Local Funds	\$880	\$880							\$880		
<b>TOTAL</b>	<b>\$42,811</b>	<b>\$40,689</b>	<b>\$1,467</b>	<b>\$656</b>					<b>\$7,369</b>		<b>\$35,442</b>

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**Various Agencies**

<b>MPO ID: V20</b>		<b>RTIP #:23-05</b>										
Project Title:	Grouped Projects for Engineering - Complete Corridor Studies								SANDAG ID: 1600001,			
Project Description:	Projects are consistent with 40 CFR part 93.126 Exempt Tables 2 and Table 3 categories - Engineering to assess social, economic, and environmental effects of the proposed action or alternatives to that action; non-capacity increasing. Toll credits are used for the match in the PE Phase.								1600101, 1600102, 1600501, 1600503, 1600504, 1600801, 1601501, 1605201, 1605601, 1606701, 1607801, 1609401, 1612501, 1685501			
Change Reason:	Reduce funding											
Capacity Status:NCI		Exempt Category:Other - Engineering studies										
Est Total Cost: <b>\$34,249</b>												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
TransNet - MC	\$8,076	\$5,553	\$2,008	\$265	\$150	\$50	\$50				\$8,076	
RSTP	\$25,775	\$16,406	\$6,269			\$2,000	\$1,100				\$25,775	
TDA	\$98	\$82	\$16								\$98	
Toll - Managed Lanes	\$300		\$300								\$300	
<b>TOTAL</b>	<b>\$34,249</b>	<b>\$22,041</b>	<b>\$8,593</b>	<b>\$265</b>	<b>\$150</b>	<b>\$2,050</b>	<b>\$1,150</b>				<b>\$34,249</b>	
<b>PROJECT LAST AMENDED 23-02</b>												
	TOTAL	PRIOR	22/23	23/24	24/25	25/26	26/27	FUTURE	PE	RW	CON	
TransNet - MC	\$7,079	\$6,428	\$650	\$1							\$7,079	
RSTP	\$35,790	\$16,236	\$4,012	\$5,042	\$2,250	\$5,750	\$2,500				\$35,790	
TDA	\$98	\$82	\$16								\$98	
Toll - Managed Lanes	\$300		\$300								\$300	
<b>TOTAL</b>	<b>\$43,267</b>	<b>\$22,746</b>	<b>\$4,978</b>	<b>\$5,043</b>	<b>\$2,250</b>	<b>\$5,750</b>	<b>\$2,500</b>				<b>\$43,267</b>	

**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

**RTIP Fund Types**

<b><u>Federal Funding</u></b>	
BIP/CBI	Border Infrastructure Program/Corridors and Borders Infrastructure Program
CMAQ	Congestion Mitigation and Air Quality
DEMO - TEA 21	High Priority Demonstration Program under TEA-21
DEMO-Sec 115	High Priority Demonstration Program under FY 2004 Appropriations
DEMO-Sec 117/STP	Surface Transportation Program under FHWA Administrative Program (congressionally directed appropriations)
EARREPU	Earmark Repurposing
INFRA/FASTLANE	Infrastructure for Rebuilding America (INFRA) Grant
FRA-PRIIA	Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008
FTA Section 5307	Federal Transit Administration Urbanized Area Formula Program
FTA Section 5309 (Bus)	Federal Transit Administration Discretionary Program
FTA Section 5309 (FG)	Federal Transit Administration Fixed Guideway Modernization Formula Program
FTA Section 5309 (NS)	Federal Transit Administration Discretionary - New Starts Program
FTA Section 5310	Federal Transit Administration Elderly & Disabled Program
FTA Section 5311	Federal Transit Administration Rural Program
FTA Section 5337	Federal Transit Administration State of Good Repair Grant Program
FTA Section 5339	Federal Transit Administration Bus and Bus Facilities Formula Grant Program
HBP	Highway Bridge Program under SAFETEA-LU
HPP	High Priority Program under SAFETEA-LU
HSIP	Highway Safety Improvement Program
ITS	Intelligent Transportation System
CRRSAA	Other Fed - Coronavirus Response and Relief Supplemental Appropriations Act
NHS	National Highway System (administered by Caltrans)
RSTP	Regional Surface Transportation Program
RTP	Recreational Trails Program
TCSP	Transportation, Community & System Preservation
TE	Transportation Enhancement Program
TIFIA	Transportation Infrastructure Finance and Innovation Act (Federal Loan Program)
TIGER	Transportation Investment Generating Economic Recovery (Federal Stimulus)
TSGP	Transit Security Grant Program (Federal Discretionary)
CMAQ/RSTP Conversion	Reimbursement of advanced federal funds which have been advanced with local funds in earlier years
<b><u>State Funding</u></b>	
ATP	Active Transportation Program (Statewide and Regional)
CMIA	Corridor Mobility Improvement Account (State Prop. 1B)
Coastal Conservancy	California Coastal Conservancy Fund



**2023 Regional Transportation Improvement Program  
Amendment No. 5  
San Diego Region (in \$000s)**

PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement, and Service Enhancement Account (State Prop 1B)
SB1 - TCEP	Senate Bill 1 - Trade Corridor Enhancement Program
SB1 - LPP Formula	Senate Bill 1 - Local Partnership Formula Program
SB1 - SGR	Senate Bill 1 - State Transit Assistance State of Good Repair
SB1 - TIRCP	Senate Bill 1 - Transit and Intercity Rail Program
SB1 - SRA Commuter	Senate Bill 1 - State Rail Assistance Commuter Rail
STA	State Transit Assistance
STIP-IIP	State Transportation Improvement Program - Interregional Program
STIP-RIP	State Transportation Improvement Program - Regional Improvement Program
TCIF	Trade Corridor Improvement Fund (State Prop. 1B)
TIRCP	Transit and Intercity Rail Capital Program
TCRP	Traffic Congestion Relief Program
TSGP	Transit Security Grant Program (State Prop. 1B)
<b><u>Local Funding</u></b>	
Local Funds AC	Local Funds - Advanced Construction; mechanism to advance local funds to be reimbursed at a later fiscal year with federal/state funds
RTCIP	Regional Transportation Congestion Improvement Program
TDA	Transportation Development Act
<i>TransNet-Border</i>	Prop. A Extension Local Transportation Sales Tax - Border
<i>TransNet-BPNS</i>	Prop. A Extension Local Transportation Sales Tax - Bicycle, Pedestrian and Neighborhood Safety Program
<i>TransNet-CP</i>	Prop. A Local Transportation Sales Tax - Commercial Paper
<i>TransNet-H</i>	Prop. A Local Transportation Sales Tax - Highway
<i>TransNet-L</i>	Prop. A Local Transportation Sales Tax - Local Streets & Roads
<i>TransNet-L (Cash)</i>	TransNet - L funds which agencies have received payment, but have not spent
<i>TransNet-LSI</i>	Prop. A Extension Local Transportation Sales Tax - Local System Improvements
<i>TransNet-LSI Carry Over</i>	TransNet - LSI funds previously programmed but not requested/paid in year of allocation
<i>TransNet-LSI (Cash)</i>	TransNet - LSI funds which agencies have received payment, but have not spent
<i>TransNet-MC</i>	Prop. A Extension Local Transportation Sales Tax - Major Corridors
<i>TransNet-MC AC</i>	TransNet - Major Corridors - Advanced Construction; mechanism to advance TransNet funds to be reimbursed at a later fiscal year with federal/state funds
<i>TransNet-REMP</i>	Prop. A Extension Local Transportation Sales Tax - Regional Environmental Mitigation Program
<i>TransNet-SGIP</i>	Prop. A Extension Local Transportation Sales Tax - Regional Smart Growth Incentive Program
<i>TransNet-SS</i>	Prop. A Extension Local Transportation Sales Tax - Senior Services
<i>TransNet-TSI</i>	Prop. A Extension Local Transportation Sales Tax- Transit System Improvements

**Table 3a: Revenues**  
**San Diego Association of Governments (SANDAG)**  
**2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 5**

	Prior Years	2022/2023		2023/2024		2024/2025		2025/2026		2026/2027		TOTAL		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Sales Tax	\$4,321,918	\$565,568	\$578,174	\$367,072	\$406,007	\$277,609	\$276,518	\$212,656	\$222,549	\$237,821	\$245,868	\$5,995,480	\$6,051,034
	-- County	\$4,321,918	\$565,568	\$578,174	\$367,072	\$406,007	\$277,609	\$276,518	\$212,656	\$222,549	\$237,821	\$245,868	\$5,995,480	\$6,051,034
	Other Local Funds	\$811,400	\$566,939	\$356,129	\$181,422	\$188,953	\$103,193	\$172,857	\$33,533	\$35,493	\$39,740	\$58,047	\$1,737,146	\$1,622,880
	-- City General Funds	\$778,726	\$361,636	\$345,756	\$176,422	\$183,953	\$83,255	\$97,919	\$33,533	\$35,493	\$39,740	\$58,047	\$1,474,307	\$1,499,895
	-- Street Taxes and Developer Fees	\$32,674	\$205,303	\$10,373	\$5,000	\$5,000	\$19,938	\$74,938					\$262,839	\$122,985
	-- RSTP Exchange funds													
	Other	\$1,034,641	\$150,076	\$164,309	\$104,327	\$108,151	\$104,964	\$105,009	\$105,378	\$105,380	\$108,805	\$108,805	\$1,620,665	\$1,626,296
<b>Local Total</b>	<b>\$6,167,960</b>	<b>\$1,282,583</b>	<b>\$1,098,612</b>	<b>\$652,821</b>	<b>\$703,112</b>	<b>\$485,766</b>	<b>\$554,384</b>	<b>\$351,567</b>	<b>\$363,423</b>	<b>\$386,367</b>	<b>\$412,720</b>	<b>\$9,353,290</b>	<b>\$9,300,210</b>	
STATE	State Highway Operations and Protection Program	\$126,604	\$341,835	\$341,835	\$105,305	\$105,305	\$113,133	\$113,133	\$86,420	\$86,420			\$773,297	\$773,297
	SHOPP (Including Augmentation)	\$126,604	\$341,835	\$341,835	\$105,305	\$105,305	\$113,133	\$113,133	\$86,420	\$86,420			\$773,297	\$773,297
	SHOPP Prior													
	State Transportation Improvement Program	\$712,311	\$86,910	\$58,047	\$20,010	\$20,010	\$1193	\$1193	\$1183	\$1183	\$82,082	\$82,082	\$903,689	\$874,826
	STIP (Including Augmentation)	\$670,562	\$58,047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$833,077	\$833,077
	STIP Prior	\$41,749	\$28,863										\$70,612	\$41,749
	Proposition 1 A	\$41,843											\$41,843	\$41,843
	Proposition 1 B	\$653,252									\$2,214	\$2,214	\$590,033	\$655,466
	Active Transportation Program	\$45,287	\$43,430	\$43,430	\$6,628	\$20,021	\$12,486	\$13,882			\$24,645	\$24,645	\$120,091	\$147,265
	Highway Maintenance (HM)													
	Highway Bridge Program (HBP)	\$131,987	\$38,675	\$38,921	\$44,988	\$14,904	\$14,361	\$19,354	\$15,290	\$30,199	\$161,484	\$167,650	\$406,784	\$403,015
	Road Repair and Accountability Act of 2017 (SBI)	\$521,721	\$132,064	\$128,015	\$30,950	\$189,450	\$39,573	\$37,967	\$14,281	\$27,054	\$13,129	\$13,129	\$754,838	\$917,337
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298
State Transit Assistance (e.g., population/revenue based, Prop 42)	\$225,279	\$31,746	\$31,746	\$52,484	\$40,984	\$39,167	\$39,167	\$132,667	\$132,667	\$39,167	\$39,167	\$520,511	\$509,011	
Other	\$136,582	\$8,213	\$264,213	\$22,369	\$22,369	\$16,925	\$16,925	\$22,094	\$22,094	\$9,467	\$9,467	\$215,650	\$471,650	
<b>State Total</b>	<b>\$2,690,163</b>	<b>\$682,872</b>	<b>\$906,207</b>	<b>\$282,734</b>	<b>\$413,043</b>	<b>\$236,838</b>	<b>\$241,622</b>	<b>\$271,936</b>	<b>\$299,618</b>	<b>\$332,188</b>	<b>\$338,354</b>	<b>\$4,422,033</b>	<b>\$4,889,007</b>	
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$930,663	\$99,194	\$99,194	\$94,746	\$94,746	\$96,726	\$96,726	\$98,748	\$98,748	\$100,811	\$100,811	\$1,415,757	\$1,420,887
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086
	5309b - New and Small Starts (Capital Investment Grants)	\$824,980	\$100,000	\$100,000	\$100,000	\$100,000	\$41,396	\$41,396					\$1,066,376	\$1,066,376
	5309c - Bus and Bus Related Grants	\$57,734											\$57,734	\$57,734
	5310 - Mobility of Seniors and Individuals with Disabilities	\$13,820	\$105	\$105	\$4,316	\$3,920	\$854	\$1,250					\$18,510	\$19,095
	5311 - Nonurbanized Area Formula Program	\$12,690	\$488	\$488	\$904	\$904	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$17,418	\$17,418
	5337 - State of Good Repair	\$398,012	\$62,944	\$62,944	\$62,946	\$62,946	\$63,965	\$63,965	\$65,000	\$65,000	\$66,052	\$66,052	\$718,919	\$718,919
	5339 - Bus and Bus Facilities Program	\$49,334	\$10,967	\$11,690	\$6,175	\$6,175	\$6,240	\$6,240	\$6,305	\$6,305	\$6,371	\$6,371	\$85,392	\$86,116
	Other	\$100,306	\$9,243	\$8,483	\$10,000	\$17,000							\$119,549	\$125,789
	<b>Federal Transit Total</b>	<b>\$2,484,623</b>	<b>\$282,941</b>	<b>\$282,905</b>	<b>\$279,088</b>	<b>\$285,692</b>	<b>\$210,294</b>	<b>\$210,689</b>	<b>\$171,165</b>	<b>\$171,165</b>	<b>\$174,346</b>	<b>\$174,346</b>	<b>\$3,596,741</b>	<b>\$3,609,420</b>
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$463,728	\$44,843	\$44,843	\$40,153	\$40,153	\$40,140	\$36,140	\$40,128	\$40,128	\$40,128	\$40,128	\$669,119	\$665,119
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)	\$312,606			\$5,000	\$5,000							\$313,206	\$317,606
	GARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP)	\$38,730		\$19,716									\$38,730	\$58,446
	High Priority Projects (HPP) and Demo	\$88,662	\$1,080	\$1,080									\$80,746	\$89,742
	Highway Safety Improvement Program (HSIP)	\$2,475	\$4,043	\$5,471	\$2,005	\$2,757	\$3,381	\$3,381	\$7,783	\$7,783			\$19,687	\$21,868
	National Significant Freight & Highway Projects (FASTLANE/INFRA)	\$49,278			\$150,000	\$150,000							\$199,278	\$199,278
	Public Lands Highway	\$8,152	\$816	\$816									\$8,968	\$8,968
	Recreational Trails					\$849							\$849	\$849
	Surface Transportation Program (Regional)	\$536,540	\$49,325	\$49,325	\$44,939	\$44,939	\$44,926	\$44,926	\$44,913	\$44,913	\$44,913	\$44,913	\$768,385	\$765,555
Other	\$174,660	\$18,336	\$58,990		\$15,544							\$192,655	\$249,194	
<b>Federal Highway Total</b>	<b>\$1,674,831</b>	<b>\$118,442</b>	<b>\$180,240</b>	<b>\$242,097</b>	<b>\$259,242</b>	<b>\$88,448</b>	<b>\$84,448</b>	<b>\$92,823</b>	<b>\$92,823</b>	<b>\$85,041</b>	<b>\$85,041</b>	<b>\$2,290,775</b>	<b>\$2,376,625</b>	
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$37,440				\$35,343							\$37,060	\$72,783
	Other													
<b>Federal Railroad Administration Total</b>	<b>\$37,440</b>					<b>\$35,343</b>						<b>\$37,060</b>	<b>\$72,783</b>	
<b>Federal Total</b>	<b>\$4,196,894</b>	<b>\$401,383</b>	<b>\$463,145</b>	<b>\$521,184</b>	<b>\$580,277</b>	<b>\$298,742</b>	<b>\$295,137</b>	<b>\$263,988</b>	<b>\$263,988</b>	<b>\$259,387</b>	<b>\$259,387</b>	<b>\$5,924,576</b>	<b>\$6,058,828</b>	
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484					\$243,000						\$537,484	\$780,484
	Innovative Financing Total						\$243,000						\$537,484	\$780,484
<b>REVENUES TOTAL</b>	<b>\$13,592,501</b>	<b>\$2,366,838</b>	<b>\$2,467,963</b>	<b>\$1,456,740</b>	<b>\$1,696,431</b>	<b>\$1,021,346</b>	<b>\$1,334,143</b>	<b>\$887,491</b>	<b>\$927,029</b>	<b>\$977,941</b>	<b>\$1,010,461</b>	<b>\$20,237,383</b>	<b>\$21,028,530</b>	

Table 3b: Program

San Diego Association of Governments (SANDAG)

2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 5

Legend


Indicates change from prior amendment

	Funding Source	Prior Years	2022/2023			2023/2024		2024/2025		2025/2026		2026/2027		TOTAL	
			Prior	Current		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current
LOCAL	Sales Tax	\$4,321,918	\$540,516	\$552,330	\$334,469	\$372,844	\$277,036	\$274,341	\$147,466	\$157,357	\$146,874	\$155,289	\$5,781,115	\$5,834,080	
	-- TransNet	\$4,321,918	\$540,516	\$552,330	\$334,469	\$372,844	\$277,036	\$274,341	\$147,466	\$157,357	\$146,874	\$155,289	\$5,781,115	\$5,834,080	
	Other Local Funds	\$811,400	\$566,939	\$356,129	\$181,422	\$188,953	\$103,193	\$172,857	\$33,533	\$35,493	\$39,740	\$58,047	\$1,737,146	\$1,622,880	
	-- City General Funds	\$778,726	\$361,636	\$345,756	\$176,422	\$183,953	\$83,255	\$97,919	\$33,533	\$35,493	\$39,740	\$58,047	\$1,474,307	\$1,499,895	
	-- Street Taxes and Developer Fees	\$32,674	\$205,303	\$10,373	\$5,000	\$5,000	\$19,938	\$74,938					\$262,839	\$122,985	
	Other	\$1,034,641	\$150,076	\$164,309	\$104,327	\$108,151	\$104,964	\$105,009	\$105,378	\$105,380	\$108,805	\$108,805	\$1,620,665	\$1,626,296	
Local Total	\$6,167,960	\$1,257,531	\$1,072,768	\$620,218	\$669,948	\$485,192	\$552,207	\$286,378	\$298,230	\$295,420	\$322,142	\$9,138,926	\$9,083,255		
STATE	State Highway Operations and Protection Program	\$126,604	\$341,835	\$341,835	\$105,305	\$105,305	\$113,133	\$113,133	\$86,420	\$86,420			\$773,297	\$773,297	
	SHOPP (Including Augmentation)	\$126,604	\$341,835	\$341,835	\$105,305	\$105,305	\$113,133	\$113,133	\$86,420	\$86,420			\$773,297	\$773,297	
	State Transportation Improvement Program	\$712,311	\$86,910	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$903,689	\$874,826	
	STIP (Including Augmentation)	\$670,562	\$58,047	\$58,047	\$20,010	\$20,010	\$1,193	\$1,193	\$1,183	\$1,183	\$82,082	\$82,082	\$833,077	\$833,077	
	STIP Prior	\$41,749	\$28,863										\$70,612	\$41,749	
	Proposition 1 A	\$41,843											\$41,843	\$41,843	
	Proposition 1 B	\$653,252									\$2,214	\$2,214	\$590,033	\$655,466	
	Active Transportation Program	\$45,287	\$43,430	\$43,430	\$6,628	\$20,021	\$12,486	\$13,882			\$24,645	\$24,645	\$120,091	\$147,265	
	Highway Maintenance (HM)														
	Highway Bridge Program (HBP)	\$131,987	\$38,675	\$38,921	\$44,988	\$14,904	\$14,361	\$19,354	\$15,290	\$30,199	\$161,484	\$167,650	\$406,784	\$403,015	
	Road Repair and Accountability Act of 2017 (SBI)	\$521,721	\$132,064	\$128,015	\$30,950	\$189,450	\$39,573	\$37,967	\$14,281	\$27,054	\$13,129	\$13,129	\$754,838	\$917,337	
	Traffic Congestion Relief Program (TCRP)	\$95,298											\$95,298	\$95,298	
	State Transit Assistance (STA) (e.g., population/revenue based, Prop 42)	\$225,279	\$31,746	\$31,746	\$52,484	\$40,984	\$39,167	\$39,167	\$132,667	\$132,667	\$39,167	\$39,167	\$520,511	\$509,011	
	State Emergency Repair Program														
	Other	\$136,582	\$8,213	\$264,213	\$22,369	\$22,369	\$16,925	\$16,925	\$22,094	\$22,094	\$9,467	\$9,467	\$215,650	\$471,650	
State Total	\$2,690,163	\$682,872	\$906,207	\$282,734	\$413,043	\$236,838	\$241,622	\$271,936	\$299,618	\$332,188	\$338,354	\$4,422,033	\$4,889,007		
FEDERAL TRANSIT	5307 - Urbanized Area Formula Program	\$930,663	\$99,194	\$99,000	\$94,610	\$94,610	\$96,451	\$96,451	\$91,832	\$91,832	\$93,752	\$93,752	\$1,401,371	\$1,406,309	
	5309a - Fixed Guideway Modernization	\$97,086											\$97,086	\$97,086	
	5309b - New and Small Starts (Capital Investment Grants)	\$824,980	\$100,000	\$100,000	\$100,000	\$100,000	\$41,396	\$41,396					\$1,066,376	\$1,066,376	
	5309c - Bus and Bus Related Grants	\$57,734											\$57,734	\$57,734	
	5310 - Elderly & Persons with Disabilities Formula Program	\$13,820	\$105	\$105	\$4,316	\$3,920	\$854	\$1,250					\$18,510	\$19,095	
	5311 - Nonurbanized Area Formula Program	\$12,690	\$488	\$488	\$904	\$904	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$1,112	\$17,418	\$17,418	
	5337 - State of Good Repair	\$398,012	\$62,944	\$61,944	\$62,946	\$62,946	\$63,965	\$63,965	\$65,000	\$65,000	\$65,670	\$65,670	\$718,537	\$717,537	
	5339 - Bus and Bus Facilities Program	\$49,334	\$10,967	\$11,690	\$6,175	\$6,175	\$6,240	\$6,240	\$6,305	\$6,305	\$6,371	\$6,371	\$85,392	\$86,116	
	Other	\$100,306	\$9,243	\$8,483	\$10,000	\$17,000							\$119,549	\$125,789	
	Federal Transit Total	\$2,484,623	\$282,941	\$281,711	\$278,952	\$285,556	\$210,019	\$210,415	\$164,249	\$164,249	\$166,904	\$166,904	\$3,581,974	\$3,593,459	
	FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$463,728	\$39,783	\$44,843	\$24,656	\$35,584	\$24,744	\$15,000	\$23,521	\$38,611	\$7,000	\$10,000	\$583,432	\$607,765
Coordinated Border Infrastructure (SAFETEA-LU Sec.1303)		\$312,606			\$5,000	\$5,000							\$313,206	\$317,606	
GARVEE Bonds (Includes Debt Service Payments)													\$38,730	\$58,446	
Highway Infrastructure Program (HIP)		\$38,730		\$19,716									\$80,746	\$89,742	
High Priority Projects (HPP) and Demo		\$88,662	\$1,080	\$1,080									\$19,687	\$21,868	
Highway Safety Improvement Program (HSIP)		\$2,475	\$4,043	\$5,471	\$2,005	\$2,757	\$3,381	\$3,381	\$7,783	\$7,783			\$8,968	\$8,968	
Public Lands Highway		\$8,152	\$816	\$816									\$199,278	\$199,278	
National Significant Freight & Highway Projects (FASTLANE/INFRA)		\$49,278			\$150,000	\$150,000							\$199,278	\$199,278	
Recreational Trails						\$849								\$849	
Surface Transportation Program (Regional)		\$536,540	\$48,940	\$49,229	\$44,454	\$44,903	\$44,896	\$44,912	\$44,178	\$44,829	\$47,450	\$46,031	\$769,288	\$766,443	
Other		\$174,660	\$18,336	\$58,990		\$15,544						\$5,600	\$192,655	\$254,794	
Federal Highway Total	\$1,674,831	\$112,998	\$180,144	\$226,116	\$254,637	\$73,021	\$63,293	\$75,482	\$91,223	\$54,450	\$61,631	\$2,205,990	\$2,325,759		
FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA)	\$37,440				\$35,343							\$37,060	\$72,783	
	Other														
	Federal Railroad Administration Total	\$37,440				\$35,343							\$37,060	\$72,783	
Federal Total	\$4,196,894	\$395,939	\$461,855	\$505,067	\$575,536	\$283,040	\$273,708	\$239,731	\$255,472	\$221,354	\$228,535	\$5,825,024	\$5,992,001		
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)	\$537,484					\$243,000						\$537,484	\$780,484	
	Innovative Financing Total	\$537,484					\$243,000						\$537,484	\$780,484	
PROGRAM TOTAL	\$13,592,501	\$2,336,342	\$2,440,830	\$1,408,019	\$1,658,528	\$1,005,071	\$1,310,537	\$798,045	\$853,320	\$848,963	\$889,032	\$19,923,466	\$20,744,748		

FY26/27 includes programming for future years and is included here for reference only

Table 3c: Revenues versus Program

San Diego Association of Governments (SANDAG)  
 2023 Regional Transportation Improvement Program (in \$000s) - Amendment No. 5

Legend  
 Indicates change from prior amendment

Funding Source		2022/2023		2023/2024		2024/2025		2025/2026		2026/2027		TOTAL		
		Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	Prior	Current	
LOCAL	Local Total	\$25,052	\$25,844	\$32,604	\$33,163	\$574	\$2,177	\$65,189	\$65,192	\$90,946	\$90,578	\$214,365	\$216,954	
	State Highway Operations and Protection Program SHOPP (Including Augmentation) SHOPP Prior													
STATE	State Transportation Improvement Program STIP (Including Augmentation) STIP Prior													
	Proposition 1 A Proposition 1 B													
	Active Transportation Program Highway Maintenance (HM) Highway Bridge Program (HBP) Road Repair and Accountability Act of 2017 (SBI) Traffic Congestion Relief Program (TCRP) State Transit Assistance (STA)(e.g., population/revenue based, Prop Other													
	State Total													
	FEDERAL TRANSIT	5307 - Urbanized Area Formula Program		\$194	\$136	\$136	\$275	\$275	\$6,915	\$6,915	\$7,060	\$7,060	\$14,385	\$14,579
		5309a - Fixed Guideway Modernization												
		5309b - New and Small Starts (Capital Investment Grants)												
		5309c - Bus and Bus Related Grants												
		5310 - Elderly & Persons with Disabilities Formula Program												
		5311 - Nonurbanized Area Formula Program												
		5337 - State of Good Repair		\$1,000							\$382	\$382	\$382	\$1,382
		5339 - Bus and Bus Facilities Program Other												
	Federal Transit Total		\$1,194	\$136	\$136	\$275	\$275	\$6,915	\$6,915	\$7,442	\$7,442	\$14,767	\$15,961	
FEDERAL HIGHWAY	Congestion Mitigation and Air Quality (CMAQ)	\$5,060		\$15,497	\$4,569	\$15,397	\$21,140	\$16,607	\$1,517	\$33,128	\$30,128	\$85,687	\$57,354	
	Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) CARVEE Bonds (Includes Debt Service Payments)													
	Highway Infrastructure Program (HIP) High Priority Projects (HPP) and Demo Highway Safety Improvement Program (HSIP) National Significant Freight & Highway Projects (FASTLANE/INFRA)													
	Surface Transportation Program (Regional) Other	\$385	\$96	\$485	\$35	\$30	\$14	\$735	\$84	-\$2,537	-\$1,118	-\$902	-\$888	
	Federal Highway Total	\$5,444	\$96	\$15,981	\$4,605	\$15,427	\$21,154	\$17,342	\$1,601	\$30,591	\$29,010	\$84,785	\$56,466	
	FRA	Passenger Rail Investment and Improvement Act of 2008 (PRIIA) Other												
		Federal Railroad Administration Total												
		Federal Total	\$5,444	\$1,290	\$16,117	\$4,741	\$15,701	\$21,429	\$24,257	\$8,516	\$38,032	\$36,451	\$99,552	\$72,427
INNOVATIVE FINANCE	TIFIA (Transportation Infrastructure Finance and Innovation Act)													
	Innovative Financing Total													
REVENUES - PROGRAM TOTAL		\$30,496	\$27,134	\$48,721	\$37,904	\$16,275	\$23,606	\$89,447	\$73,709	\$128,979	\$127,030	\$313,917	\$289,381	

FY26/27 includes programming for future years and is included here for reference only

## 2023 RTIP - Amendment No. 5 Changes During Public Comment Period

Agency	Project ID	Project Title	INC/(DEC) (\$000)	LEGEND: ↑ Increase ↓ Reduce ↔ Revise + Add new	Change Description
Caltrans	CAL78C	I-805 HOV/Managed Lanes - South	\$235	↑ TransNet - MC	
San Diego Association of Governments	SAN153	The Inland Rail Trail	\$915	↓ TransNet - BPNS; + CRP	
Various Agencies	V07	Biological Mitigation Program	\$4,000	↑ Local Funds; ↔ TransNet - REMP between fiscal years	

# Federal Requirements Analysis for 2023 RTIP Amendment No. 5

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## Metropolitan Planning and Transportation Conformity

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

The 2023 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. SANDAG made these findings for the 2023 RTIP under the required federal tests on September 23, 2022. On December 16, 2022, Federal Highways and the Federal Transit Administration found that the 2023 RTIP conforms with the provisions of 40 CFR Parts 51 and 93. Amendment No. 5 continues to meet all federal requirements.

### Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2023 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2023 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the 2023 RTIP, including Amendment No. 5, are reasonable when considering available funding sources as demonstrated in Tables 4a through 4c, including a comparison from the prior approved version (changes are highlighted in yellow.)

### Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2023 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2023 RTIP provides information on the projects which support safety and transit asset management performance management requirements.

*Finding:* The projects contained within the 2023 RTIP, including Amendment No. 5, make progress toward achieving the performance targets for all performance-based planning requirements established by the Board of Directors.

## Consistency with San Diego Forward: The Regional Plan Test

*Finding:* The 2023 RTIP, through Amendment No. 5, is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

## Regional Emissions Tests

These findings are based on the regional emissions analyses' tests shown in Table 5-2 in Chapter 5 of the 2023 RTIP.

*Finding:* The regional emissions analyses for the 2023 RTIP through Amendment No. 5 are consistent with the emissions analyses for the 2023 Regional Plan.

*Finding:* The proposed amendment does not reflect a change in the design, concept, or scope of the projects or the conformity analysis years as modeled for the regional emissions analysis of the 2021 Regional Plan and the 2023 RTIP, as amended.

*Finding:* The 2023 RTIP, including Amendment No. 5, remains in conformance with the applicable State Implementation Plan<sup>3</sup> (SIP).

## Timely Implementation of TCM Test

*Finding:* The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and Amendment No. 5 continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

## Inter-Agency Consultation and Public Involvement Test

*Finding:* The 2023 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. Amendment No. 5 was posted for a 15-day public comment period from June 20, 2023, through July 10, 2023.

*Finding:* The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2023 RTIP. All exempt projects in Amendment No. 5 were submitted to the CWG on June 22, 2023, for its review and members concurred with the exempt categorization.

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

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

<sup>3</sup> *2020 Plan for Attaining the National Ozone Standards Plan for San Diego County*, which were found adequate for transportation conformity purposes by the U.S. Environmental Protection Agency effective October 2021



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

<b>REPORT FILTERS:</b>	
Location	= J-**-***
program_class_code	= 6V1
CSTIP Type	= TIP



Entity Name	J54570 - CAMPO BAND OF DIEGUENO MISSION INDIANS		
Program Class Code	6V1		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	18-AUG-22	Funding Amount	179,987

## FIRST PAGE FOR CSTIP

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54570 - Campo Indian Covers that part of the reservation within the current state.

<b>PCAS</b>	J54EQ570	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Campo Equipment Acquisition (RM)	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	35,000	35,000	35,000	35,000	35,000	175,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	35,000	35,000	35,000	35,000	35,000	175,000
<b>PCAS</b>	J54RM570	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Campo Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	90,946	90,946	90,946	90,946	90,946	454,730
<b>Work Type</b>	RM	<b>Total</b>	90,946	90,946	90,946	90,946	90,946	454,730
<b>PCAS</b>	J54TP570	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Campo TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>Work Type</b>	P9	<b>Total</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>PCAS</b>	J54TR570	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Campo Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	4,041	4,041	4,041	4,041	4,041	20,205
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	4,041	4,041	4,041	4,041	4,041	20,205
<b>Location Subtotal</b>			179,987	179,987	179,987	179,987	179,987	899,935
<b>State Subtotal</b>			179,987	179,987	179,987	179,987	179,987	899,935
<b>CSTIP Subtotal</b>			179,987	179,987	179,987	179,987	179,987	899,935





# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54571 - CAPITAN GRANDE (UNASSOCIATED)  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 07-SEP-22 Funding Amount 12,683

FIRST PAGE FOR CSTIP

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54571 - Capitan Grande Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM571	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Capitan Grande Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	12,683	12,683	12,683	12,683	12,683	63,415
Work Type	RM	Total	12,683	12,683	12,683	12,683	12,683	63,415
<b>Location Subtotal</b>			12,683	12,683	12,683	12,683	12,683	63,415
<b>State Subtotal</b>			12,683	12,683	12,683	12,683	12,683	63,415
<b>CSTIP Subtotal</b>			12,683	12,683	12,683	12,683	12,683	63,415



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54572 - BARONA GROUP OF CAPITAN GRANDE BAND OF MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 07-SEP-22 Funding Amount 552,391

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54572 - Barona Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54EQ572	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Barona Equipment Acquisition (RM)	CE	50,000	50,000	50,000	50,000	50,000	250,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	RDMAINT	<b>Total</b>	50,000	50,000	50,000	50,000	50,000	250,000
Work Type	T1							
PCAS	J54RM572	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Barona Road Maintenance	CE	0	0	0	0	0	0
County	073 - San Diego	Z	329,071	329,071	329,071	329,071	329,071	1,645,355
Project Type	RDMAINT	<b>Total</b>	329,071	329,071	329,071	329,071	329,071	1,645,355
Work Type	RM							
PCAS	J54TP572	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Barona Transportation Planning	CE	0	0	0	0	0	0
County	073 - San Diego	Z	160,000	160,000	160,000	160,000	160,000	800,000
Project Type	PLANNING	<b>Total</b>	160,000	160,000	160,000	160,000	160,000	800,000
Work Type	P9							
PCAS	J54TR572	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Barona Transit	CE	13,320	13,320	13,320	13,320	13,320	66,600
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	TRANSIT	<b>Total</b>	13,320	13,320	13,320	13,320	13,320	66,600
Work Type	T4							
<b>Location Subtotal</b>			552,391	552,391	552,391	552,391	552,391	2,761,955
<b>State Subtotal</b>			552,391	552,391	552,391	552,391	552,391	2,761,955
<b>CSTIP Subtotal</b>			552,391	552,391	552,391	552,391	552,391	2,761,955



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54574 - INAJA BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 30-AUG-22 Funding Amount 9,534

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54574 - Inaja And Cosmit

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ001	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Inaja Equipment Acquisition (RM)	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	1,000	1,000	1,000	1,000	1,000	5,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	1,000	1,000	1,000	1,000	1,000	5,000
<b>PCAS</b>	J54RM001	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Inaja Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	6,204	6,204	6,204	6,204	6,204	31,020
<b>Work Type</b>	RM	<b>Total</b>	6,204	6,204	6,204	6,204	6,204	31,020
<b>PCAS</b>	J54TP001	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Inaja TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	2,000	2,000	2,000	2,000	2,000	10,000
<b>Work Type</b>	P9	<b>Total</b>	2,000	2,000	2,000	2,000	2,000	10,000
<b>PCAS</b>	J54TR001	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Inaja Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	330	330	330	330	330	1,650
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	330	330	330	330	330	1,650
<b>Location Subtotal</b>			9,534	9,534	9,534	9,534	9,534	47,670
<b>State Subtotal</b>			9,534	9,534	9,534	9,534	9,534	47,670
<b>CSTIP Subtotal</b>			9,534	9,534	9,534	9,534	9,534	47,670



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name	J54575 - Jamul Indian Village		
Program Class Code	6V1		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	18-AUG-22	Funding Amount	352,210

**FIRST PAGE FOR CSTIP**

**State** 06 - California **Projects on the CSTIP with this state are listed and subtotaled in this section**  
**Location** J54575 - Jamul Indian Village **Covers that part of the reservation within the current state.**

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ575	<b>PE</b>	0	0	0	0	0	0
<b>Class</b>	O	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	Jamul Equipment Acquisition (RM)	<b>CE</b>	100,000	100,000	100,000	100,000	100,000	500,000
<b>County</b>	073 - San Diego	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Total</b>	100,000	100,000	100,000	100,000	100,000	500,000
<b>Work Type</b>	T1							
<b>PCAS</b>	J54RM575	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Jamul Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	173,090	173,090	173,090	173,090	173,090	865,450
<b>Work Type</b>	RM	<b>Total</b>	173,090	173,090	173,090	173,090	173,090	865,450
<b>PCAS</b>	J54TP575	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Jamul TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	75,000	75,000	75,000	75,000	75,000	375,000
<b>Work Type</b>	P9	<b>Total</b>	75,000	75,000	75,000	75,000	75,000	375,000
<b>PCAS</b>	J54TR575	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Jamul transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	4,120	4,120	4,120	4,120	4,120	20,600
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	4,120	4,120	4,120	4,120	4,120	20,600
<b>Location Subtotal</b>			352,210	352,210	352,210	352,210	352,210	1,761,050
<b>State Subtotal</b>			352,210	352,210	352,210	352,210	352,210	1,761,050
<b>CSTIP Subtotal</b>			352,210	352,210	352,210	352,210	352,210	1,761,050



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54576 - LA JOLLA BAND OF LUISENO INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 135,043

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54576 - La Jolla

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ576	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	La Jolla Equipment Acquisition (RM)	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	10,000	10,000	10,000	10,000	10,000	50,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	10,000	10,000	10,000	10,000	10,000	50,000
<b>PCAS</b>	J54RM576	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	La Jolla Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	70,000	70,000	70,000	70,000	70,000	350,000
<b>Work Type</b>	RM	<b>Total</b>	70,000	70,000	70,000	70,000	70,000	350,000
<b>PCAS</b>	J54TP576	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	La Jolla TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>Work Type</b>	P9	<b>Total</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>PCAS</b>	J54TR576	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	La Jolla Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	5,043	5,043	5,043	5,043	5,043	25,215
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	5,043	5,043	5,043	5,043	5,043	25,215
<b>Location Subtotal</b>			135,043	135,043	135,043	135,043	135,043	675,215
<b>State Subtotal</b>			135,043	135,043	135,043	135,043	135,043	675,215
<b>CSTIP Subtotal</b>			135,043	135,043	135,043	135,043	135,043	675,215



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54577 - LA POSTA BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 20-SEP-22 Funding Amount 21,048

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54577 - La Posta Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54RM577	<b>PE</b>	0	0	0	0	0	0
<b>Class</b>	O	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	La Posta Road Maintenance	<b>CE</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>Z</b>	16,048	16,048	16,048	16,048	16,048	80,240
<b>Project Type</b>	RDMAINT	<b>Total</b>	16,048	16,048	16,048	16,048	16,048	80,240
<b>Work Type</b>	RM							
<b>PCAS</b>	J54TP577	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	La Posta TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	5,000	5,000	5,000	5,000	5,000	25,000
<b>Work Type</b>	P9	<b>Total</b>	5,000	5,000	5,000	5,000	5,000	25,000
<b>Location Subtotal</b>			21,048	21,048	21,048	21,048	21,048	105,240
<b>State Subtotal</b>			21,048	21,048	21,048	21,048	21,048	105,240
<b>CSTIP Subtotal</b>			21,048	21,048	21,048	21,048	21,048	105,240



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54578 - LOS COYOTES BAND OF CAHUILLA AND CUPENO INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 116,664

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54578 - Los Coyotes

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54EQ578	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Los Coyotes Equipment Acquisition (RM)	CE	13,000	13,000	13,000	13,000	13,000	65,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	RDMAINT	Total	13,000	13,000	13,000	13,000	13,000	65,000
Work Type	T1							
PCAS	J54RM578	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Los Coyotes Road Maintenance	CE	0	0	0	0	0	0
County	073 - San Diego	Z	55,970	55,970	55,970	55,970	55,970	279,850
Project Type	RDMAINT	Total	55,970	55,970	55,970	55,970	55,970	279,850
Work Type	RM							
PCAS	J54TP578	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Los Coyotes TTP Mgmt & Planning	CE	0	0	0	0	0	0
County	073 - San Diego	Z	45,000	45,000	45,000	45,000	45,000	225,000
Project Type	PLANNING	Total	45,000	45,000	45,000	45,000	45,000	225,000
Work Type	P9							
PCAS	J54TR578	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Los Coyotes Transit	CE	2,694	2,694	2,694	2,694	2,694	13,470
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	TRANSIT	Total	2,694	2,694	2,694	2,694	2,694	13,470
Work Type	T4							
<b>Location Subtotal</b>			116,664	116,664	116,664	116,664	116,664	583,320
<b>State Subtotal</b>			116,664	116,664	116,664	116,664	116,664	583,320
<b>CSTIP Subtotal</b>			116,664	116,664	116,664	116,664	116,664	583,320



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54580 - MESA GRANDE BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 87,740

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54580 - Mesa Grande

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ580	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Mesa Grande Equipment Acquisition (RM)	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	12,000	12,000	12,000	12,000	12,000	60,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	12,000	12,000	12,000	12,000	12,000	60,000
<b>PCAS</b>	J54RM580	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Mesa Grande Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	32,698	32,698	32,698	32,698	32,698	163,490
<b>Work Type</b>	RM	<b>Total</b>	32,698	32,698	32,698	32,698	32,698	163,490
<b>PCAS</b>	J54TP580	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Mesa Grande TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	40,000	40,000	40,000	40,000	40,000	200,000
<b>Work Type</b>	P9	<b>Total</b>	40,000	40,000	40,000	40,000	40,000	200,000
<b>PCAS</b>	J54TR580	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Meas Grande Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	3,042	3,042	3,042	3,042	3,042	15,210
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	3,042	3,042	3,042	3,042	3,042	15,210
<b>Location Subtotal</b>			87,740	87,740	87,740	87,740	87,740	438,700
<b>State Subtotal</b>			87,740	87,740	87,740	87,740	87,740	438,700
<b>CSTIP Subtotal</b>			87,740	87,740	87,740	87,740	87,740	438,700





# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54583 - PALA BAND OF MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 118,766

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54583 - Pala Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54EQ583	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Pala Equipment Acquisition (RM)	CE	10,000	10,000	10,000	10,000	10,000	50,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	RDMAINT	<b>Total</b>	10,000	10,000	10,000	10,000	10,000	50,000
Work Type	T1							
PCAS	J54RM583	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Pala Road Maintenance	CE	0	0	0	0	0	0
County	073 - San Diego	Z	73,766	73,766	73,766	73,766	73,766	368,830
Project Type	RDMAINT	<b>Total</b>	73,766	73,766	73,766	73,766	73,766	368,830
Work Type	RM							
PCAS	J54TP583	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Pala TTP Mgmt & Planning	CE	0	0	0	0	0	0
County	073 - San Diego	Z	30,000	30,000	30,000	30,000	30,000	150,000
Project Type	PLANNING	<b>Total</b>	30,000	30,000	30,000	30,000	30,000	150,000
Work Type	P9							
PCAS	J54TR583	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Pala Transit	CE	5,000	5,000	5,000	5,000	5,000	25,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	TRANSIT	<b>Total</b>	5,000	5,000	5,000	5,000	5,000	25,000
Work Type	T4							
<b>Location Subtotal</b>			118,766	118,766	118,766	118,766	118,766	593,830
<b>State Subtotal</b>			118,766	118,766	118,766	118,766	118,766	593,830
<b>CSTIP Subtotal</b>			118,766	118,766	118,766	118,766	118,766	593,830



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54585 - PAUMA BAND OF LUISENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 14-SEP-22 Funding Amount 328,235

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54585 - Pauma & Yuima

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54CITTA	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Pauma Inter-Tribal Coordination.	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>Work Type</b>	4	<b>Total</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>PCAS</b>	J54RM585	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Pauma Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	258,235	258,235	258,235	258,235	258,235	1,291,175
<b>Work Type</b>	RM	<b>Total</b>	258,235	258,235	258,235	258,235	258,235	1,291,175
<b>PCAS</b>	J54TP585	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Pauma TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>Work Type</b>	P9	<b>Total</b>	50,000	50,000	50,000	50,000	50,000	250,000
<b>Location Subtotal</b>			328,235	328,235	328,235	328,235	328,235	1,641,175
<b>State Subtotal</b>			328,235	328,235	328,235	328,235	328,235	1,641,175
<b>CSTIP Subtotal</b>			328,235	328,235	328,235	328,235	328,235	1,641,175



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54587 - RINCON BAND OF LUISENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 215,347

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54587 - Rincon Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ587	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Rincon Equipment Acquisition (RM)	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	45,000	45,000	45,000	45,000	45,000	225,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	45,000	45,000	45,000	45,000	45,000	225,000
<b>PCAS</b>	J54RM587	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Rincon Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	103,749	103,749	103,749	103,749	103,749	518,745
<b>Work Type</b>	RM	<b>Total</b>	103,749	103,749	103,749	103,749	103,749	518,745
<b>PCAS</b>	J54TP587	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Rincon TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	60,000	60,000	60,000	60,000	6,000	246,000
<b>Work Type</b>	P9	<b>Total</b>	60,000	60,000	60,000	60,000	6,000	246,000
<b>PCAS</b>	J54TR587	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Rincon Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	6,598	6,598	6,598	6,598	6,598	32,990
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	6,598	6,598	6,598	6,598	6,598	32,990
<b>Location Subtotal</b>			215,347	215,347	215,347	215,347	161,347	1,022,735
<b>State Subtotal</b>			215,347	215,347	215,347	215,347	161,347	1,022,735
<b>CSTIP Subtotal</b>			215,347	215,347	215,347	215,347	161,347	1,022,735



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54589 - SAN PASQUAL BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 134,729

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54589 - San Pasqual Band Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54EQ589	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	San Pasqual Equipment Acquisition (RM)	CE	15,000	15,000	15,000	15,000	15,000	75,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	RDMAINT	Total	15,000	15,000	15,000	15,000	15,000	75,000
Work Type	T1							
PCAS	J54RM589	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	San Pasqual Road Maintenance	CE	0	0	0	0	0	0
County	073 - San Diego	Z	79,312	79,312	79,312	79,312	79,312	396,560
Project Type	RDMAINT	Total	79,312	79,312	79,312	79,312	79,312	396,560
Work Type	RM							
PCAS	J54TP589	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	San Pasqual TTP Mgmt & Planning	CE	0	0	0	0	0	0
County	073 - San Diego	Z	40,000	40,000	40,000	40,000	40,000	200,000
Project Type	PLANNING	Total	40,000	40,000	40,000	40,000	40,000	200,000
Work Type	P9							
PCAS	J54TR589	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	San Pasqual Transit	CE	417	417	417	417	417	2,085
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	TRANSIT	Total	417	417	417	417	417	2,085
Work Type	T4							
<b>Location Subtotal</b>			134,729	134,729	134,729	134,729	134,729	673,645
<b>State Subtotal</b>			134,729	134,729	134,729	134,729	134,729	673,645
<b>CSTIP Subtotal</b>			134,729	134,729	134,729	134,729	134,729	673,645



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54592 - IIPAY NATION OF SANTA YSABEL  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 193,059

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54592 - Santa Ysabel

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ592	<b>PE</b>	0	0	0	0	0	0
<b>Class</b>	O	<b>CONS</b>	0	0	0	0	0	0
<b>Name</b>	Santa Ysabel Equipment Acquisition (RM)	<b>CE</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>County</b>	073 - San Diego	<b>Z</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Total</b>	20,000	20,000	20,000	20,000	20,000	100,000
<b>Work Type</b>	T1							
<b>PCAS</b>	J54RM592	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Santa Ysabel Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	112,626	112,626	112,626	112,626	112,626	563,130
<b>Work Type</b>	RM	<b>Total</b>	112,626	112,626	112,626	112,626	112,626	563,130
<b>PCAS</b>	J54TP592	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Santa Ysabel TTP Mgmt & Planning	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	55,000	55,000	55,000	55,000	55,000	275,000
<b>Work Type</b>	P9	<b>Total</b>	55,000	55,000	55,000	55,000	55,000	275,000
<b>PCAS</b>	J54TR592	<b>Phase</b>	<b>FY 2022 (\$)</b>	<b>FY 2023 (\$)</b>	<b>FY 2024 (\$)</b>	<b>FY 2025 (\$)</b>	<b>FY 2026 (\$)</b>	<b>Total</b>
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Santa Ysabel Transit	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	5,433	5,433	5,433	5,433	5,433	27,165
<b>Project Type</b>	TRANSIT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T4	<b>Total</b>	5,433	5,433	5,433	5,433	5,433	27,165
<b>Location Subtotal</b>			193,059	193,059	193,059	193,059	193,059	965,295
<b>State Subtotal</b>			193,059	193,059	193,059	193,059	193,059	965,295
<b>CSTIP Subtotal</b>			193,059	193,059	193,059	193,059	193,059	965,295



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54594 - SYCUAN BAND OF THE KUMEYAA Y NATION  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 675,227

**FIRST PAGE FOR CSTIP**

State 06 - California  
 Location J54594 - Sycuan Band

Projects on the CSTIP with this state are listed and subtotaled in this section  
 Covers that part of the reservation within the current state.

		Phase	FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54EQ594	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sycuan Equipment Acquisition (RM)	CE	100,000	100,000	100,000	100,000	100,000	500,000
County	073 - San Diego	Z	0	0	0	0	0	0
Project Type	RDMAINT	<b>Total</b>	100,000	100,000	100,000	100,000	100,000	500,000
Work Type	T1							
PCAS	J54RM594	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sycuan Road Maintenance	CE	0	0	0	0	0	0
County	065 - Riverside	Z	349,563	349,563	349,563	349,563	349,563	1,747,815
Project Type	RDMAINT	<b>Total</b>	349,563	349,563	349,563	349,563	349,563	1,747,815
Work Type	RM							
PCAS	J54TP594	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sycuan TTP Mgmt & Planning	CE	0	0	0	0	0	0
County	065 - Riverside	Z	200,000	200,000	200,000	200,000	200,000	1,000,000
Project Type	PLANNING	<b>Total</b>	200,000	200,000	200,000	200,000	200,000	1,000,000
Work Type	P9							
PCAS	J54TR594	PE	0	0	0	0	0	0
Class	O	CONS	0	0	0	0	0	0
Name	Sycuan Transit	CE	25,664	25,664	25,664	25,664	25,664	128,320
County	065 - Riverside	Z	0	0	0	0	0	0
Project Type	TRANSIT	<b>Total</b>	25,664	25,664	25,664	25,664	25,664	128,320
Work Type	T4							
<b>Location Subtotal</b>			675,227	675,227	675,227	675,227	675,227	3,376,135
<b>State Subtotal</b>			675,227	675,227	675,227	675,227	675,227	3,376,135
<b>CSTIP Subtotal</b>			675,227	675,227	675,227	675,227	675,227	3,376,135



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6V1  
 CSTIP Type = TIP



Entity Name J54599 - VIEJAS (BARON LONG) GROUP OF CAPITAN GRANDE BAND (C  
 Program Class Code 6V1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 14-SEP-22 Funding Amount 150,218

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54599 - Viejas (Baron Long) Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54EQ599	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Viejas (Baron Long) Equipment Acquisiti	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	25,000	25,000	25,000	25,000	25,000	125,000
<b>Project Type</b>	RDMAINT	<b>Z</b>	0	0	0	0	0	0
<b>Work Type</b>	T1	<b>Total</b>	25,000	25,000	25,000	25,000	25,000	125,000
<b>PCAS</b>	J54RM599	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Viejas (Baron Long) Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	85,218	85,218	85,218	85,218	85,218	426,090
<b>Work Type</b>	RM	<b>Total</b>	85,218	85,218	85,218	85,218	85,218	426,090
<b>PCAS</b>	J54TP599	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Viejas (Baron Long) TTP Mgmt & Plannin	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	PLANNING	<b>Z</b>	40,000	40,000	40,000	40,000	40,000	200,000
<b>Work Type</b>	P9	<b>Total</b>	40,000	40,000	40,000	40,000	40,000	200,000
<b>Location Subtotal</b>			150,218	150,218	150,218	150,218	150,218	751,090
<b>State Subtotal</b>			150,218	150,218	150,218	150,218	150,218	751,090
<b>CSTIP Subtotal</b>			150,218	150,218	150,218	150,218	150,218	751,090
<b>Report Total</b>			14,384,622	14,384,622	14,384,622	14,399,922	14,345,921	71,899,709



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54570 - CAMPO BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 16,448

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54570 - Campo Indian Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM570	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Campo Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	16,448	0	0	0	0	16,448
Work Type	RM	Total	16,448	0	0	0	0	16,448
<b>Location Subtotal</b>			16,448	0	0	0	0	16,448
<b>State Subtotal</b>			16,448	0	0	0	0	16,448
<b>CSTIP Subtotal</b>			16,448	0	0	0	0	16,448





# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54571 - CAPITAN GRANDE (UNASSOCIATED)  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 07-SEP-22 Funding Amount 1,156

FIRST PAGE FOR CSTIP

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54571 - Capitan Grande Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM001	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Capitan Grande Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	1,156	0	0	0	0	1,156
Work Type	RM	Total	1,156	0	0	0	0	1,156
<b>Location Subtotal</b>			1,156	0	0	0	0	1,156
<b>State Subtotal</b>			1,156	0	0	0	0	1,156
<b>CSTIP Subtotal</b>			1,156	0	0	0	0	1,156



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54572 - BARONA GROUP OF CAPITAN GRANDE BAND OF MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 07-SEP-22 Funding Amount 50,294

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54572 - Barona Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM572	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Barona Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	50,294	0	0	0	0	50,294
Work Type	RM	Total	50,294	0	0	0	0	50,294
<b>Location Subtotal</b>			50,294	0	0	0	0	50,294
<b>State Subtotal</b>			50,294	0	0	0	0	50,294
<b>CSTIP Subtotal</b>			50,294	0	0	0	0	50,294



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54574 - INAJA BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 30-AUG-22 Funding Amount 20

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54574 - Inaja And Cosmit Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM001	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Inaja Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	20	0	0	0	0	20
Work Type	RM	Total	20	0	0	0	0	20
<b>Location Subtotal</b>			20	0	0	0	0	20
<b>State Subtotal</b>			20	0	0	0	0	20
<b>CSTIP Subtotal</b>			20	0	0	0	0	20



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name	J54575 - Jamul Indian Village		
Program Class Code	6K1		
CSTIP Type	TIP	Fiscal Year	2022
FHWA Approved Date	18-AUG-22	Funding Amount	31,394

**FIRST PAGE FOR CSTIP**

**State** 06 - California **Projects on the CSTIP with this state are listed and subtotaled in this section**  
**Location** J54575 - Jamul Indian Village **Covers that part of the reservation within the current state.**

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
<b>PCAS</b>	J54RM575	<b>Phase</b>						
<b>Class</b>	O	<b>PE</b>	0	0	0	0	0	0
<b>Name</b>	Jamul Road Maintenance	<b>CONS</b>	0	0	0	0	0	0
<b>County</b>	073 - San Diego	<b>CE</b>	0	0	0	0	0	0
<b>Project Type</b>	RDMAINT	<b>Z</b>	31,394	0	0	0	0	31,394
<b>Work Type</b>	RM	<b>Total</b>	31,394	0	0	0	0	31,394
<b>Location Subtotal</b>			31,394	0	0	0	0	31,394
<b>State Subtotal</b>			31,394	0	0	0	0	31,394
<b>CSTIP Subtotal</b>			31,394	0	0	0	0	31,394



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54576 - LA JOLLA BAND OF LUISENO INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 12,532

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54576 - La Jolla Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM576	Phase						
Class	O	PE	0	0	0	0	0	0
Name	La Jolla Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	12,532	0	0	0	0	12,532
Work Type	RM	Total	12,532	0	0	0	0	12,532
<b>Location Subtotal</b>			12,532	0	0	0	0	12,532
<b>State Subtotal</b>			12,532	0	0	0	0	12,532
<b>CSTIP Subtotal</b>			12,532	0	0	0	0	12,532



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54577 - LA POSTA BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 20-SEP-22 Funding Amount 1,678

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54577 - La Posta Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM577	Phase						
Class	O	PE	0	0	0	0	0	0
Name	La Posta Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	1,678	0	0	0	0	1,678
Work Type	RM	Total	1,678	0	0	0	0	1,678
<b>Location Subtotal</b>			1,678	0	0	0	0	1,678
<b>State Subtotal</b>			1,678	0	0	0	0	1,678
<b>CSTIP Subtotal</b>			1,678	0	0	0	0	1,678



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54578 - LOS COYOTES BAND OF CAHUILLA AND CUPENO INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 10,685

FIRST PAGE FOR CSTIP

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54578 - Los Coyotes Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM578	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Los Coyotes Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	10,685	0	0	0	0	10,685
Work Type	RM	Total	10,685	0	0	0	0	10,685
<b>Location Subtotal</b>			10,685	0	0	0	0	10,685
<b>State Subtotal</b>			10,685	0	0	0	0	10,685
<b>CSTIP Subtotal</b>			10,685	0	0	0	0	10,685



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54580 - MESA GRANDE BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 7,950

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54580 - Mesa Grande Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM580	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Mesa Grande Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	7,950	0	0	0	0	7,950
Work Type	RM	Total	7,950	0	0	0	0	7,950
<b>Location Subtotal</b>			7,950	0	0	0	0	7,950
<b>State Subtotal</b>			7,950	0	0	0	0	7,950
<b>CSTIP Subtotal</b>			7,950	0	0	0	0	7,950





# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54583 - PALA BAND OF MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 25-AUG-22 Funding Amount 8,871

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54583 - Pala Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM583	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Pala Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	8,871	0	0	0	0	8,871
Work Type	RM	Total	8,871	0	0	0	0	8,871
<b>Location Subtotal</b>			8,871	0	0	0	0	8,871
<b>State Subtotal</b>			8,871	0	0	0	0	8,871
<b>CSTIP Subtotal</b>			8,871	0	0	0	0	8,871



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54585 - PAUMA BAND OF LUISENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 14-SEP-22 Funding Amount 29,419

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54585 - Pauma & Yuima Covers that part of the reservation within the current state.

	PCAS	Class	Name	County	Project Type	Work Type	Phase	FY 2022 (\$)					Total	
								FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)		
	J54RM001	O	Pauma Road Maintenace	073 - San Diego	RDMAINT	RM	PE	0	0	0	0	0	0	0
							CONS	0	0	0	0	0	0	0
							CE	0	0	0	0	0	0	0
							Z	29,419	0	0	0	0	0	29,419
							<b>Total</b>	29,419	0	0	0	0	0	29,419
<b>Location Subtotal</b>								29,419	0	0	0	0	0	29,419
<b>State Subtotal</b>								29,419	0	0	0	0	0	29,419
<b>CSTIP Subtotal</b>								29,419	0	0	0	0	0	29,419



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54587 - RINCON BAND OF LUISENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 19,584

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54587 - Rincon Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM587	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Rincon Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	19,584	0	0	0	0	19,584
Work Type	RM	Total	19,584	0	0	0	0	19,584
<b>Location Subtotal</b>			19,584	0	0	0	0	19,584
<b>State Subtotal</b>			19,584	0	0	0	0	19,584
<b>CSTIP Subtotal</b>			19,584	0	0	0	0	19,584



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54589 - SAN PASQUAL BAND OF DIEGUENO MISSION INDIANS  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 12,496

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54589 - San Pasqual Band Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM589	Phase						
Class	O	PE	0	0	0	0	0	0
Name	San Pasqual Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	12,496	0	0	0	0	12,496
Work Type	RM	Total	12,496	0	0	0	0	12,496
<b>Location Subtotal</b>			12,496	0	0	0	0	12,496
<b>State Subtotal</b>			12,496	0	0	0	0	12,496
<b>CSTIP Subtotal</b>			12,496	0	0	0	0	12,496



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54592 - IIPAY NATION OF SANTA YSABEL  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 15,431

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54592 - Santa Ysabel Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM592	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Santa Ysabel Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	15,431	0	0	0	0	15,431
Work Type	RM	Total	15,431	0	0	0	0	15,431
<b>Location Subtotal</b>			15,431	0	0	0	0	15,431
<b>State Subtotal</b>			15,431	0	0	0	0	15,431
<b>CSTIP Subtotal</b>			15,431	0	0	0	0	15,431



# Indian Reservation Roads Programs

## Federal Lands Highway

### Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54594 - SYCUAN BAND OF THE KUMEY AAY NATION  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 60,236

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54594 - Sycuan Band Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM594	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Sycuan Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	60,236	0	0	0	0	60,236
Work Type	RM	Total	60,236	0	0	0	0	60,236
<b>Location Subtotal</b>			60,236	0	0	0	0	60,236
<b>State Subtotal</b>			60,236	0	0	0	0	60,236
<b>CSTIP Subtotal</b>			60,236	0	0	0	0	60,236



# Indian Reservation Roads Programs Federal Lands Highway Any level TIP/EIP Report

Reporting each CSTIP that meets the filter.

**REPORT FILTERS:**

Location = J-\*\*-\*\*\*  
 program\_class\_code = 6K1  
 CSTIP Type = TIP



Entity Name J54599 - VIEJAS (BARON LONG) GROUP OF CAPITAN GRANDE BAND (C  
 Program Class Code 6K1  
 CSTIP Type TIP Fiscal Year 2022  
 FHWA Approved Date 18-AUG-22 Funding Amount 13,685

**FIRST PAGE FOR CSTIP**

State 06 - California Projects on the CSTIP with this state are listed and subtotaled in this section  
 Location J54599 - Viejas (Baron Long) Covers that part of the reservation within the current state.

			FY 2022 (\$)	FY 2023 (\$)	FY 2024 (\$)	FY 2025 (\$)	FY 2026 (\$)	Total
PCAS	J54RM599	Phase						
Class	O	PE	0	0	0	0	0	0
Name	Viejas (Baron Long) Road Maintenance	CONS	0	0	0	0	0	0
County	073 - San Diego	CE	0	0	0	0	0	0
Project Type	RDMAINT	Z	13,685	0	0	0	0	13,685
Work Type	RM	Total	13,685	0	0	0	0	13,685
<b>Location Subtotal</b>			13,685	0	0	0	0	13,685
<b>State Subtotal</b>			13,685	0	0	0	0	13,685
<b>CSTIP Subtotal</b>			13,685	0	0	0	0	13,685
<b>Report Total</b>			1,216,201	0	0	0	0	1,216,201

## 2023 Regional Transportation Improvement Program Public Comments and Responses on Amendment No. 5

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	N/A	Finnell	Jacob	I am a San Diego County voter and I support the building of the Central Mobility hub in a prime spot in San Diego's downtown, and ensuring it can service: Trolley Lines, Regional Rail (Coaster), Amtrak, Rail to the airport & CA High speed rail	Included in ITOC/TC/Board reports	6/21/2023	Email



July 21, 2023

### Grants Evaluation Process

#### Overview

SANDAG has eight competitive grant programs that provide funding to local jurisdictions, transit agencies, and nonprofit organizations. TransNet-funded programs include the Environmental Mitigation Program Land Management Grant Program (EMP LMG), Smart Growth Incentive Program (SGIP), Active Transportation Grant Program (ATGP), and Senior Mini-Grant Program (SMG). Additionally, SANDAG distributes Federal Transit Administration Section 5310 funding through the SANDAG Section 5310 program, Access for All funding from the California Public Utilities Commission through the Access for All (AFA)

program, and Regional Early Action Planning (REAP) funding from the California Department of Housing and Community Development through the Housing Acceleration Program (HAP). SANDAG also facilitates the regional competitive selection process for the California Transportation Commission’s Active Transportation Program (ATP). Each grant program uses a competitive selection process called a Call for Projects to solicit applications and award funding to eligible applicants.

#### Action: Discussion/Possible Action

Staff will present an overview of the current competitive selection process for SANDAG's various grant programs, along with best practices to inform members for possible action.

#### Fiscal Impact:

None

#### Schedule/Scope Impact:

None

#### Key Considerations

At the [February 17, 2023](#), Transportation Committee meeting, Committee members were provided the proposed funding recommendations for the Cycle 12 Call for Projects of the SMG and Section 5310 programs, collectively called the Specialized Transportation Grant Program (STGP). Several questions were asked about the Call for Projects process and Grants staff were asked to analyze three main topics:

##### *Evaluator Training*

What materials does the Grants team provide to evaluators? How does the Grants team train evaluators to ensure they understand their role and can successfully conduct their reviews and provide scores consistent with the Call for Projects and in the same manner among all evaluators?

##### *Evaluator Bias/Consistency*

How does the Grants team ensure that evaluator bias is removed from the process or is appropriately mitigated so it does not influence the final ranking? How does the Grants team validate evaluator scores to ensure they are consistent with the Call for Projects and that no outliers could negatively impact the final result?

##### *Project Ranking and Funding*

How does the Grants team create the final project ranking/score, and how is this used to develop the funding recommendations? How can the funding recommendations result in geographic distribution across each subregion? How can the Policy Advisory Committee have discretion in determining who receives funding as a result of the process?

Grants staff have researched these three topic areas and are considering changes to the Call for Projects process, as summarized in Attachment 1.

**Next Steps**

This report will be provided to the Regional Planning Committee at their meeting in September. Staff will utilize feedback from the Transportation and Regional Planning Committees in development of future changes to its Call for Project processes in the upcoming program cycles. The anticipated timeline for developing the next Call for Projects under each grant program is included in the table below.

<b>Grant Program</b>	<b>Next Cycle Number</b>	<b>Timeline for Next Call for Projects Development</b>
STGP	13	Fall 2023
SGIP	6	Spring 2024
AFA	3	Spring 2024
EMP LMG	11	Fall 2024
ATGP	5	Spring 2025
HAP	3	Unknown; no identified funding

***Susan Huntington, Director of Financial Planning, Budgets and Grants***

Key Staff Contact: Jenny Russo, (619) 699-7314, [Jenny.Russo@sandag.org](mailto:Jenny.Russo@sandag.org)

- Attachments:
1. Discussion Memo
  2. Example Call for Projects

## Discussion Memo

To answer the questions raised by the Transportation Committee, the Grants team conducted research from numerous local, state, and federal discretionary grant programs. The research revealed variances in how grant programs are conducted, and many grant programs do not describe their entire processes publicly or comprehensively. Key process elements identified and described are noted below, along with whether those examples differ from SANDAG's current practices.

### Topic 1: Evaluator Training

The individuals who review and score grant applications are volunteers from the public or are SANDAG staff from outside the Grants team that have expertise relevant to the grant program. Training these evaluators on how to score grant applications is an essential step in the process. Many of the sample organizations that were reviewed require all evaluators to attend a mandatory training session offered by the agency. This training reviews the Call for Projects materials in depth, including the scoring rubric evaluators will use and the score sheet where evaluators will provide their scores. The training ensures that all evaluators are provided the same information, have an opportunity to ask questions, and fully understand the work they will be conducting. Currently, SANDAG does not conduct evaluator training beyond providing written materials described below and offering to respond to questions from evaluators as they arise. Evaluator training is an area that the Grants team will implement for all of its future Calls for Projects to enhance the process and provide a strong foundation for the evaluators.

#### *Written Materials Provided*

All prospective evaluators are provided with the following screening materials:

- **Evaluator Guidelines:** These Guidelines describe the role of the evaluator, general instructions for completing their evaluation, how their scores are used, and the steps in the process that will occur once their scores are provided. The Guidelines also discuss the importance of confidentiality; the prohibition against discrimination and harassment of applicants, other evaluators, and SANDAG staff; and conflicts of interest. Many organizations use a similar document as the foundation and guiding principles for their process, and this information is highlighted during the evaluator training session.
- **Conflict Declaration:** All prospective evaluators must complete a conflict declaration that discloses whether they have an interest in or relationship with any applicant or sub-applicant. Prospective evaluators who have a conflict with one or more applications cannot serve as an evaluator. Conflict of interest is an area that was not clearly described in most of the reviewed programs but is likely to occur at some part of the process. Federal and state laws prohibit conflicts of interest in distributing public funds, and this practice should continue to be followed. The Grants team will review this document with the Office of General Counsel to ensure it contains current language and prohibitions.
- **List of applicants and any named partners or sub-applicants:** This information is used by the prospective evaluator to complete the Conflict Declaration. This material was not identified by any agencies researched but is instrumental in completing the Conflict Declaration.
- **Confidentiality Agreement:** By signing the Confidentiality Agreement, prospective evaluators agree to treat all evaluation materials and discussions as confidential and not provide such materials to any other individual or use them for any other purpose besides evaluation for grant program purposes. Most of the agencies reviewed utilize a similar document or have a declaration built into the software that their evaluators use to complete their scores.

Once a prospective evaluator has been screened for conflicts of interest and has signed the confidentiality agreement, they are confirmed as an evaluator and become a member of the evaluation committee. All evaluators are then provided the Call for Projects, applications, and the scoring workbook where they input

their scores. Evaluators are then instructed to begin evaluating each application using the scoring rubric in the Call for Projects and return their completed scoring workbook by the deadline. Evaluators typically have two to three weeks to complete their review of the applications.

**Topic 2: Evaluator Bias and Scoring Consistency**

As outlined in [Board Policy No. 001](#), SANDAG Policy Advisory Committees are involved in the Call for Projects process in two stages: first, they provide input on the project selection criteria that is used to develop the scoring rubric for each Call for Projects, and second, they recommend applications for funding as a result of the Call for Projects to the Board of Directors. Each grant program and the designated Committee(s) are shown in the table below.

Transportation Committee	Regional Planning Committee
AFA, ATGP, ATP, EMP LMG, SGIP, STGP	SGIP, HAP, EMP LMG

The Call for Projects is a comprehensive guide that describes the grant program requirements, eligibility information, the required application materials and submittal process, the evaluation and funding recommendation development, and the scoring rubric. A sample Call for Projects is included in Attachment 2 for reference. One of the most critical components of the Call for Projects is the scoring rubric, which tells applicants and evaluators how applications will be scored.

The research of other agency grant programs revealed a broad variance in the level of detail an agency provides in its scoring rubric. Agencies with smaller, more localized grant programs list general categories and have broad point ranges (e.g., up to 20 points). Agencies that receive many applications, such as the California Transportation Commission (CTC) and the U.S. Department of Transportation, use detailed scoring rubrics that thoroughly describe the evaluative criteria, provide high-quality definitions, and include a scoring strategy that shows how points are awarded. A well-designed scoring rubric can reduce the amount of time an evaluator spends on scoring applications, ensures consistency and objectivity in the scoring process, reduces complaints or questions about a given score, and helps provide a framework for substantive feedback to the applicant.

All SANDAG Calls for Projects contain a scoring rubric, but the detail included could be enhanced to align with the scoring rubrics used by the CTC and other federal agencies. The Grants team will implement more detailed scoring rubrics for all future Calls for Projects to reduce the ability of evaluator bias in the process and to ensure consistency among all evaluator scores. Some of the items to be contained in future scoring rubrics include:

- A defined performance level, such as Excellent, Good, Satisfactory, Fair, Poor, and Not Responsive. These performance levels will be used by all evaluators across all evaluation categories. For example, an evaluation criterion worth 5 points would assign points in each performance level as follows:
  - Exceptional (5 points): The response addresses the criteria in an *outstanding way*.
  - Good (4 points): The response addresses the criteria in a *substantial way*.
  - Satisfactory (3 points): The response addresses the criteria in an *adequate way*.
  - Fair (2 points): The response addresses the criteria in a *non-specific or unsatisfactory way*.
  - Poor (1 point): The response addresses the criteria in a *very inadequate way*.
  - Not Responsive (0 points): The response *fails to address* the criteria.
- For each evaluation criterion, the scoring rubric will also describe the required content or response that an evaluator would observe to demonstrate the performance level. These descriptions would have

sufficient details to allow all evaluators to assign approximately the same score for each application, which would remove variances across evaluators and ensure that the scores are more objective.

The U.S. Department of Transportation takes the scoring rubric one step further and uses the individual evaluation criterion scores to determine the overall application rating. This rating is then used to determine which applications progress to the next step of the competitive process. For example:

**Example 1: Overall Application Rating**

<b>Evaluator Score</b>	<b>Application Rating</b>
At least three <i>Exceptional</i> performance level scores and no <i>Not Responsive</i> scores	High
At least one <i>Exceptional</i> performance level score and no <i>Not Responsive</i> scores	Medium-High
No <i>Exceptional</i> performance level scores and no <i>Not Responsive</i> scores	Medium
No more than one <i>Not Responsive</i> score	Medium-Low
Two or more <i>Not Responsive</i> scores	Low

*Validation of Evaluator Scores*

Once all evaluators have completed their scores, Grants staff review those scores for consistency with the scoring rubric and to ensure there are no broad variances across evaluators. Some applications may have varying scores for a particular criterion due to individual evaluator preference (e.g., some evaluators are strict and do not assign full points easily, whereas others may be more lenient and provide points more freely). The current practice is to provide feedback to evaluators and request revised scores only if the evaluator has provided scores that don't align with the Call for Projects (e.g., the evaluator gave more points than are allowed) or if the evaluator assigned a score of zero when it is not appropriate (e.g., a criterion that does not explicitly describe the assignment of a zero score).

With a more defined scoring rubric, evaluator scores can be more closely aligned to reduce these variances and eliminate an evaluator's personal scoring preferences. Additionally, any score provided on the highest and lowest ends of the performance levels (e.g., Exceptional, Poor, or Not Responsive) could require written comments from the evaluator to substantiate the assigned performance level. Once all scores are reviewed by Grants staff, an evaluator meeting would be held to discuss the applications and individual evaluator scores to encourage consensus among the evaluators. Grants staff would take notes during the evaluator meeting that would be provided to unsuccessful applicants following the adoption of the awards by the Board of Directors.

**Topic 3: Application Ranking and Funding**

Due to the current structure of SANDAG's scoring rubrics and the ability for each evaluator to have their scoring preferences (strict scoring versus more lenient), Grants staff have utilized a Sum of Ranks approach to mitigate these differences and normalize the scoring differentials. Under this approach, each evaluator's application scores are sorted into application ranks, where the application with the highest score is ranked #1, the second highest is #2, and so on. The rank of each application by all evaluators is then added to derive a Sum of Ranks for each application. The Sum of Ranks is sorted in descending order, where the application with the highest Sum of Ranks represents the highest-scoring application. An example of this is below.

### Example 2: Sum of Ranks

Application No.	Evaluator 1		Evaluator 2		Evaluator 3		Sum of Ranks	Final Rank
	Score	Rank	Score	Rank	Score	Rank		
3	90	1	85	2	95	1	270	1
5	75	2	80	3	85	2	240	2
2	75	2	90	1	60	4	225	3
4	60	4	70	4	65	3	195	4
1	50	5	55	5	40	5	145	5

While the Sum of Ranks approach can normalize the scores, it often confuses applicants, sub-applicants, and stakeholders. As illustrated by the example above, some scores differ significantly among evaluators (e.g., Application No. 2 was ranked highly by the first two evaluators and lower by the third evaluator, resulting in a lower Sum of Ranks and Final Rank. Typically, SANDAG has far more applications and evaluators than this example uses, which creates a higher opportunity for variance across the evaluators and applications.

A more detailed scoring rubric will remove this variance, and holding an evaluator meeting will encourage consensus among the evaluators. Some agencies hold multiple evaluator meetings to ensure no variance among evaluator scores above a certain threshold (e.g., no more than 5 points or 10%). Additionally, by having scores that are more closely aligned and not subject to the scoring preferences of the evaluator, the need to utilize a Sum of Ranks process would be eliminated.

The research of other grant programs revealed variances in how evaluator scores were used to determine the final order of applications, but no agencies use a ranking process. The methods utilized include:

- Average Scores: All evaluator scores are averaged, and the applications are sorted in descending order by the average score.
- Overall Application Rating: Applications are assigned a rating based on pre-determined levels in the Call for Projects, and applications that receive a rating below a specific threshold are excluded from further consideration. In Example 1 above, applications rated Low cannot be awarded funding. Another agency utilized the following ratings:
  - Not Recommended - Applications that do not meet one or more eligibility requirements, require additional information, receive a low rating in one or more evaluation criteria, or are otherwise identified by the evaluators as unsuitable for a grant award.
  - Highly Recommended – Applications that meet all eligibility requirements and receive high ratings in all of the evaluation criteria or are otherwise determined by the evaluators as exemplary projects that will generate significant benefits in one or more of the grant program areas.
  - Recommended – Applications that meet all eligibility requirements and are not otherwise assigned a Highly Recommended or Not Recommended rating.
- Combined Scores: All individual application scores are combined to derive a total score, and the applications are sorted in descending order by the combined score.

### *Use of Final Scores and Application Order to Develop Funding Recommendations*

Locating information about how an agency utilizes application scores or ratings to develop funding recommendations was challenging. Most local and state agencies and some federal agencies utilize the average application score or the total application score and fund applications in descending order until all funding is exhausted. This methodology is the most transparent and objective way to develop the final application order and funding recommendations of all the methods identified in the research and is the method the Grants team recommends be used for all future Calls for Projects.

The U.S. Department of Transportation and some of its agencies (Federal Transit Administration and Federal Railroad Administration) vary in how funding recommendations are developed. Generally, they use a more subjective process following the initial evaluation conducted by their evaluation panel, as described below. This method allows the agency more discretion in the final funding recommendations, but due to its subjective nature, the agency could receive more criticism from its applicants and stakeholders.

- The Federal Railroad Administration further prioritizes applications that have an overall application rating of Highly Recommended by factors such as applications that will require no more than 50% funding through the grant, applications whose net benefits are maximized using a score derived by a benefit-cost analysis, and applications that accomplish or address the highest priority goals of the Administration. Applications receive funding based on this secondary prioritization, and the Administration will partially fund applications at their discretion (e.g., removing a particular project phase or segment).
- The U.S. Department of Transportation reviews the list of “Highly Recommended” applications to determine if those applications are sufficient to satisfy program set-asides (e.g., program categories, maximum award amounts, etc.) and geographic diversity requirements. If not, “Recommended” applications may be added to the proposed list of applications for consideration until the program set-asides and geographic diversity requirements are met. The Department can add a “Recommended” application only if that application directly addresses an identified insufficiency related to the program set-asides, geographic diversity requirements, or to ensure there are sufficient applications to distribute all available funds and all similarly situated Recommended applications are treated the same.
- The Federal Transit Administration (FTA) considers geographic diversity and the applicant’s receipt of other competitive awards and may also limit the amount of funding a single applicant may receive. FTA also prioritizes applications that address the goals of the Administration or the particular funding program, and applications that advance racial equity.

### *Geographic Distribution of Funding*

Some of the reviewed agencies do not address the geographic distribution of funding. Of the agencies that do, it is typically accomplished in two ways:

- Set a maximum award amount that can be distributed to a specific area (e.g., per state, per region), usually through separate funding categories
- Establish minimum set asides for a particular area or population (e.g., 25% for disadvantaged communities, 40% for marginalized, underserved, and pollution-overburdened populations)

For the SANDAG region, there have been requests by stakeholders, applicants, and Policy Advisory Committee Members to consider geographic distribution in the six subregions (North County Coastal, North County Inland, East County, South County, City of San Diego, and the Unincorporated County of San Diego), or in relation to our major highways (e.g., north of Interstate 8, east of State Route 125). Regardless of how the region is categorized, funding could be distributed through these categories by the two methods mentioned above. When considering geographic distribution categories and methods, it is important to note

that some of the SANDAG grant programs are funded by sources other than TransNet, and therefore the methodology used to make any secondary evaluation or determination of funding following the scores provided by the evaluation committee would require that funding agency's approval. Because each grant program has different applicants, program goals, and needs, the Grants team recommends that geographic distribution be determined for each Call for Projects. For example, geographic distribution for EMP LMG applications would be challenging since project locations are limited to specific lands conserved for habitat preservation. In considering the evaluation criteria for the next Call for Projects, Policy Advisory Committee Members could review the past EMP LMG awards and determine that no secondary evaluation of projects is needed.





# Housing Acceleration Program (HAP)

Call for Projects – Cycle 2

## Overview

### Program Description

The San Diego Association of Governments (SANDAG) is soliciting applications for its Housing Acceleration Program (HAP). The (HAP) provides grants and technical assistance to local jurisdictions to accelerate housing production and promote equity and sustainability in housing planning and production.

### Program Categories

The Cycle 2 HAP Call for Projects (CFP) will fund transformative and innovative Planning and Capital projects, including supportive infrastructure, that will accelerate housing development in infill areas, facilitate implementation of the 6th Cycle Regional Housing Needs Assessment (RHNA), and advance Sustainable Communities Strategies (SCS).

### Program Manager

Tracy Ferchaw

[grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org)

## Eligible Projects

A project must meet all the following criteria to be eligible for funding.

- The project area must be within a mobility hub, transit priority area (TPA), or a low VMT area
- The project must meet all three REAP 2.0 Program Objectives:
  1. Accelerate infill development that facilitates housing supply, choice, and affordability
  2. Affirmatively Further Fair Housing
  3. Reduce vehicle miles traveled

## Eligible Applicants

- Cities in the County of San Diego
- County of San Diego

## Funding

### Funding Source

California Department of Housing and Community Development Regional Early Action Planning Grants of 2021 (REAP 2.0) - State General Fund

### Fiscal Year(s) of Funding

2022 – 2026

### Available Funding

Total funding available: \$16 million

- \$12 million – Capital projects
- \$4 million – Planning projects

### Expenditure Deadline

All funds must be expended on the project by December 31, 2025

### Maximum Grant Award (per project)

- \$2.5 million – Capital project
- \$650,000 – Planning project

## Example Projects

- Rezoning and updating planning documents and zoning ordinances
- Conducting infrastructure plans and studies
- Affordable housing predevelopment costs and construction
- Capital investments that support future housing development

Other examples can be found under the "List of Resources" section.

## Timeline

Activity	Date
Release the Call for Projects	5/7/2023
Prospective Applicant Webinar (2:00-3:30 p.m.)	5/17/2023
CFP Question Deadline (by 5:00 p.m.)	7/21/2023
Deadline to request application assistance	7/21/2023
Responses to all questions released in BidNet	7/28/2023
<b>Application Deadline (by 5:00 p.m.)</b>	<b>8/4/2023</b>
<b>Applicant Resolution Deadline (by 5:00 p.m.)</b>	<b>9/3/2023</b>
Notice of Intent to Award	9/22/2023
Regional Planning Committee considers funding recommendations	10/6/2023
Board of Directors considers funding recommendations	10/27/2023
Grant Agreements Executed/Notices to Proceed Issued	November 2023

## Attachments

**Attachment A** – Planning Scoring Rubric

**Attachment B** – Capital Scoring Rubric

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## I. Glossary of Key Terms

**Accelerating housing production** means planning, infrastructure, and other investment and actions that improve the affordability, timing, cost, feasibility, approval, and amount of housing development.

**Affirmatively Furthering Fair Housing (AFFH)**, under Government Code section 8899.50, means taking meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.

**Affordable housing** means housing that does not cost more than 30 percent of the gross income of Lower- and Moderate-income Households.

**Application Category** is the category under which an application will compete for funding. There are two Application Categories under this CFP: Planning and Capital. Each Application Category has available funding, evaluation criteria, and maximum grant awards. Applications will be sorted into the Application Category corresponding to the type of project application the applicant uses (Capital or Planning).

**BidNet** is a procurement platform and vendor portal that BidNet Direct hosts. It is the exclusive online vendor portal used to post and notify prospective applicants of current SANDAG grant opportunities. Potential applicants will use BidNet to download the CFP materials, submit questions and obtain answers regarding the CFP, and submit their application materials. BidNet is available at [www.bidnetdirect.com/sandag/sandag-grants](http://www.bidnetdirect.com/sandag/sandag-grants).

**California Department of Housing and Community Development (HCD)** is the State agency administering the Regional Early Action Planning Grant of 2021 (REAP 2.0).

**Call for Projects (CFP)** is the competitive selection process through which SANDAG distributes grant funding to prospective applicants.

**Capital project** is a type of project that will eventually result in the construction of public improvements. Project phases can include environmental, design (conceptual, preliminary, or final), right-of-way, and construction.

**Grant term** is when expenses for project-related activities can be incurred to be eligible for reimbursement and begins when the Notice to Proceed is issued and extends until the grant termination date.

**Grantee** is an organization that has been awarded funding through the Housing Acceleration Program (HAP) and has entered into a grant agreement with SANDAG.

**HCD ProHousing Designation Program** is a program developed by HCD. It provides incentives to cities and counties in the form of additional points or other preferences in scoring competitive housing, community development, and infrastructure programs.

**Housing Acceleration Program (HAP)** is the grant program that is the subject of this Call for Projects. The HAP provides grants to develop and adopt policies and process improvements that accelerate housing production, facilitate implementation of the 6th Regional Housing Needs Assessment (RHNA) Cycle, implement the Regional Plan Sustainable Communities Strategy (SCS), and build local jurisdictions' capacity to compete for funding statewide

through the California Department of Housing and Community Development (HCD) ProHousing Designation Program.

**Infill** means, for REAP 2.0, areas where all the following apply: (1) the area consists of unused and underutilized lands, (2) within existing development patterns that include a diversity of land uses, and (3) that is accessible to destinations and daily services by transit, walking, or bicycling and located in either:

- a. An urban center, urban corridor, or area with transit-supportive densities, or
- b. An established community that meets all the following criteria:
  - i. The area consists of or previously consisted of qualified urban uses
  - ii. The area is predominantly surrounded (approximately 75 percent of the perimeter) by parcels developed or previously developed with qualified urban uses. In counting this, perimeters bordering navigable bodies of water and improved parks shall not be included, and
  - iii. No parcel within or adjoining the area is classified as agricultural or natural and working lands.

Projects located within a Mobility Hub, Transit Priority Area, or Low VMT Area meet the definition of Infill.

**Low VMT Areas** generally refer to areas requiring less driving and providing better access to daily destinations such as jobs and services. Under HAP, low VMT areas are Traffic Analysis Zones with 2035 residential per capita VMT below the regional mean, as identified through Senate Bill (SB) 743 technical guidelines and “Potential Areas for Transit Priority Projects” as defined under SB 375. An interactive map that shows the Low VMT areas in the San Diego region is available at the following website:

<https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=25a4f11452644e968b1599726c6b6514>

**Major transit stop** is a site containing an existing rail or bus rapid transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

**Match percentage** is calculated by dividing the total match amount by the sum of the matching funds and the grant award.

**Matching funds** is the funding other than the grant award that contributes to the total project cost. It is often represented as a percentage of the total project cost.

**Mobility Hubs** are communities with a high concentration of people, destinations, and travel choices. They provide an integrated suite of mobility services, safe roads, and supporting amenities and technology to help people reach high-frequency transit or make short trips around a community. Mobility Hubs can span one, two, or a few miles, and each hub is uniquely designed to fulfill a variety of travel needs while strengthening the sense of place. An interactive map that shows the Mobility Hubs in the San Diego region is available at the following website:

<https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=25a4f11452644e968b1599726c6b6514>.

**Multimodal Communities** are those which are served by a variety of travel options that accommodate a variety of transportation modes for the public to access daily destinations. Multimodal options can include but are not limited to, complete street improvements for active transportation, improving access to transit, and creating high-quality transit stops.

**Planning project** is a type of project that includes plans and processes that accelerate housing production but will not directly result in the construction of a public improvement project. Examples include technical assistance in improving housing permitting processes, tracking systems, and planning tools; performing feasibility studies to determine the most efficient locations to site housing; and temporary staffing or consultant needs associated with these activities.

**Qualitative** or subjective evaluation criteria are those criteria in which discretion is needed to provide a score. Often qualitative criteria seek to evaluate how well an applicant responded to an application question or how well the proposed project will achieve a stated goal.

**Quantitative** or objective criteria are those criteria that a formula or conditional statement is used to provide a score. Often quantitative criteria seek to evaluate a project-related data point or metric against a range or scale and assign a point value based on where the data point or metric falls within the range or scale. Other quantitative criteria assign a point value based on responses to a conditional statement, such as a yes/no question or the presence or absence of a condition.

**Regional Early Action Planning 2021 (REAP 2.0)** is a grant program that provides one-time grant funding to regional governments and entities for planning activities and capital projects that will accelerate housing production and progress toward our state climate commitments.

**REAP 2.0 Program Goal** is to invest in housing, planning, and Infill housing-supportive infrastructure across the entire state in a manner that reduces VMT, increases housing affordability, and advances equity, consistent with all of the following:

- Advancing the State Planning Priorities
- Affirmatively Furthering Fair Housing;
- Facilitating housing element compliance and progress for the sixth cycle Regional Housing Needs Assessment
- Advancing and implementing the region's SCS to achieve climate goals.

**REAP 2.0 Program Objectives** are the objectives that a project must meet in order to be eligible for HAP. They are:

- Accelerating infill development that facilitates housing supply, choice, and affordability
- Affirmatively Furthering Fair Housing
- Reducing vehicle miles traveled

**Regional Housing Needs Assessment (RHNA)** is codified in state law at Government Code Section 65580, *et seq.* It quantifies the need for housing and informs land use planning in addressing identified existing and future housing needs resulting from population, employment, and household growth. SANDAG is responsible for overseeing the RHNA process for the San Diego region and is currently overseeing the 6th cycle RHNA, which covers the planning period from 2021-2029.

**Sustainable Communities On-Call** is a list of pre-qualified consultants that SANDAG has entered into contracts with for sustainable communities planning to implement additional pro-housing activities and the SANDAG Regional Plan Sustainable Communities Strategy. SANDAG conducted this procurement so local agencies can utilize the list of consultants and pre-negotiated rates to conduct their own simplified competitive procurement and expedite the contracting process for local agency projects.

**Total Project Cost** is calculated as the sum of the grant award and the matching funds.

**Traffic Analysis Zone (TAZ)** is a geographic unit used for transportation modeling. A TAZ is smaller than a census tract.

**Transformative and innovative activities** under REAP 2.0 means housing, planning, infrastructure investments supporting infill development, and other actions that enable a local jurisdiction to meet its housing goals that also result in per capita vehicle miles traveled reductions, including accelerating infill development, supporting residents through realizing multimodal communities, shifting travel behavior through reducing driving, and increasing transit ridership. Transformative and innovative activities are meant to address these goals together and to lead to changes in land use patterns and behaviors.

**Transit Priority Areas (TPAs)** are areas within a half-mile of a major transit stop that are existing or planned. Under SB 743, local jurisdictions can potentially use streamlined environmental review for projects within TPAs. An interactive map that shows the TPAs in the San Diego region is available at the following website:

<https://sandag.maps.arcgis.com/apps/webappviewer/index.html?id=25a4f11452644e968b1599726c6b6514>.

**Vehicle Miles Traveled (VMT)** is the total number of miles traveled on all roadways by all vehicles.

**VMT per capita** means the number of Vehicle Miles Traveled per person. It is calculated by dividing the total annual miles of vehicle travel by the total population in a state or an urbanized area.

## II. List of Resources

Below is a list of resources referenced in this CFP and a description of how to use these resources.

Resource/Links	What to do?
<a href="#">BidNet</a>	Access the CFP materials, submit and receive responses to questions, receive any updates to the CFP, and submit a completed application(s) for consideration

<a href="#">HCD AFFH Data and Mapping Resources</a>	<p>Applicants can use this interactive resource from HCD to fulfill a state obligation to proactively combat discrimination and increase access to safe, affordable homes near jobs, schools, healthcare, and parks for all Californians, especially those who face barriers because of their race, sex, income, and other characteristics. In this tool, users can explore data relating to Fair Housing Enforcement, Segregation and Integration, Disparities in Access to Opportunity, Disproportionate Housing Needs, Racially/Ethnically Concentrated Areas of Poverty, and more.</p>
<a href="#">HCD Housing Planning Hub Site</a>	<p>Provides resources for accelerating housing production.</p>
<a href="#">TCAC/HCD 2023 Opportunity Map</a>	<p>The TCAC/HCD Opportunity Map identifies areas whose characteristics have been shown by research to be most strongly associated with positive economic, educational, and health outcomes for low-income families – particularly long-term outcomes for children – when compared to other neighborhoods in the same region. The map also identifies areas in California that are both high poverty and racially segregated. Use the tool to identify the opportunity category that applies to the project and to respond to questions based on the type of opportunity category that applies to the project.</p>
<a href="#">REAP 2.0 Notice of Funding Availability (NOFA)</a>	<p>Guidelines and requirements that SANDAG and HAP Grantees are required to comply with.</p>
<a href="#">SANDAG 6<sup>th</sup> Cycle Regional Housing Needs Assessment</a>	<p>Review RHNA resources. RHNA is mandated by state law, quantifies the need for housing, and informs land use planning in addressing identified existing and future housing needs resulting from population, employment, and household growth.</p>
<a href="#">SANDAG Board Policy No. 035</a>	<p>Review the Board Policy that governs SANDAG's Competitive Grant Programs. An overview is provided in this CFP.</p>
<a href="#">SANDAG Grant Programs Webpage</a>	<p>Access the Grant Program Protest Procedures, BidNet Registration Guide, BidNet Vendor Navigation Guide, and BidNet Frequently Asked Questions (FAQs)</p>
<a href="#">SANDAG HAP Cycle 2 Interactive Map</a>	<p>Use the interactive map to view the region's TPAs, Mobility Hubs, and low-VMT areas to ensure prospective projects meet the eligibility requirements. Applicants will use the drawing tool to map out the proposed project area.</p>



[SANDAG Pro-housing Best Practices](#)

A 3-phase literature review research project that establishes a baseline of information about regional housing trends, develops an understanding of pro-housing best practices, and provides supportive information to guide REAP-eligible activities in the San Diego region.

### III. Background

#### A. About SANDAG

The San Diego Association of Governments (SANDAG) is the primary public planning, transportation, and research agency for the San Diego region, comprising the 18 cities and County of San Diego. SANDAG serves as the public forum for regional policy decisions about growth, transportation, environmental management, housing, open space, energy, public safety, and binational collaboration.

SANDAG's vision is to pursue a brighter future for everyone living, working, or recreating in the San Diego region. To this end, SANDAG plans and implements projects that seek to use land more wisely, build a more efficient and accessible transportation system, protect the environment, improve public health, promote a strong regional economy, better manage our access to energy, incorporate equity into the planning process, address pressing needs on tribal lands, and support a vibrant international border.

SANDAG receives local, state, and federal funds to implement regional policies, programs, and projects that advance its vision. SANDAG passes through a portion of its funding through several competitive grant programs. These grant programs provide local, state, and federal funding to local jurisdictions, nonprofits, and other partners to accomplish regional goals at the local level. Grants awarded range from infrastructure projects to habitat management and monitoring efforts to specialized transportation services for senior and disabled populations. While each grant program maintains a particular focus, all work together to enhance our region's quality of life.

#### B. Housing Acceleration Program (HAP)

##### 1. Overview

In July 2019, the California Legislature passed Assembly Bill (AB) 101, establishing the Local Government Planning Support Grant Program to provide regional governments with one-time state funding for planning activities to meet the 6th Cycle RHNA. Based on a population-based formula. SANDAG was eligible to receive \$6.8 million through the Regional Early Access Planning (REAP) 1.0 program, administered by the California Department of Housing and Community Development (HCD). With REAP funding, SANDAG developed the HAP program, which provides grants and technical assistance to local jurisdictions to develop and adopt policies and process improvements to accelerate housing production. The program also promotes equity and sustainability in housing planning and production.

REAP 2.0 was established as part of the 2021 California Comeback Plan under AB 140. It intends to build on the success of the initial REAP program and places a greater emphasis on implementation activities. SANDAG's formula share is \$43 million to

support transformative and innovative projects that accomplish housing and climate goals: reduce VMT, increase housing supply and affordability, and advance equity. With REAP 2.0 funding, SANDAG is expanding the HAP in alignment with the [2021 Regional Plan](#) and allocating funds to local jurisdictions to complete projects in infill areas that contribute to RHNA goals, reduce per capita VMT, and Affirmatively Further Fair Housing.

## 2. HAP Goals and Objectives

The HAP has the following goals and objectives:

### a) Goals

- Increase housing and promote development that results in the production of more affordable housing units
- Streamline local development processes and approvals
- Address displacement and promote equity in the region
- Increase housing near transit and other cleaner mobility choices
- Promote greenhouse gas emissions reduction and resilience to climate change impacts through accelerating housing production
- Implement the Regional Plan and Sustainable Communities Strategy
- Direct resources towards activities and projects that build the funding competitiveness of the San Diego Region

### b) Objectives:

- Directly provide local governments with grant funding that will aid in the acceleration of housing production
- Fund housing activities that support the use of existing and future transit services, other alternatives to driving alone, and development around mobility hubs
- Ensure the promotion of social equity and sustainability
- Encourage jurisdictions to pursue the HCD ProHousing designation and provide resources for jurisdictions to implement ProHousing policies

## IV. Eligibility

### A. Eligible Applicants

1. Individual Jurisdictions: Eligible applicants include the 18 incorporated cities in the SANDAG region and the County of San Diego.
  - Note: The jurisdiction where the project is located must have an adopted Climate Action Plan (CAP) or be in the process of developing its CAP.
2. Partnerships: Jurisdictions can choose to work together on an application to conduct eligible activities consistent with the HAP goals and objectives. Jurisdictions also may partner with other entities such as a community-based organization (CBO), a nonprofit, or a transit agency. If a partnership is used, the lead applicant must be one of the 18 cities or the County of San Diego.

## B. Eligible Projects

A project must meet all of the following criteria to be eligible:

- The project includes or is within a Mobility Hub, Transit Priority Area, or Low VMT area (Infill Area). Prospective applicants can view these areas using the [SANDAG HAP Cycle 2 Interactive Map](#).
- The project meets all of the REAP 2.0 Program Objectives. The application must demonstrate a direct connection between the proposed activities and the REAP 2.0 Program Goal.
- Project activities must illustrate a significant beneficial impact that leads to substantial changes in land use patterns and travel behaviors.
- The application must describe the effort that will be made to reach low-income, disabled, and minority communities within the project area.
- Projects must not have alcohol, political, religious, or discriminatory themes or affiliations.
- Projects already underway are eligible only if the application meets the HAP requirements and requests funds for additional work beyond the project's scope.

## C. Eligible Uses

### 1. Capital Projects

**For all Capital Projects, the applicant must commit to the development within a reasonable time frame (e.g., within 5 years of the HCD REAP 2.0 expenditure deadline of June 30, 2026).**

- Affordable housing development programs for low and moderate-income households in infill areas. May involve large expenditures and capital investments.
- Housing predevelopment costs for projects in infill areas for low and moderate-income households.
- Upgrading infrastructure for sewer, water, and dry utility systems (new/preservation of affordable housing).
- Infrastructure to expand active transportation and implement bicycle or pedestrian plans that directly accelerates housing production and supply, choice and affordability
- Implementing housing supply, choice, and affordability programs, services, or capital expenditures in infill areas

### 2. Planning Projects

**For all Planning Projects, the applicant must commit to the adoption by the HAP expenditure deadline (December 31, 2025).**

- Program-level environmental clearance to eliminate the need for project-specific review for infill development.

- Technical assistance, planning, temporary staffing, or consultant needs associated with updating local planning and zoning documents, expediting application processing, and other actions to accelerate additional housing production.
- Planning activities such as specific plans, area plans, Transit-Oriented Development plans, and other rezoning or zoning updates that lead to increased residential and mixed-use zoned capacity in specific areas identified as infill.

Additional examples of eligible projects/ proposed uses can be found in the [REAP 2.0 Final Guidelines](#).

## D. Eligible Expenses

Expenses must be directly related to the execution of the scope of work to be eligible. Grant funds may be used toward local agency salaries directly working on the project, temporary staffing, professional services, preliminary engineering (design and environmental), right-of-way acquisition, construction, project management costs, and other direct expenses incurred on behalf of the project.

SANDAG will only reimburse costs that were incurred for the project after the Notice to Proceed has been issued and up to the amount awarded in the grant agreement. In the event of project cost overruns, SANDAG will not pay more than the original amount specified in the grant agreement.

## E. Ineligible Activities and Expenses

Ineligible projects and activities do not align with REAP 2.0 Program Objectives, the REAP 2.0 Program Goal, or are otherwise deemed ineligible by HCD. The following activities and expenses are ineligible for reimbursement:

- **Indirect costs including overhead expenses such as rent, insurance, copying expenses, fringe benefits, and other salaries not directly charged to the project.**
- Activities unrelated to accelerating housing production
- Roadway or highway capacity increase
- Advocacy work (direct lobbying for specific bills or local propositions)
- Bonus payments of any kind
- Ceremonial expenses
- Commission fees
- Real estate brokerage fees or expenses
- Services, materials, or equipment financed or reimbursed under any other state program
- Stewardship of legal defense funds
- General meetings that do not specifically discuss or advance implementation of awarded REAP 2.0 funds
- Mitigation activities already mandated by local or state governing bodies or agencies

- Ongoing expenses (e.g., routine maintenance or operations of transportation infrastructure associated with transit service expansion)
- Costs associated with automobile or motorcycle parking (excluding EV charging infrastructure). Proposed Uses with a surface parking component are not eligible.
- Costs associated with infrastructure related to fossil fuels, including connections to natural gas infrastructure
- Costs associated with ongoing provisions of Internet service
- In lieu fees for local inclusionary Housing programs
- Organizational membership fees
- Street construction or repair to benefit vehicular traffic

## V. Funding

### A. Available Funding

Approximately \$16 million is available through this CFP in two Application Categories:

- \$12 million is available for Capital projects
- \$4 million available for Planning projects

### B. Maximum Grant Awards

1. Per Project
  - Capital: \$2.5 million
  - Planning: \$650,000

### C. Match Requirement

1. Minimum Match Requirement

No match is required; however, points will be awarded based on evidence of matching funds.

2. Eligible Matching Funds

Matching funds must be from a source other than the grant funding source. Eligible match sources include:

- Cash (state or local funding sources)
- In-kind services

Applicants are required to provide adequate documentation of matching funds and the match source(s) in the application. REAP funds cannot be used as a match.

## VI. Application and Submittal Process

## A. Application Materials

Application materials are available on [BidNet](#). Prospective applicants are responsible for downloading relevant application materials for their use in developing and submitting an application. **Applicants are strongly encouraged to contact SANDAG staff and ask for assistance determining which application template should be used (Capital or Planning).**

## B. Applicant Resolution

SANDAG [Board Policy No. 035](#) requires all applicants to submit a resolution from their authorized governing body within 30 days following the grant application deadline that includes the following provisions:

- Applicant's governing body commits to providing the minimum match percentage set forth in the call for projects.
- Applicant's governing body authorizes staff to accept grant funding and execute a grant agreement if an award is made by SANDAG.

The resolution should be submitted via email to [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org). If an applicant fails to provide a resolution that meets the requirements, the application will be considered nonresponsive and will no longer be considered in the competitive process. A template for the resolution is available in [BidNet](#).

## C. Revisions or Cancellation of the CFP

SANDAG reserves the right to cancel or revise, for any or no reason, in part or its entirety, this CFP. If SANDAG revises or cancels the CFP before the application deadline, applicants will be notified by email. Changes to the CFP will be made via an addendum, which will be available on [BidNet](#).

This CFP does not commit SANDAG to award a grant, defray any costs incurred in preparing an application under this CFP, or procure or contract for work. Failure to award funding to an applicant will not result in a cause of action against SANDAG.

## D. Applicant Webinar, Questions, and Application Assistance

### 1. Prospective Applicant Webinar

SANDAG will host a prospective applicant webinar to provide an overview of this CFP, project eligibility, the application process, and to address any questions. The webinar will be recorded and posted to [BidNet](#).

### 2. Call for Projects Questions

Prospective applicants will submit questions through [BidNet](#). Questions submitted after the Question Deadline or outside of BidNet will not be answered.

### 3. Application Assistance

Prospective applicants may request a meeting with SANDAG Grants staff to obtain assistance with their HAP application, including discussion of a possible HAP project or

assistance with BidNet. See the Timeline for the deadline to request a meeting. Requests should be sent to [grantsdistribution@sandag.org](mailto:grantsdistribution@sandag.org).

## E. Submittal Process

Applicants will submit their application materials on [BidNet](#). Applications submitted by any other method will not be considered.

Applicants are responsible for fully uploading their entire application before the stated deadline. It is the applicant's sole responsibility to contact BidNet to resolve any technical issues related to electronic submittal, including, but not limited to, registering as a vendor, updating passwords, updating profiles, uploading/downloading documents, and submitting an electronic offer, prior to the submission deadline.

## F. BidNet Resources and Assistance

SANDAG has prepared several guides to assist prospective applications with accessing and navigating BidNet. The following materials are available on the SANDAG grants webpage: <https://www.sandag.org/funding/grant-programs>.

- BidNet Registration Guide
- BidNet Frequently Asked Questions
- BidNet Vendor Navigation Guide

BidNet's Vendor Support team is available Monday-Friday from 5:00 a.m. to 5:00 p.m. Pacific Time at (800) 835-4603 or [e-procurementssupport@bidnet.com](mailto:e-procurementssupport@bidnet.com).

## VII. Application Evaluation Process and Funding Awards

### A. Responsiveness and Eligibility Screening

Following the Application Deadline, all applications will be reviewed to determine if they are responsive to the CFP requirements and that each applicant and proposed project meet the eligibility requirements. During the eligibility and responsiveness screening process, SANDAG reserves the right to request additional information or clarification from any or all applicants but is not required to do so. Staff also may seek input from the SANDAG Regional Planning Committee to determine eligibility but are not required to do so. Projects that pass the responsiveness and eligibility screening will be scored (see the section entitled "Scoring and Ranking").

Any applicants deemed ineligible, whose applications are deemed nonresponsive, or whose projects have been deemed ineligible during the eligibility screening will be notified in writing when the determination is made. Applicants may protest the determination under the grant program protest procedures (see the section entitled "Protest Procedures").

#### 1. Responsiveness

To be considered responsive, prospective applicants must submit their completed application before the Application Deadline. The application must be complete and contain content consistent with the application instructions. An application must also contain all required signatures. An incomplete application or any application that is missing pages or cannot be opened for any reason may be considered nonresponsive.

To retain integrity in the competitive selection process, applicants who fail to utilize the correct application type (Capital or Planning) may be deemed nonresponsive.

## 2. Eligibility

SANDAG staff will perform an eligibility screening of all submitted applications. An eligibility screening involves verifying that an applicant and the proposed project meet the eligibility requirements included in this CFP as well as performing a pre-award risk assessment. A pre-award risk assessment examines an applicant's fiscal and operational capabilities to specifically assess the risk associated with allowing the applicant to expend grant funds. A pre-award risk assessment will include accessing SAM.gov to verify that an applicant has not been suspended, debarred, or otherwise excluded from receiving government contracts. It also may include reviewing the applicant's audit findings and past performance in managing previous grant awards from SANDAG or other sources.

## B. Scoring of Applications

Responsive and eligible applications will be sorted into the relevant Application Category. Applications will be scored using the qualitative and quantitative criteria contained in this CFP.

### 1. Qualitative/Subjective Scoring

An external evaluation panel will score each application using the relevant Application Category qualitative criteria. Evaluation panel members typically consist of 3-5 members of the public who are familiar with the San Diego region and the HAP program goals and objectives. Additionally, all evaluation panel members will be screened to be sure they do not have an affiliation with any of the applicants or proposed projects.

### 2. Quantitative/Objective Scoring

SANDAG Grants staff will score each application based on the relevant Application Category quantitative criteria. Points associated with quantitative criteria undergo a quality assurance/quality control (QA/QC) review to ensure data used in the quantitative scoring process are accurate and points are awarded appropriately.

### 3. Minimum Average Score

To ensure grant funds support quality projects, an application must receive an average score equal to or exceeds 50% of the total points available in the relevant Application Category evaluation criteria to be eligible for funding.

## C. Ranking of Applications

SANDAG will establish a ranked application list for each Application Category.

An application's quantitative score(s) will be added to the qualitative scores received from each evaluation panelist (evaluator), forming a total application score from each evaluator. Then, each evaluation panel member's total application score for all projects will be ranked to determine the "Sum of Ranks." For example, the application an evaluation panel member



scores the highest will rank number one; the second-highest scoring application will rank number two; and so on. Then the rankings an application receives from each evaluation panel member will be summed to produce an overall application ranking (sum of ranks). Applications with the lowest overall sum of ranks will be considered to have performed the best.

If two or more applications receive the same overall ranking, the following criteria, in descending order, will be used as a tiebreaker and to determine the final application rank:

1. Planning Applications
  - The highest cumulative score on criteria Nos. 1, 2, and 3
  - The highest score on criteria No. 6
2. Capital Applications
  - The highest cumulative score on criteria Nos. 1, 2, and 3
  - The highest score on criteria No. 7

## D. Funding Recommendations and Geographic Funding Distribution

SANDAG will review the ranked application list for each Application Category and recommend applications receive funding in the following priority order. Partial awards may be recommended. See the section entitled "Partial Awards."

- First, the highest-ranked application for each jurisdiction will be recommended to receive funding, in descending order of rank, until funding is exhausted.
- If funding remains, additional applications will be recommended to receive funding in descending order of rank until funding is exhausted.

If there are remaining funds in an Application Category, SANDAG can use the remaining funds to fund applications in the other Application Category.

## E. Partial Awards

Given the competitive nature of the HAP grant program and the finite amount of funds available through this CFP, an applicant may receive a partial award. SANDAG handles partial awards differently based on the scalability of a project. Below are descriptions of scalable and non-scalable projects:

1. Scalable projects. A scalable project is a project whose scope of work can be reduced and still further the grant program goals while providing significant value to the public intended to benefit from the project. SANDAG staff will consider how the project would have scored in the competitive process if the scope of work were reduced. If the project would have scored substantially the same with the scaled-down scope of work and the scaled-down project would further the grant program goals and provide significant value to the public, then the project may be scaled.
2. Non-scalable projects. A non-scalable project is a project whose scope of work cannot be reduced because doing so (a) is not possible, (b) would create an incomplete project that contributes little to the grant program goals or provides little value to those intended to benefit from the project, or (c) would have scored substantially different in the competitive process with a reduced scope of work.

SANDAG, at its sole discretion, will determine whether a project is scalable or non-scalable using the abovementioned definitions.

Applicants whose applications are recommended for a partial award and are scalable will be required to work with SANDAG staff following the Notice of Intent to Award to alter the scope of work, budget, and schedule submitted as a part of the application to reflect a reduced scope of work.

Applicants whose applications are recommended for a partial award and cannot be scaled will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the scope of work included in the application, must be completed. The applicant will be required to contribute a larger amount of matching funds than proposed in the application to complete the project scope of work. If an applicant cannot find the matching funds and declines the partial funding award, the award will be offered to the next highest-ranked application on the ranked application list. (See the section entitled "Funding Recommendations and Geographic Funding Distribution.") If no applicant accepts the funding, the funding will be used by SANDAG for other eligible activities under the REAP 2.0 guidelines.

## F. Approval of Funding Recommendations

SANDAG will provide a Notice of Intent to Award to all applicants containing the applications recommended for funding. See the Timeline for the anticipated Notice of Intent to Award date. The funding recommendations will be presented to the Regional Planning Committee for recommendation to the Board of Directors. The Board of Directors will consider the funding recommendations and approve awards.

## G. Protests

SANDAG grant program protest procedures may be obtained from the SANDAG grant programs webpage at <https://www.sandag.org/funding/grant-programs>.

## VIII. Grant Agreement

### A. Grant Agreement Execution

If awarded funds, the lead applicant will enter into a grant agreement with SANDAG for the approved project scope of services and become a Grantee. A sample grant agreement is included with the CFP. Applicants are encouraged to review the sample grant agreement within their organization before applying. Aside from any potential errors or omissions, the terms of the grant agreement will be substantially the same as those in the sample grant agreement and are non-negotiable.

SANDAG will not reimburse the Grantee for costs incurred before the executed grant agreement or the Notice to Proceed.

### B. Grant Term and Expenditure Deadline

Grant agreements are anticipated to be signed by SANDAG and HAP awardees in fall 2023. Once the grant has been signed by all parties, a Notice to Proceed will be issued, which is the beginning of the grant term. Grantees must expend REAP funds December 31, 2025; therefore, all grant agreements will contain a grant expiration date of December 31, 2025.

HAP awardees are required to sign the grant agreement within 45 days of receiving the grant agreement from SANDAG. Failure to sign and return the grant agreement promptly may result in revocation of the grant award.

## IX. HAP Requirements

### A. Third-Party Contracting

Grantees must competitively procure any third-party contract whose cumulative value will exceed \$10,000 over a twelve-month period. The third-party contract shall provide for compliance with the requirements of the HAP and REAP 2.0. Additional requirements for third-party contractors are included in the grant agreement.

Grantees can utilize the SANDAG Sustainable Communities On-Call to expedite their procurement of third-party consultants. The on-call is a list of pre-qualified consultants that SANDAG has entered into contracts with for sustainable communities planning to implement additional pro-housing activities and the SANDAG Regional Plan Sustainable Communities Strategy. SANDAG conducted this procurement so local agencies can utilize the list of consultants and pre-negotiated rates to conduct their own simplified competitive procurement and expedite the contracting process for local agency projects. For more information about the Sustainable Communities On-Call, contact Stacey Cooper at [Stacey.Cooper@sandag.org](mailto:Stacey.Cooper@sandag.org).

### B. Notice of Prevailing Wage

California law requires that public works projects pay prevailing wages for workers. As applicable, Grantees are required to comply with the provisions of California Labor Code Sections 1775 et seq, which includes the payment of prevailing wages to all workers performing prevailing wage work. Additional details can be found in the grant agreement.

### C. Progress Reports, Invoices, and Matching Funds

#### 1. Progress Reports

Grantees must complete and submit quarterly progress reports with documentation and an invoice to receive reimbursement. Subcontracts with consultants or contractors must be submitted with the first report containing their work. Grantees may be required to use specific report templates and an online platform for submission to SANDAG.

SANDAG will measure grant performance against the stated project goals and deliverables in the project scope of work included in the grant agreement. Poor performance may be grounds for termination of the grant agreement.

**Final reports must be submitted no later than February 28, 2026.** Final reports should detail project activities, challenges, successes, performance measures, and how the project is expected to accelerate housing.

#### 2. Invoices

Grant funding is by reimbursement only. Expenses must be directly related to the contracted scope of work and paid during the grant agreement term. Project expenses

incurred by the Grantee before the Notice to Proceed is issued are not eligible for reimbursement. To be reimbursed for project expenses, a Grantee must submit an invoice packet, documentation of all project expenses, and a progress report. **Grantees must submit invoices quarterly, and the final invoice must be submitted no later than February 28, 2026.** Grantees may be required to use specific invoice templates and an online platform for submission to SANDAG. Grantees must conform to the following to qualify for reimbursement:

- Staff costs must be submitted with certified payroll records.
- Consultant invoices must be submitted with proof of payment.
- Receipts or invoices must be detailed, dated, and directly related to the project scope of work.

### 3. Matching Funds

If the grant agreement contains matching funds, the Grantee must provide a matching amount per invoice such that the cumulative match percentage is equal to or greater than the match percentage required under the grant agreement. A Grantee will not receive reimbursement if the cumulative match percentage falls below the required percentage specific to the project or if the Grantee fails to provide sufficient documentation of project expenses.

## D. Public Record and Record Retention Policy

All applications submitted in response to this CFP become the property of SANDAG and are considered a public record. Applications and other project-related documentation may be subject to public review per [SANDAG Board Policy No. 015: Records Management](#).

Grantees must retain project-related documents for at least three years after receipt of final payment and make these documents available to SANDAG upon request.

## ATTACHMENT A – PLANNING SCORING RUBRIC

### I. Summary Table

No.	CRITERIA	POINTS POSSIBLE
1.	ACCELERATE INFILL DEVELOPMENT THAT FACILITATES HOUSING SUPPLY, CHOICE, AND AFFORDABILITY	20
A.	Degree to which the project will implement transformative activities that improve the affordability, timing, cost, feasibility, approval, and amount of housing development.	10
B.	Degree to which the project will have long-term impacts that will result in transformative outcomes at neighborhood and/or regional levels.	10
2.	REDUCE VEHICLE MILES TRAVELED	20
A.	Proximity to Focus Areas for Housing Development	10
B.	Degree to which the project furthers the Mobility Hub Implementation Strategy	10
3.	AFFIRMATIVELY FURTHERING FAIR HOUSING	15
	Degree to which the project takes meaningful actions, in addition to combating discrimination, that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.	
4.	COMMUNITY ENGAGEMENT AND OUTREACH	10
	Degree to which community members have been engaged and outreach is incorporated throughout the project so the community is engaged in the planning and development phases of the project.	
5.	PARTNERSHIPS	5
	Community-based organization partnership, nonprofit partnership, transit agency partnership OR interjurisdictional ProHousing partnership	
6.	BOARD POLICY No. 033 (25% of total points)	25
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	12.5
B.	Housing Equity	12.5
7.	MATCHING FUNDS	5
	Pledge of matching funds in the application	
<b>TOTAL</b>		<b>100</b>

## II. Scoring Rubric

The Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Evaluation Criteria.

### 1. ACCELERATE INFILL DEVELOPMENT THAT FACILITATES HOUSING SUPPLY, CHOICE, AND AFFORDABILITY (20 POINTS POSSIBLE)

Points will be awarded to programs that support implementation activities that improve the affordability, timing, cost, feasibility, approval, and amount of housing development.

- A. Degree to which the project will implement transformative activities that improve the affordability, timing, cost, feasibility, approval, and amount of housing development (**up to 10 points**). Applicants must make the connection of how the planning activity unlocks an infill area with strong planned or actual housing affordability components that serve low and moderate-income households.
- B. Degree to which the project will have long-term impacts that will result in transformative outcomes at neighborhood and/or regional levels (**up to 10 points**). More points will be awarded if the project demonstrates complementary policies and other planned or existing projects that result in transformative impacts that support affordable housing on a broader scale. Projects will be evaluated on their impact on a broader corridor that makes substantial changes in land use patterns, not solely an individual site.

### 2. REDUCE VEHICLE MILES TRAVELED (20 POINTS POSSIBLE)

Points will be awarded to projects that reduce VMT through relationships to transit and the Regional Mobility Hub Implementation Strategy in [San Diego Forward: The 2021 Regional Plan](#).

- A. Proximity to Focus Areas for Housing Development (10 points possible). See the SANDAG HAP Cycle 2 Interactive Map for more information. Project area includes or is located in a:
  1. Mobility Hub (**3.5 points**)
  2. 2035 Transit Priority Area (TPA) (**3.5 points**)
  3. Low Vehicle Miles Traveled (VMT) area: Traffic Analysis Zone (TAZ) with 2035 residential per capita VMT:
    - less than 50% of regional mean (**3 points**)
    - 50% - 85% of regional mean (**2 points**)
    - 85% - 100% of regional mean (**1 point**)

B. Degree to which the project furthers the Mobility Hub Implementation Strategy (**10 points possible**). Project:

1. Implements a land use strategy that facilitates VMT reduction (**up to 2.5 points**)
2. Includes zoning for a higher density of housing than is currently allowed (**up to 2.5 points**)
3. Improves jobs-housing balance (**up to 2.5 points**)
4. Plans for transportation/mobility improvements to better connect housing to the existing/planned regional transportation network. (**up to 2.5 points**)

### **3. Affirmatively Furthering Fair Housing (15 points possible)**

Degree to which the project takes meaningful actions, in addition to combating discrimination, that overcomes patterns of segregation and fosters inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, the project takes meaningful actions that address significant disparities in Housing needs and access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with Civil Rights and Fair Housing Laws. Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Enhancing housing mobility strategies that remove barriers to housing, housing-supportive infrastructure, and transportation in areas of opportunity.
- Encouraging the development of new Affordable Housing in high-resource areas by promoting housing, infrastructure, increased transportation options, and affordability in areas of high opportunity and outside of areas of concentrated poverty.
- Improving place-based strategies to encourage community revitalization. This includes the preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities.
- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of lower- or moderate-opportunity and concentrated poverty.

### **4. COMMUNITY ENGAGEMENT AND OUTREACH (10 POINTS POSSIBLE)**

Degree to which community members have been engaged and outreach is incorporated throughout the project so the community is engaged in the planning and development phases of the project. The applicant's response should include methods employed to solicit feedback on the planning and development of this project and project area. More points will be awarded if the application includes how the project has been shaped by community-identified needs and input, as well as how the applicant will continue to conduct community engagement on the project throughout the process.

## 5. PARTNERSHIPS (5 POINTS POSSIBLE)

To leverage resources and create consistency across the region, SANDAG is encouraging jurisdictions to partner to share information, plan, and adopt policies together. Additionally, SANDAG encourages jurisdictions to partner with other entities such as transit agencies, community-based organizations (CBOs), and nonprofits to ensure the benefits of projects are realized by a broad population and in an equitable manner. Partnerships must provide a letter of support and or other written commitment describing how the partnership will enhance the benefits and outcomes of the project.

- Partnership documentation provided (**5 points**)
- Partnership documentation not provided (**0 points**)

## 6. BOARD POLICY NO. 033 (25 POINTS POSSIBLE)

A minimum of 25 points out of 100, or 25 percent of the total points in a funding program will be awarded under this Policy based on jurisdictions' adoption of ProHousing policies and demonstrated commitment to advancing housing equity.

### A. ProHousing Policies (12.5 points possible)

Applicants will be awarded 2.5 or 5 points, as indicated below, by demonstrating that the applicant has implemented policies that accelerate the production of housing in the four categories listed below. A jurisdiction that has received a ProHousing Designation from HCD will receive 12.5 points. A maximum of 5 points can be earned per category for jurisdictions without a ProHousing Designation.

#### 1. Category 1: Favorable Zoning and Land Use

Policies worth **5 points** each:

- Housing element plan for zoned capacity of >150% of RHNA
- Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- Eliminating minimum parking requirements
- Allowing residential in commercial zones

Policies worth **2.5 points** each:

- Allowing more/larger accessory dwelling units (ADUs) than state law requires
- Density bonus that is >10% more than state requirements
- Established Workforce Housing Opportunity Zone (WHOOZ) or housing sustainability district
- Standards to promote more density
- Housing element plan for zoned capacity of >125% of RHNA
- Reduced parking requirements



## 2. Category 2: Acceleration of Housing Production Timeframes

Policies worth **5 points** each:

- Ministerial approval of housing
- Streamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- Permit process that is less than two months
- Elimination of public hearings for projects consistent with zoning/general plan
- One-stop shop permitting processes or single point of contact
- Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing

Policies worth **2.5 points** each:

- Streamlined housing development at the project level
- Permit process that is less than four months
- Three public hearings limit for projects consistent with zoning/general plan
- Eliminated or replaced subjective design standards with objective standards that simplify zoning
- Standard entitlement application
- Publicly posting online status updates on permit approvals

## 3. Category 3: Reduction of Construction and Development Costs

Policies worth **5 points** each:

- Waived development impact fees for housing
- Adopted universal design ordinances
- Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)

Policies worth **2.5 points** each:

- Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- Reduced development impact fees for housing
- Less restrictive ADU standards than state requirements

- Fee reduction, including deferrals or reduced fees for housing with people with special needs
- Promoting innovative housing types that reduced development costs

#### 4. Category 4: Providing Financial Subsidies

Policies worth **5 points** each:

- Local housing trust fund or collaboration on regional fund
- Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- Enhanced Infrastructure Financing District (EIFD)
- Prioritization of local general funds for affordable housing

Policies worth **2.5 points** each:

- Grants/low-interest loans for affordable ADUs
- Direct residual redevelopment funds to affordable housing
- Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

#### B. Housing Equity (12.5 points possible)

In February 2021, the SANDAG Board of Directors adopted the following statement of Commitment to Equity.

##### *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.*

Following Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in jurisdictions with Housing Equity policies. Applicants will be awarded 2.5 or 5 points, as indicated below, for each policy that advances housing equity and affirmatively furthers fair housing.

Policies worth **5 points** each:

- An adopted inclusionary housing ordinance
- Rent stabilization policies
- Anti-displacement policies in conjunction with transit improvements
- Strategies or funds to preserve naturally occurring affordable housing
- Tenant protection policies such as access to counsel, just cause eviction policy, etc.
- Rezoning and other policies that result in a net gain of low- and moderate-income housing while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.
- Programs, and land use plans and policies that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Maps, and disadvantaged communities pursuant to California Senate Bill 535 (2012).
- Zone changes or other policies (other than those listed above) that increase low- and moderate-income housing and affordability in High Resource and Highest Resource areas, as designated in the 2021 TCAC/HCD Opportunity Maps.

Policies worth **2.5 points** each:

- Displacement risk studies
- Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs
- Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions

## **7. MATCHING FUNDS (5 POINTS POSSIBLE)**

Projects will be awarded points based on the pledge of matching funds in the application.

MATCH PERCENTAGE	POINTS
0%	0
0.01-9.99%	1
10.00-19.99%	2
20.00-29.99%	3
30.00-39.99%	4
40% or more	5

\*Match percentage is calculated by dividing the matching funds committed to the project by the total project cost and multiplying by 100.

## ATTACHMENT B – CAPITAL SCORING RUBRIC

### I. Summary Table

No.	CRITERIA	POINTS POSSIBLE
1.	ACCELERATE INFILL DEVELOPMENT THAT FACILITATES HOUSING SUPPLY, CHOICE, AND AFFORDABILITY	30
A.	Degree to which the project implementation accelerates housing supply, choice, and affordability in infill areas	10
B.	Degree to which the project will have long-term impacts that will result in transformative outcomes at neighborhood and/or regional levels	10
C.	Degree to which project supports very low-, low- and moderate-income housing units	10
2.	REDUCE VEHICLE MILES TRAVELED	30
A.	Proximity to Focus Areas for Housing Development	15
B.	Degree to which the project furthers the Mobility Hub Implementation Strategy	15
	1. Degree to which the project supports transportation choices that would reduce vehicle miles traveled, specifically walking and bicycling.	
	2. Degree to which the project would increase connectivity between housing, jobs, amenities, and services.	
3.	AFFIRMATIVELY FURTHERING FAIR HOUSING AND HOUSING EQUITY	30
	Degree to which the project takes meaningful actions, in addition to combating discrimination, that overcomes patterns of segregation and fosters inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.	30
4.	COMMUNITY ENGAGEMENT AND OUTREACH	15
	Degree to which community members have been engaged and outreach is incorporated throughout the project so the community is engaged in the planning and development phases of the project.	
5.	PARTNERSHIPS	10
	Community-based organization partnership, nonprofit partnership, transit agency partnership, or inter-jurisdictional ProHousing partnership	
6.	PROJECT READINESS	25
	Environmental clearance has been obtained	5
	Secured land for the project (right-of-way acquisition)	5
	Permits have been obtained	10
	Final design is complete	5
7.	BOARD POLICY NO. 033 (25% of total points)	50
A.	ProHousing Policies (Favorable Zoning and Land Use, Acceleration of Housing Production Timeframes, Reduction of Construction and Development Costs, Providing Financial Subsidies)	25
B.	Housing Equity	25
8.	MATCHING FUNDS	10
	Pledge of matching funds in the application	
<b>Total</b>		<b>200</b>

## II. Scoring Rubric

The Rubric is a guide for SANDAG staff and the Evaluation Panel to assist with awarding points based on the Evaluation Criteria.

### 1. ACCELERATE INFILL DEVELOPMENT THAT FACILITATES HOUSING SUPPLY, CHOICE, AND AFFORDABILITY (30 POINTS POSSIBLE)

Points will be awarded to projects that support implementation activities that improve the affordability, timing, cost, and amount of housing development.

- A. Degree to which the project implementation accelerates housing supply, choice, and affordability in infill areas (**up to 10 points**). Applicants must make the connection of how the infrastructure investment unlocks an infill area with strong planned or actual housing affordability components that serve low- and moderate-income households.
- B. Degree to which the project will have long-term impacts that will result in transformative outcomes at neighborhood and/or regional levels (**up to 10 points**). More points will be awarded if the project demonstrates complementary policies and other planned or existing projects that result in transformative impacts that support affordable housing on a broader scale. Projects will be evaluated on their impact on a broader corridor that makes substantial changes in land use patterns, not solely an individual site.
- C. Degree to which the project supports very low-, low- and moderate-income housing units (**up to 10 points**). More points will be awarded for higher projected affordability.

### 2. REDUCE VEHICLE MILES TRAVELED (30 POINTS POSSIBLE)

Points will be awarded to projects that reduce VMT through relationships to transit and the Regional Mobility Hub Implementation Strategy in [San Diego Forward: The 2021 Regional Plan](#).

- A. Proximity to Focus Areas for Housing Development (**15 points possible**) - See the SANDAG HAP Cycle 2 Interactive Map for more information. The project area includes or is located in a:
  1. Mobility Hub (**5 points**)
  2. 2035 Transit Priority Area (TPA) (**5 points**)
  3. Low Vehicle Miles Traveled (VMT) area: Traffic Analysis Zone (TAZ) with 2035 residential per capita VMT:
    - less than 50% of the regional mean (**5 points**)
    - 50% - 85% of the regional mean (**4 points**)
    - 85% - 100% of the regional mean (**3 points**)

B. Degree to which the project furthers the Mobility Hub Implementation Strategy **(15 points possible)**

1. Degree to which the project supports transportation choices that would reduce vehicle miles traveled, specifically walking and bicycling. More points will be awarded if the project is connected to existing or planned bike lanes, bike boulevards, cycle tracks, or separated bike paths (Class I) (as identified in San Diego Regional Bike Plan or a local bike master plan) and robust pedestrian-orientated infrastructure. **(up to 7.5 points)**
2. Degree to which the project would increase connectivity between housing, jobs, amenities, and services. More points will be awarded if the project supports the use of regional public transit service in the project area that connects housing, jobs, amenities, and services. **(up to 7.5 points)**

**3. AFFIRMATIVELY FURTHERING FAIR HOUSING AND HOUSING EQUITY (30 POINTS POSSIBLE)**

Degree to which the project takes meaningful actions, in addition to combating discrimination, that overcomes patterns of segregation and fosters inclusive communities free from barriers that restrict access to opportunity based on protected characteristics. Specifically, the project takes meaningful actions that address significant disparities in housing needs and access to opportunity, replacing segregated living patterns with truly integrated and balanced living patterns, transforming racially and ethnically concentrated areas of poverty into areas of opportunity, and fostering and maintaining compliance with Civil Rights and Fair Housing Laws. Actions to Affirmatively Further Fair Housing may include, but are not limited to:

- Enhancing housing mobility strategies that remove barriers to Housing, Housing-supportive infrastructure, and transportation in areas of opportunity.
- Encouraging the development of new Affordable Housing in high-resource areas by promoting housing, infrastructure, increased transportation options, and affordability in areas of high opportunity and outside areas of concentrated poverty.
- Improving place-based strategies to encourage community revitalization. This includes the preservation of existing Affordable Housing that involves approaches focused on conserving and improving assets in areas of lower-opportunity and concentrated poverty, such as: targeting investments in neighborhood revitalization, preserving or rehabilitating existing Affordable Housing, improving infrastructure, schools, employment, parks, transportation, and other community amenities.
- Protecting existing residents from displacement and preserving Housing choices and affordability in areas of lower- or moderate-opportunity and concentrated poverty.

**4. COMMUNITY ENGAGEMENT AND OUTREACH (15 POINTS POSSIBLE)**

Degree to which community members have been engaged and outreach is incorporated throughout the project in the planning and development phases. The applicant's response should include methods employed to solicit feedback on the planning and development of the project and project area. More points will be awarded if the application includes how the project has been shaped by community-identified needs and input, as well as how the

applicant will continue to conduct community engagement on the project throughout the implementation.

**5. PARTNERSHIPS (10 POINTS POSSIBLE)**

To leverage resources and create consistency across the region, SANDAG is encouraging jurisdictions to partner to share information, plan, and adopt policies together. Additionally, SANDAG encourages jurisdictions to partner with other entities such as transit agencies, community-based organizations (CBOs), and nonprofits to ensure the benefits of projects are realized by a broad population and in an equitable manner. Partnerships must provide a letter of support and or other written commitment describing how the partnership will enhance the benefits and outcomes of the project.

- Partnership documentation provided (10 points)
- Partnership documentation not provided (0 points)

**6. PROJECT READINESS (25 POINTS POSSIBLE)**

Projects will be awarded points based on the project's readiness to enter construction. NOTE: funds must be expended by December 31, 2025. Partial points will be awarded based on the completion percentage for each major milestone.

- 0% complete - 0 points
- 25% complete - 25% of points
- 50% complete - 50% of points
- 75% complete - 75% of points
- 100% complete - 100% of points

PROJECT READINESS / MAJOR MILESTONE COMPLETED	Points Possible
Environmental clearance has been obtained for the project	5
Land has been secured for the project (right-of-way acquisition is complete)	5
All permits have been obtained for the project	10
Final design of the project is complete	5

**7. BOARD POLICY NO. 033 (50 POINTS POSSIBLE)**

A minimum of 25 percent of the total points in this funding program will be awarded under this Policy based on the relevant jurisdiction's adoption of ProHousing policies and demonstrated commitment to advancing housing equity.

## A. ProHousing Policies (25 points possible)

Applications will be awarded 5 or 10 points, as indicated below, by demonstrating that the jurisdiction has implemented policies that accelerate the production of housing in the four categories listed below. A jurisdiction that has received a ProHousing Designation from HCD will receive full points. No more than 10 points can be earned from each category by a jurisdiction without a ProHousing Designation.

### 1. Category 1: Favorable Zoning and Land Use

- Policies worth **10 points** each: Housing element plan for zoned capacity of >150% of RHNA
- Permitting missing middle uses (e.g., duplexes, triplexes, fourplexes, townhomes) in existing low-density single-family zones
- Eliminating minimum parking requirements
- Allowing residential in commercial zones

Policies worth **5 points** each:

- Allowing more/larger accessory dwelling units (ADUs) than state law requires
- Density bonus that is >10% more than state requirements
- Established Workforce Housing Opportunity Zone (WHOZ) or housing sustainability district
- Standards to promote more density
- Housing element plan for zoned capacity of >125% of RHNA
- Reduced parking requirements

### 2. Category 2: Acceleration of Housing Production Timeframes

Policies worth **10 points** each:

- Ministerial approval of housing
- Streamlined/program-level California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) for general plans/specific plans etc.
- Permit process that is less than two months
- Elimination of public hearings for projects consistent with zoning/general plan
- One-stop shop permitting processes or single point of contact
- Priority permit processing or reduced plan check times for ADUs/junior ADUs, multifamily, or affordable housing



Policies worth **5 points** each:

- Streamlined housing development at the project level
- Permit process that is less than four months
- Three public hearings limit for projects consistent with zoning/general plan
- Eliminated or replaced subjective design standards with objective standards that simplify zoning
- Standard entitlement application
- Publicly posting online status updates on permit approvals

### **3. Category 3: Reduction of Construction and Development Costs**

Policies worth **10 points** each:

- Waived development impact fees for housing
- Adopted universal design ordinances
- Preapproved prototype plans for missing middle housing (e.g., duplexes, triplexes, fourplexes, townhomes)

Policies worth **5 points** each:

- Measures that reduce costs for transportation-related infrastructure or that encourage active transit or other alternatives to cars
- Reduced development impact fees for housing
- Less restrictive ADU standards than state requirements
- Fee reduction, including deferrals or reduced fees for housing with people with special needs
- Promoting innovative housing types that reduced development costs

### **4. Category 4: Providing Financial Subsidies**

Policies worth **10 points** each:

- Local housing trust fund or collaboration on regional fund
- Program to comply with Surplus Lands Act and make publicly owned land available for affordable housing
- Enhanced Infrastructure Financing District (EIFD)
- Prioritization of local general funds for affordable housing

Policies worth **5 points** each:

- Grants/low-interest loans for affordable ADUs
- Direct residual redevelopment funds to affordable housing
- Development and regular use of housing subsidy pool, local/regional trust, or similar funding source

## **B. Housing Equity (25 points possible)**

In February 2021, the SANDAG Board of Directors adopted the following statement of Commitment to Equity.

### *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.*

In accordance with Government Code section 8899.50 and SANDAG's Commitment to Equity, SANDAG encourages development in Jurisdictions with Housing Equity policies. Applicants will be awarded 5 or 10 points, as indicated below, for each policy in place that advances housing equity and affirmatively furthers fair housing.

Policies worth **10 points** each:

- An adopted inclusionary housing ordinance
- Rent stabilization policies
- Anti-displacement policies in conjunction with transit improvements
- Strategies or funds to preserve naturally occurring affordable housing
- Tenant protection policies such as access to counsel, just cause eviction policy, etc.
- Rezoning and other policies that result in a net gain of low- and moderate-income housing while concurrently mitigating development impacts on or from environmentally sensitive or hazardous areas.
- Programs, and land use plans and policies that are intended to result in increased investment (such as infrastructure, housing, open space, etc.) in lower opportunity areas. Such areas include but are not limited to, Low Resource and High Segregation & Poverty areas designated in the 2021 California Tax Credit Allocation Committee (TCAC)/HCD Opportunity Maps, and disadvantaged communities under California Senate Bill 535 (2012).

- Zone changes or other policies (other than those listed above) that increase low- and moderate-income housing and affordability in High Resource and Highest Resource areas, as designated in the 2021 TCAC/HCD Opportunity Maps.

Policies worth **5 points** each:

- Displacement risk studies
- Publicly available database of affordable housing properties at risk of losing affordability restrictions through the expiration of rent restrictions or tenant voucher programs
- Proactive monitoring of housing at risk of losing affordability restrictions and proactive enforcement of state-mandated tenant notification provisions

**8. MATCHING FUNDS (10 POINTS POSSIBLE)**

Projects will be awarded points based on the pledge of matching funds in the application.

MATCH PERCENTAGE	POINTS
0%	0
0.01-9.99%	2
10.00-19.99%	4
20.00-29.99%	6
30.00-39.99%	8
40% or more	10

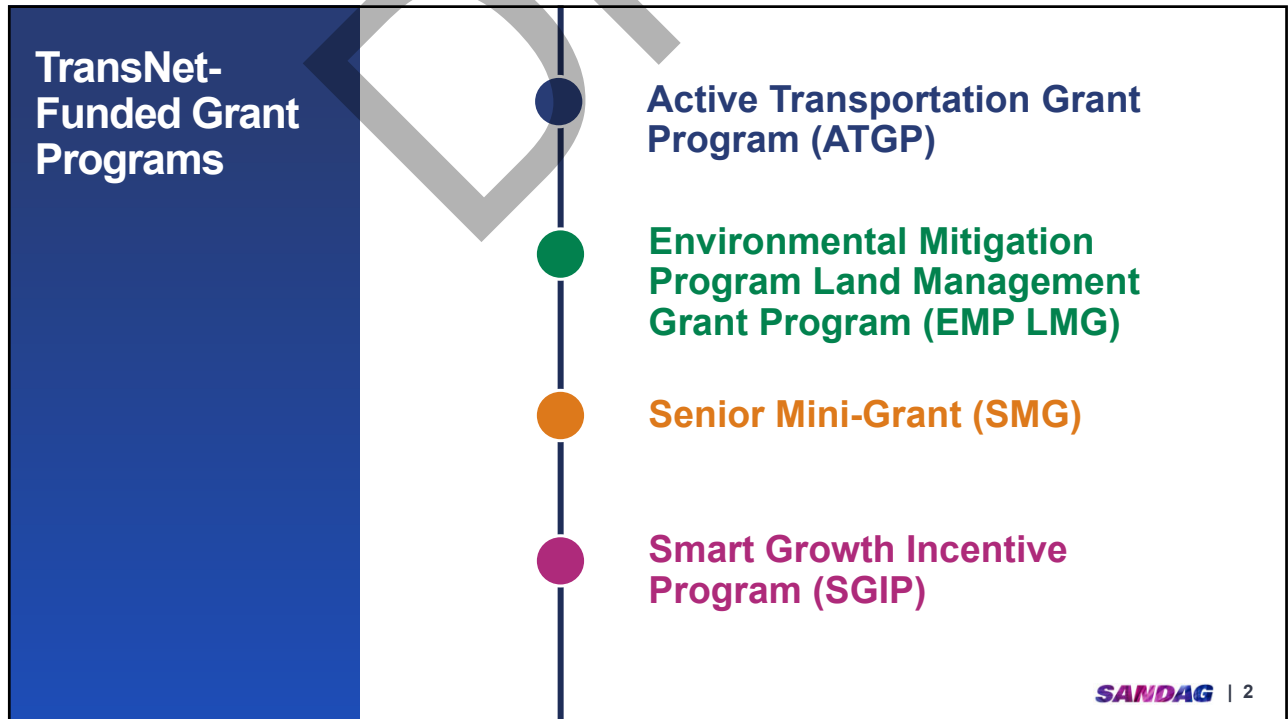
\*Match percentage is calculated by dividing the matching funds committed to the project by the total project cost and multiplying by 100.



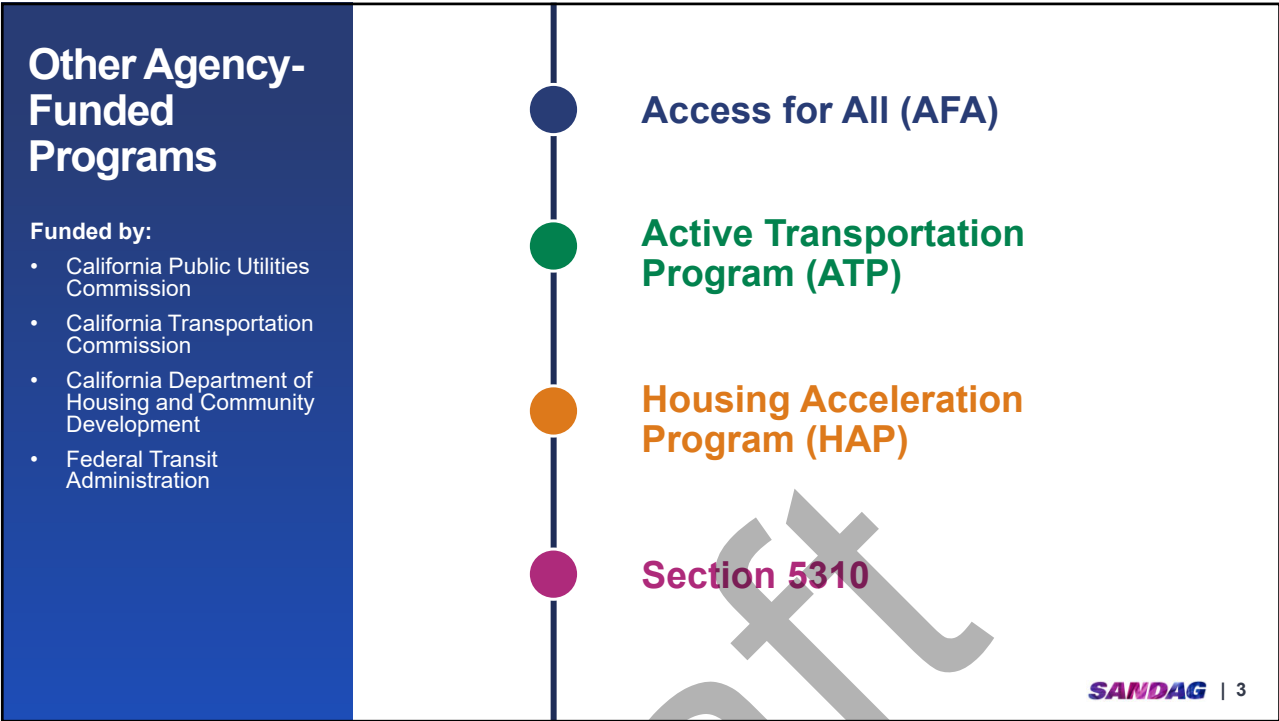
# Grants Evaluation Process

Transportation Committee | Item 9  
Jenny Russo  
July 21, 2023

1



2



3



4

## Grants Process Questions



Evaluator Training



Evaluator Bias and  
Consistency



Project Ranking and  
Funding

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## Benchmarked Agencies

### Federal Agencies

- Substance Abuse and Mental Health Services Administration (SAMHSA)
- National Institutes of Health (NIH)
- U.S. Department of Agriculture (USDA)
- Federal Railroad Administration (FRA)
- Federal Transit Administration (FTA)
- U.S. Department of Transportation (USDOT)
- U.S. Department of Justice (USDOJ)

### State Agencies

- California Energy Commission (CEC)
- California Transportation Commission (CTC)
- Caltrans

### Local/Regional Agencies

- Orange County Transportation Authority (OCTA)
- Southern California Association of Governments (SCAG)
- City of San Diego
- County of San Diego

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## Research Findings

- Many of the sample organizations require all evaluators to attend a mandatory training session offered by the agency.
- Level of detail provided in a scoring rubric varied from general categories with broad point ranges to detailed criteria with definitions and scoring strategy to distribute points.
- Some agencies use individual evaluation criterion scores to determine the overall application rating.
- Scores provided on the highest and lowest ends of the performance levels require written comments from the evaluator.
- Evaluator meetings are held to encourage consensus among the evaluators.

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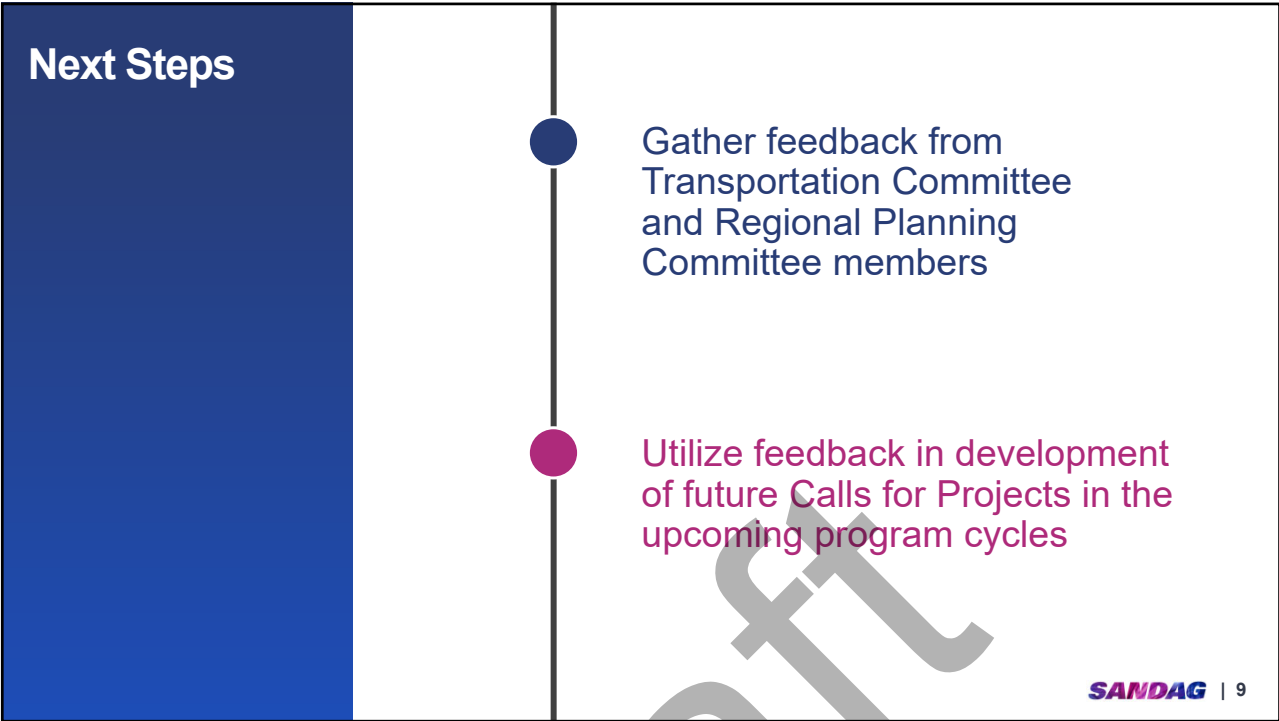
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## Research Findings (continued)

- No agencies use a ranking process to establish the final application order.
- Various methods are used to determine final application order:
  - Average scores or combined scores (most agencies)
  - Overall application rating (some federal agencies)
- Most applications are funded in descending order until funding is exhausted
- USDOT uses a secondary evaluation process to further review projects for funding consideration
- Geographic distribution occurs through limitations on a particular geographic area or through a set-aside for target populations

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## Upcoming Call for Projects Timelines

Grant Program	Next Cycle Number	Timeline for Next Call for Projects Development
<b>STGP</b>	13	Fall 2023
<b>SGIP</b>	6	Spring 2024
<b>AFA</b>	3	Spring 2024
<b>EMP LMG</b>	11	Fall 2024
<b>ATGP</b>	5	Spring 2025
<b>HAP</b>	3	Unknown; no identified funding

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Draft

July 21, 2023

## 2022 State of the Commute Report

### Overview

The 15th annual State of the Commute report fulfills the TransNet ordinance requirement that the Independent Taxpayer Oversight Committee (ITOC):

“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s ‘State of the Commute’ report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the Regional Transportation Plan (RTP) development process.”

The pandemic and stay home order issued on March 19, 2020, had a significant impact on how people travel across the region. As described in this report, the number of vehicle miles traveled on our highways, highway and transit commute times, and transit ridership all continue to increase from the pandemic lows but are still not at the levels prior to 2020. SANDAG will continue to monitor and report these data trends.

### Key Considerations

The 2022 State of the Commute represents the 15th report on system performance and has now been transformed into an [interactive data dashboard](#) hosted on the SANDAG Open Data Portal. This most recent version of the State of the Commute was approved by the ITOC at its June 14, 2023, meeting. It was also reviewed in May 2023 by the ITOC Subcommittee (Stewart Halpern, Les Hopper, and Pedro Orso Delgado), and includes new data elements that were added per the recommendation of ITOC and the 2018 TransNet Triennial Performance Audit. These include big data for speed and volume on local roads, as well as bridge and pavement data. A one-page highlights summary was also prepared to provide a high-level overview of what is included in the State of the Commute dashboard (Attachment 1).

High-level findings from the 2022 State of the Commute include:

- Vehicle Miles Traveled (VMT) on the regional highways during peak periods (3 AM - 9:59 AM and 3 PM - 6:59 PM) rose 3% from 2021 to 2022, to just over 4.8 billion vehicle miles.
- Travel times on the regional highways during the morning rush hour (departing at 8 AM) increased 19% from 2021 to 2022, to nearly 24 minutes on average, while the evening commute (departing at 5 PM) increased nearly 7% to over 26 minutes on average.
- Average weekday transit ridership in the region increased on average nearly 49% from 2021 to 2022, to over 242,000 boardings on average weekdays.

### Next Steps

Staff will be releasing the Regional Safety Dashboard, Regional Bridge Dashboard, Regional Pavement

**Action: Information**

Staff will present an overview of the 2022 State of the Commute.

**Fiscal Impact:**

None.

**Schedule/Scope Impact:**

None.

Dashboard, and Transit Ridership Dashboard in the next year. Staff will continue to explore new data sources for delivering comprehensive reporting of regional changes in commuting behaviors by its residents. Staff, in coordination with agency partners, will continue to carry out planning and outreach activities in support of the project and provide updates at future meetings.

***Dr. Cindy Burke, Senior Director of Data Science***

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Connor Vaughns, (619) 699-1965, [connor.vaughns@sandag.org](mailto:connor.vaughns@sandag.org)

Attachment: 1. 2022 State of the Commute Highlights

# 2022 State of the Commute

June 2023

## About the State of the Commute

The State of the Commute started as a report created each year to fulfill a mandate in the TransNet ordinance and this year has been transitioned into a data dashboard to fulfill the 2018 TransNet Triennial Audit recommendations. TransNet is the half-cent sales tax for local transportation projects that was first approved by voters in 1988 and extended in 2004 for another 40 years. TransNet funds numerous transit, highway, freight, bikeway, and walkway programs, in addition to an environmental conservation program, transit fare subsidies, and grants. The TransNet Independent Taxpayer Oversight Committee (ITOC) is responsible for ensuring all voter mandates are carried out.

## Highlights

The COVID-19 pandemic and stay-at-home order issued on March 19, 2020, had a significant impact on travel throughout the region and SANDAG has continued to monitor these changes. In 2022, travel across multiple modes began to increase from their 2020 lows. Most notably, compared to 2021:

- » Highway traffic trends reveal longer travel times on 19 major commute routes and higher congestion at 28 of the region's most congested locations.
- » Transit ridership increased by 49% over the previous year, due, in part, to the opening of the Mid-Coast Trolley extension and the success of the Youth Opportunity Pass pilot program.
- » Bike activity in the region increased by 4%.

## Overall 2022 Commute Trends Compared to 2021



**Peak period highway travel increased by 3%**



**Transit ridership increased by 49%**



**Collisions in the region decreased by 8%**

## TransNet Ordinance Mandate

The TransNet Ordinance which mandates the development of the State of the Commute reports states: "On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG's "State of the Commute" report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as level of service measurements by roadway segment and by time of day, throughput in major travel corridors, and travel time comparisons by mode between major trip origins and destinations. Such information will be used as a tool in the Regional Transportation Plan (RTP) development process."

(Overall 2022 Commute Trends Compared to 2021 cont.)



**Bike activity across 8 bike routes increased by 4%**



**Highway travel times increased on 19 of 24 major commute corridors that are monitored**



**Traffic volumes increased at 28 of the 40 most congested highway locations**

**Open Data Portal**

SANDAG launched the [Open Data Portal](#) as a free resource for the public to download raw figures, reports and visualizations that show what life is like in the San Diego region. In the Open Data Portal, you can find the State of the Commute along with other dashboards such as:

- » Transportation datasets such as our Transportation Forecast and Bike Maps to help you plan safe and efficient travel.
- » Automated Regional Justice Information System (ARJIS) crime data, which law enforcement agencies use to keep our communities safe.
- » Regional maps from our Geographic Information System (GIS) team that we share with other agencies through the San Diego Regional GIS Council.
- » Socioeconomic datasets such as the census and our Community Characteristics that showcase our region's diversity.
- » TransNet data such as the TransNet Dashboard, which provides up-to-date schedule, budget, expenditure, and funding information.

**Scan the QR Code to Explore Our Data**



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# 2022 State of the Commute Dashboard

Transportation Committee| Item X  
Connor Vaughn, Associate Data Scientist  
Grace Mino, Principal Research Analyst  
July 21, 2023

1

<b>Overview</b>		<b>Introduction</b>
		<b>Background</b>
		<b>2022 State of the Commute Overview of Updates</b>
		<b>2022 State of the Commute Results</b>
		<b>Next Steps</b>



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## Background on the State of the Commute (SOC) Report

### Transnet Ordinance for the State of the Commute report:

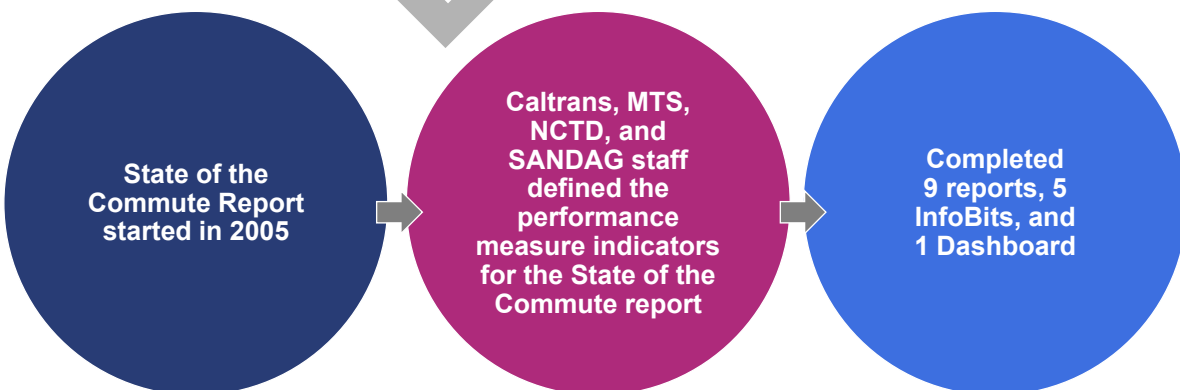
“On an annual basis, review ongoing SANDAG system performance evaluations, including SANDAG’s “State of the Commute” report, and provide an independent analysis of information included in that report. This evaluation process is expected to include such factors as:

- level of service measurements by roadway segment and by time of day throughput in major travel corridors
- and travel time comparisons by mode between major trip origins and destinations.
- Such information will be used as a tool in the RTP development process.”

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## Background on State of the Commute



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# 2018 TransNet Triennial Performance Audit Recommendations

**TransNet** Independent Taxpayer Oversight Committee

---

TransNet Triennial Performance Audit - 2018

Task 8:  
Final Report

June 2018

**SJOBERG EVASHENK**  
CONSULTING, INC.

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FY 2018 TransNet Audit Report Recommendations		
Chapter 1: <i>TransNet</i> Financing	9	4
Chapter 2: Establish Performance Framework	7	7
Chapter 3: Major Corridor Capital Construction	3	2
Chapter 4: Local Street and Road Program	3	3
Chapter 5: Transit Services	4	3
Chapter 6: Bike and Pedestrian Modes of Transportation	3	3
Chapter 7: Environmental Mitigation Program	6	3
Chapter 8: Information and Transparency	5	3
<b>Total list</b>	<b>40 recommendations</b>	
<b>Total list with relevance on performance</b>	<b>28 recommendations</b>	

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## Progress on Performance Framework Recommendations

“Capturing performance outcome data related to safety metrics, pavement condition for highways, local roadways, and bike and pedestrian modes”

### 2020

All performance monitoring under Applied Research Division

### 2022-2023

Obtained big data to analyze congestion and delay on local streets and roads

### 2023-2024

Add performance monitoring module for local jurisdiction data collection

### 2022

Created Regional Safety Dashboard

### 2023-2024

Bridge and Pavement Dashboards in development

6



# State of the Commute

Items added in 2020	Items added in 2021	New for 2022
TransNet description	Traffic volumes at the most congested highway locations for AM and PM peak times	Big data for congestion and mobility on arterial roads
Overall commute trends summary icons with statistics	Safety data for motorist, bicycles, and pedestrians	Bridge data
Senior Mini Grant statistics		Pavement data
Regional bikeways mileage		All data will be available on Open Data Portal
Regional bike counts		Data will be electronic and in dashboard format

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## SOC Transition from Paper Reports to Data Dashboard



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## 2022 State of the Commute Dashboard

Scan to Explore Our Data!



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## Next Steps for 2023 State of the Commute


- Public release of the Safety Dashboard and additional enhancements
- Continue to work on Bridge and Pavement interim dashboards
- Start Caltrans Planning Grant to modernize the Automated Passenger Counters software and develop a Ridership dashboard
- Gather more bike data funded through the TransNet Smart Growth Incentive and Active Transportation Grants


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[grace.mino@sandag.org](mailto:grace.mino@sandag.org)

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Draft

July 21, 2023

## Regional Zero Emission Vehicle Strategy

### Overview

The San Diego Regional Zero Emission Vehicle (ZEV) Strategy Report (Report) is being developed by the [Accelerate to Zero Emissions \(A2Z\) Collaboration](#), a unique body formed in 2020 to accelerate investment in ZEVs in the San Diego region to meet and exceed State decarbonization targets. This Report is a follow-up to the [A2Z Regional EV Gap Analysis](#), released in July 2021. The A2Z Gap Analysis highlighted the major market gaps that the San Diego region would need to overcome to achieve State targets on ZEV adoption and ZEV infrastructure installation.

#### Action: Information

Staff will present an overview of, and seek input on, the draft Regional ZEV Strategy that is being developed through SANDAG's participation in the Accelerate to Zero Emissions Collaboration.

### Background

The A2Z Collaboration was established in the summer of 2020 by SANDAG, San Diego Gas & Electric (SDG&E), County of San Diego, San Diego County Air Pollution Control District, and City of San Diego. The A2Z Collaboration was developed to support transportation electrification in the region, develop and implement a regional ZEV Strategy, and accelerate both public and private investment in the region to support ZEVs and associated infrastructure. The A2Z Collaboration's work is driven by an overarching commitment to encourage equitable access to ZEVs and ZEV infrastructure for all San Diegans and collaboratively position the region as a national leader in ZEV adoption.

### Key Considerations

The ZEV Strategy Report identifies 10 strategies to address ZEV challenges, tactics to implement each one, and potential ways to fund the tactics. The Report also details the process for how the strategies were developed. This includes an analysis of existing conditions, broad stakeholder engagement, and modeling of the impact of key actions to increase ZEV adoption. The findings of this work indicate that the San Diego region can meet its 8 percent population share of State targets for ZEVs by 2030 by providing sufficient support to address ZEV adoption and increasing access to ZEV infrastructure.

The ten regional ZEV strategies in the Report are:

1. Increase percentage of zero-emission vehicle miles traveled (VMT)
2. Achieve equitable/accessible siting of ZEV chargers in all San Diego communities
3. Increase ZEV awareness and adoption
4. Support regional economic growth (workforce development)
5. Accelerate deployment of publicly accessible ZEV infrastructure
6. Lower policy and financial barriers to ZEV adoption
7. Deploy ZEV infrastructure for multi-family housing and higher density residential and/or commercial areas
8. Ensure sufficient local grid capacity for projected ZEV demand
9. Encourage and support fleet transition to zero emissions
10. Support innovative ZEV pilot projects

The regional ZEV strategies were developed based on a series of core principles and implementation goals. The principles were adapted from the [California ZEV Market Development Strategy](#) to ensure that A2Z Strategies are informed by and aligned with the overarching goals of the region and state. They

emphasize the importance of equity and collaboration and shaped the direction of the implementation goals and ZEV strategies.

The five core principles as listed in the California ZEV Market Development Strategy are:

1. Equity in every decision
2. Embrace all ZEV pathways
3. Collective problem solving
4. Public complements private
5. Design for resilience & adaptation

The ten strategies are to serve as a resource and provide guidance for regional and local government agencies, planning organizations, utilities, fleet operators, building owners, community-based organizations, and others on how they can take action to increase ZEV adoption rates, address equity, and enhance accessibility of ZEV infrastructure in the region.

Overall, the most impactful actions were found to be those that made ZEV infrastructure more accessible and affordable. The A2Z Strategy Report is intended to be a living document and recognizes that much of this important work is happening against a backdrop of transformative and rapid changes. Cumulatively, the strategies are intended to support the region as it furthers the transition to zero emissions equitably.

### **Next Steps**

The A2Z Collaboration participants will continue to share the draft regional ZEV strategies with stakeholders and gather feedback in July. Through the consultant, the final A2Z Regional ZEV Strategy report will be completed this September and made available on the A2Z website.

### ***Antoinette Meier, Senior Director of Regional Planning***

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Jeff Hoyos, (619) 699-1932, [jeff.hoyos@sandag.org](mailto:jeff.hoyos@sandag.org)

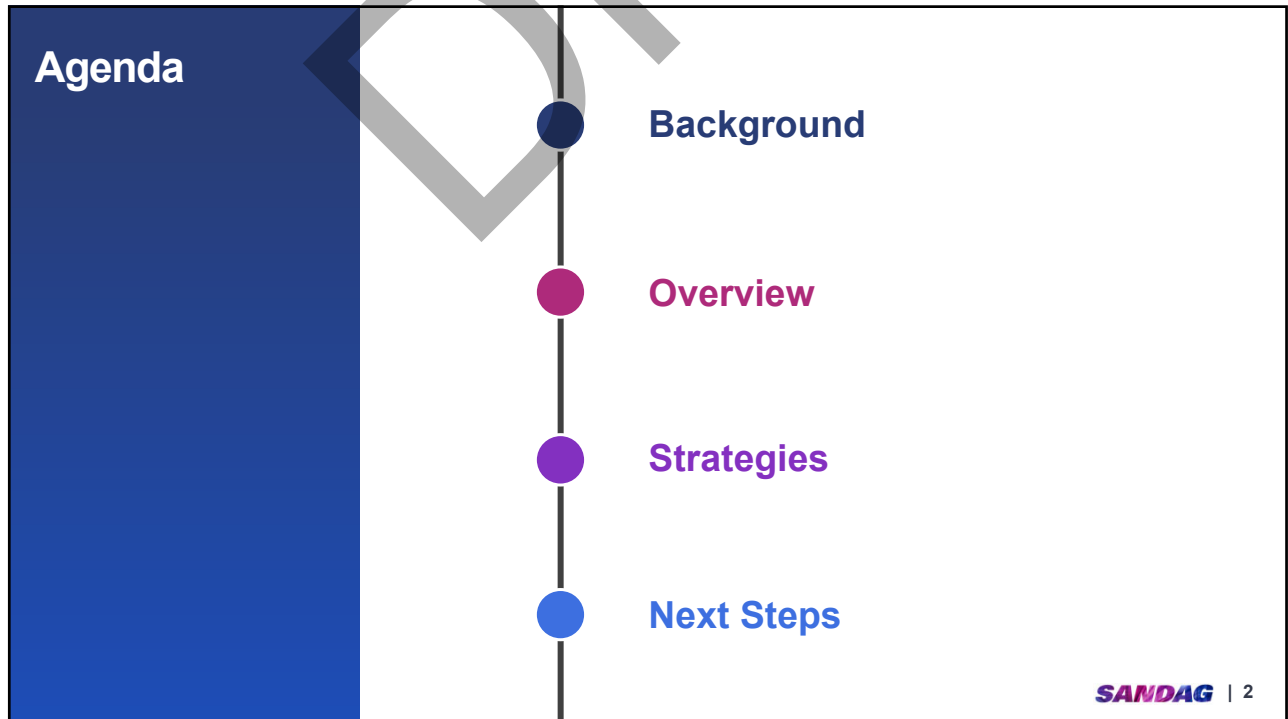


# San Diego Regional Zero Emission Vehicle (ZEV) Strategy

Accelerate to Zero Emissions Collaboration

Transportation Committee  
July 21, 2023

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# A2Z Background

## Core Project Team



## Steering Committee



3

# A2Z Background

## Main Objectives



## ACCELERATE TO ZERO EMISSIONS

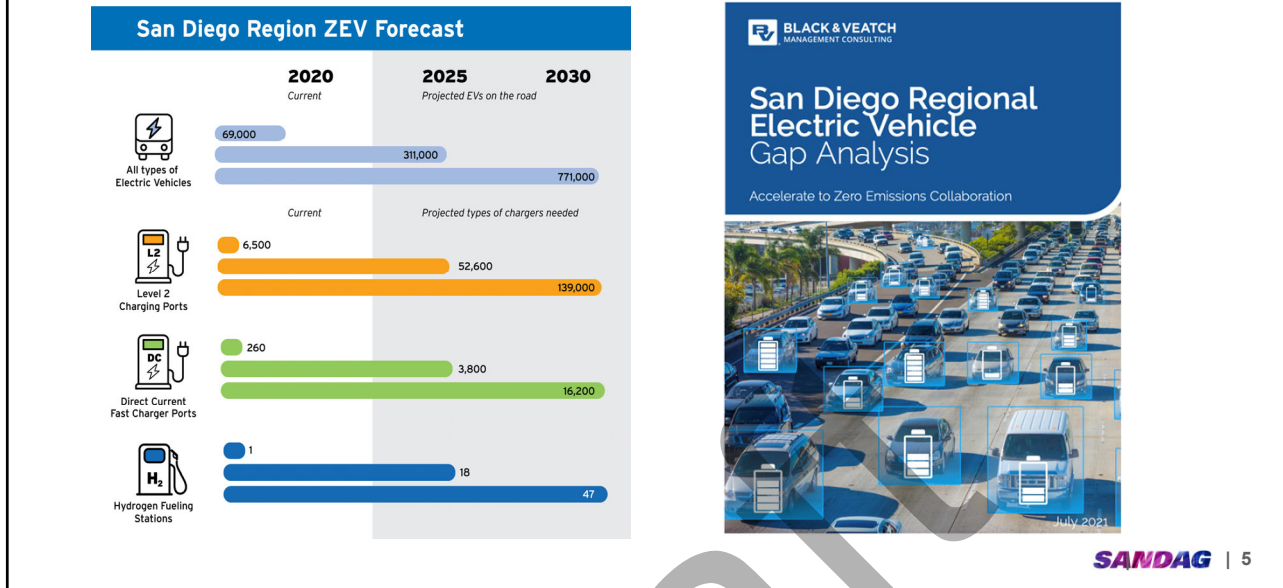
A Regional Collaboration to Curb Air Pollution and Climate Change through Transportation Electrification

- 1 Develop a Regional ZEV Gap Analysis
- 2 Develop a Regional ZEV Strategy
- 3 Increase resources for the region to accelerate ZEV transition
- 4 Serve as a forum to inform regional ZEV efforts

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# A2Z Regional Gap Analysis



5

# ZEV Strategy Project Overview

Tasks	Status
Existing Conditions Review and Analysis	<b>Complete</b>
Stakeholder Engagement/ Outreach	Ongoing
Development of Core Principles and Recommended Actions/ Strategies	<b>Complete</b>
ZEV Strategy Development	Ongoing

*Project consultant funded by SDG&E*

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## Core Principles for the ZEV Strategy

- 1 Equity in every decision
- 2 Embrace all ZEV pathways
- 3 Collective problem solving
- 4 Public complements private
- 5 Design for resilience & adaptation

*Principles align with California's ZEV Strategy*



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## A2Z Report's 10 Strategies

- 1 Increase percentage of zero emission VMT
- 2 Achieve equitable/ accessible siting of ZEV infrastructure in all San Diego communities
- 3 Increase ZEV awareness and adoption
- 4 Support regional economic growth (workforce development)
- 5 Accelerate deployment of publicly accessible ZEV infrastructure
- 6 Lower policy and financial barriers to ZEV adoption
- 7 Deploy ZEV infrastructure for MUD and higher density residential and/or commercial areas
- 8 Ensure sufficient local grid capacity for projected ZEV demand
- 9 Encourage and support fleet transition to zero emissions
- 10 Support innovative ZEV pilots projects

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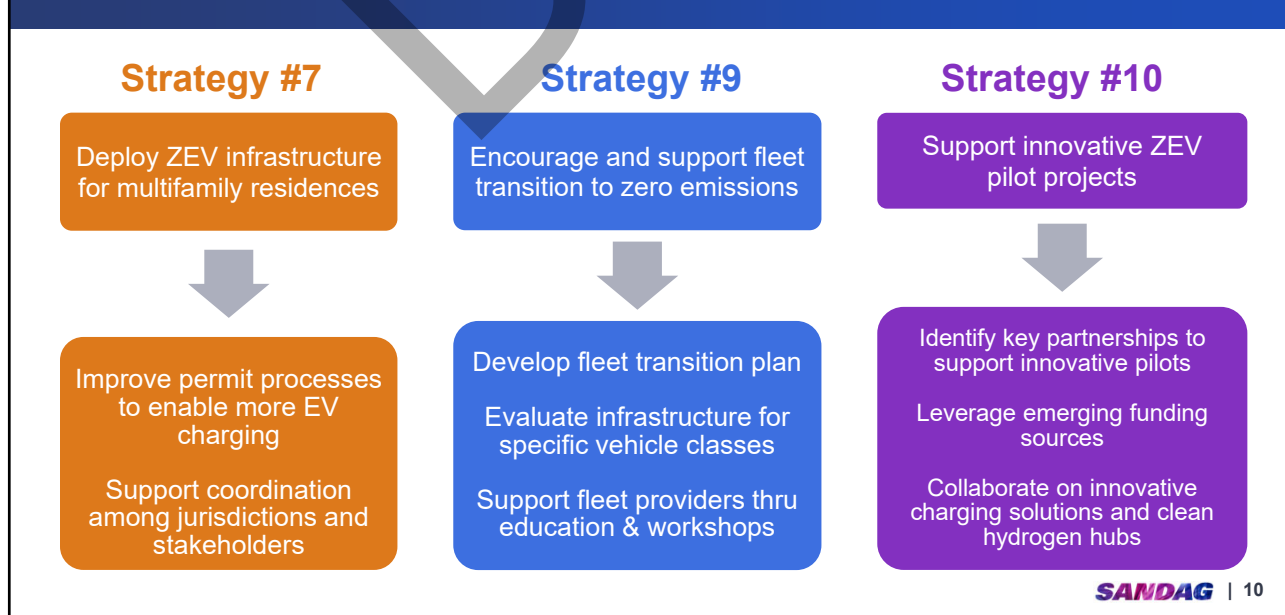
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## ZEV Strategies and Sample Tactics



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## ZEV Strategies and Sample Tactics *continued*



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## Next Steps



### ACCELERATE TO ZERO EMISSIONS

A Regional Collaboration to Curb Air Pollution and Climate Change through Transportation Electrification

- Continue to receive feedback on Regional ZEV Strategy
- Email additional feedback to SANDAG staff by July 31
- Final Strategy to be available in September 2023

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