Board of Directors Agenda

Friday, March 25, 2022
9 a.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, March 25, 2022, will be conducted both in person and virtually, in accordance with Assembly Bill 361 (Rivas, 2021) and Resolution RTC-2022-06. Board of Directors members will have the option of participating either in person or virtually from individual remote locations.

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Public Comments: Members of the public may speak to the Board of Directors on any item at the time the Board of Directors is considering the item. Public speakers are generally limited to three minutes or less per person.

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

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter *9 to "Raise Hand" and *6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. Any handouts, presentations, or other materials from the public intended for distribution at the Board of Directors meeting should be received by the Clerk of the Board no later than 12 noon, two business days prior to the meeting.

All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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

SANDAG operates its programs without regard to race, color, and national origin in compliance with Title VI of the Civil Rights Act. SANDAG has developed procedures for investigating and tracking Title VI complaints, and the procedures for filing a complaint are available to the public upon request. Questions concerning SANDAG nondiscrimination obligations or complaint procedures should be directed to the SANDAG General Counsel, John Kirk, at (619) 699-1997 or john.kirk@sandag.org. Any person who believes they or any specific class of persons to be subjected to discrimination prohibited by Title VI also may file a written complaint with the Federal Transit Administration.

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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. In 2021, SANDAG will develop an equity action plan that will inform how we plan, prioritize, fund, and build projects and programs; frame how we work with our communities; define how we recruit and develop our employees; guide our efforts to conduct unbiased research and interpret data; and set expectations for companies and stakeholders that work with us.

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

Board of Directors

Friday, March 25, 2022

Item No.		Action
1.	Public Comments/Communications Public comments under this agenda item will be limited to five public speakers. Members of the public shall have the opportunity to address the Board of Directors on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Subjects of previous agenda items may not again be addressed under public comments.	
2.	Chief Executive Officer's Report *Hasan Ikhrata, SANDAG* Chief Executive Officer Hasan Ikhrata will present an update on key programs, projects, and agency initiatives.	Discussion
	Consent	
+3.	Approval of Meeting Minutes The Board of Directors is asked to approve the minutes from its March 11, 2022, meeting.	Approve
+4.	Revised 2022 Board and Policy Advisory Committee Meeting Calendar *Francesca Webb, SANDAG* The Board of Directors is asked to approve the revised 2022 Board and Policy Advisory Committee meeting calendar.	Approve
+5.	Access for All Grant Program: Cycle 1 Call for Projects *Benjamin Gembler, SANDAG* The Transportation Committee recommended that the Board of Directors approve the Cycle 1 Access for All Program Eligibility and Evaluation Criteria.	Approve
+6.	Policy Advisory Committee Actions *Francesca Webb, SANDAG* The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.	Approve

+7. Appointment of Interim Director of the Automated Regional Justice Information System — Approve

The Board of Directors is asked to adopt Resolution 2022-15, authorizing the Chief Executive Officer to extend an offer of temporary employment to Chief Craig Carter for the position of Interim Director of the Automated Regional Justice Information System.

+8. Chief Executive Officer's Delegated Actions* — Information
Kim Monasi, SANDAG

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

+9. Overview of Developments in the Financial Markets, Quarterly Finance Report as of December 31, 2021* — Information
André Douzdjian and Ray Major, SANDAG

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

Reports

+10. Youth Opportunity and SPRINTER/BREEZE Passes: Program Updates and Equity Analysis — Approve
Zaccary Bradt and Marisa Guzzardo, SANDAG

The Board of Directors is asked to approve the Title VI equity analysis for SANDAG's Youth Opportunity Pass pilot program and NCTD's SPRINTER/BREEZE fare pass.

+11. Draft FY 2023 SANDAG Program Budget* — Approve
André Douzdjian, SANDAG

The Executive Committee recommends that the Board of Directors approve the Draft FY 2023 Program Budget.

+12. Purchase Card Audit Action Plan — Discussion
Ray Major, SANDAG

Staff will provide an update on actions being taken in response to the Purchase Card Audit.

+13. 2022 Citizens' Initiative: The San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance — Information

Victoria Stackwick and Antoinette Meier, SANDAG

Staff will provide an overview of the citizens' initiative process and information that is publicly available on the San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance.

14. Member Comments

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

15. Upcoming Meetings

The next Board of Directors meeting is scheduled for Friday, April 8, 2022, at 9 a.m.

16. Adjournment

+ next to an agenda item indicates an attachment

* next to an agenda item indicates that the Board of Directors also is acting as the San Diego County Regional Transportation Commission for that item

From:	Craig Jones
To:	Clerk of the Board; Zaccary Bradt
Cc:	Jane Clough
Subject:	Board of Directors meeting 3-25-2022 - Item 10, Youth Opportunity and Sprinter/Breeze passes
Date:	Thursday, March 24, 2022 2:35:47 PM

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

A schedule conflict prevents me from participating in the March 25 Board meeting; please accept these comments on agenda item 10, Youth Opportunity and SPRINTER/BREEZE Passes. (Clerk, please DO provide these to Board members before the meeting, thank you!)

Please know, North County providers to underserved youth are enthusiastically looking forward to this program, to meet the needs of their youth clients; please continue to approve this equity pilot!

I understand there may be concerns regarding the need for a Pronto card/account to be able to use this program. Please know, the use of Pronto cards and the proposed mobile phone app, will provide a way to track the use and success of this program, vital for accountability. Please also know that the availability of Pronto cards as proposed, as an alternative to the phone app, will be vital for those financially-impacted youth riders and their families who do not have and cannot afford mobile phones and data packages for their children. Please do support both the app and Pronto card access for this wonderful program.

Craig Jones
858-354-1785
bananashke@sbcglobal.net

March 11, 2022, Board of Directors Meeting Minutes

Action: **Approve**
The Board of Directors is asked to approve the minutes from its March 11, 2022, meeting.

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

1. Public Comments/Communications

Alex Wong, member of the public, spoke regarding mobility options at the airport.

Kathryn Rhodes, member of the public, spoke regarding construction of tunnels and trenches.

Mike Bullock, member of the public, spoke regarding parking at the Oceanside Transit Center.

Mayor Richard Bailey (City of Coronado) spoke regarding a potential citizens funding initiative.

2. Chief Executive Officer's Report (Discussion)

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

Kathryn Rhodes, member of the public, spoke regarding a potential citizen's funding initiative.

Mike Bullock spoke regarding climate stabilization.

Action: Discussion only.

Consent

3. Approval of Meeting Minutes (Approve)

The Board of Directors was asked to approve the minutes from its February 25, 2022, meeting.

There were no public comments on this item.

4. Policy Advisory Committee Actions (Approve)

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

There were no public comments on this item.

6. Meetings and Events Attended on Behalf of SANDAG (Information)

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

Action: Upon a motion by Vice Chair Todd Gloria (City of San Diego), and a second by Second Vice Chair Alejandra Sotelo-Solis (City of National City), the Board of Directors voted to approve Consent Item Nos. 3, 4, and 6.

The motion passed.

Yes: Chair Blakespear, Vice Chair Gloria, Second Vice Chair Sotelo-Solis, Mayor Matt Hall (City of Carlsbad), Mayor Mary Salas (City of Chula Vista), Mayor Bailey, Supervisor Terra Lawson-Remer (County of San Diego), Councilmember Terry Gaasterland (City of Del Mar), Mayor Bill Wells (City of El Cajon), Councilmember Jennifer Mendoza (City of Lemon Grove), Vice Mayor Jack Shu (City of La Mesa), Councilmember Christopher Rodriguez (City of Oceanside), Mayor Steve Vaus (City of Poway), Mayor Rebecca Jones (City of San Marcos), Mayor John Minto (City of Santee), Councilmember David Zito (City of Solana Beach), and Mayor Judy Ritter (City of Vista).

No: None.

Abstain: None.

Absent: City of Escondido and City of Imperial Beach.

5. Continuation of Teleconferenced Meetings (Adopt)[1]

Action: Upon a motion by Mayor Minto and a second by Chair Blakespear, the Board of Directors, acting as the Regional Transportation Commission (RTC), voted to adopt RTC Resolution No. RTC-2022-07, as amended to include hybrid meetings, ratifying the need for continuation of teleconferenced public meetings to ensure the health and safety of attendees.

There were no public comments on this item.

The motion passed.

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

No: None.

Abstain: None.

Absent: City of Escondido and City of Imperial Beach.

Reports

7. Housing Acceleration Program Grant Funding Recommendations (Approve)

Principal Regional Planner Tuere Fa'aola and Grants Program Manager Jenny Russo presented the item.

Mike Bullock spoke in support of the item.

Action: Upon a motion by Vice Chair Gloria, and a second by Councilmember Gaasterland, the Board of Directors voted to approve the proposed funding recommendations for the Cycle 1 Housing Acceleration Program call for projects.

The motion passed.

[1] this item was taken out of order

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

No: None.

Abstain: None.

Absent: City of Escondido and City of Imperial Beach.

8. Revolving Line of Credit (Adopt)

Director of Innovative Finance Dawn Vettese and Chief Financial Officer Andre Douzdjian presented the item.

Action: Upon a motion by Mayor Minto and a second by Councilmember Gaasterland, the Board of Directors, acting as the RTC, voted to adopt RTC Resolution No. RTC-2022-08, authorizing a revolving line of credit up to $100 million, and the execution and distribution of the documents.

There were no public comments on this item.

The motion passed.

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

No: None.

Abstain: None.

Absent: City of Escondido and City of Imperial Beach.

9A. Salaries and Compensation Audit: Action Plan Progress Report (Information)

Director of Organization Effectiveness Melissa Coffelt presented an update on progress achieved to date regarding the Salaries and Compensation Audit Action Plan.

There were no public comments on this item.

Action: Information only.

9B. Salaries and Compensation Audit: Action Plan Progress Report (Discussion)

Independent Performance Auditor (IPA) Mary Khoshmashrab presented an update on the progress and testing results of the Corrective Action Plan actions that occurred last quarter.

There were no public comments on this item.

Action: Discussion only.

10. Office of the Independent Auditor – Results for the Purchase Card Operational and System Control Review (Accept)

IPA Mary Khoshmashrab, Principal Management Internal Auditor Lloyd Carter, and Management Internal Auditor Michael Ryan presented the item.

Action: Upon a motion by Vice Chair Sotelo-Solis, and a second by Mayor Minto, the Board of Directors voted to accept the report and Corrective Action Plan.

There were no public comments on this item.

The motion passed.

Yes: Chair Blakespear, Second Vice Chair Sotelo-Solis, Mayor Hall, Mayor Salas, Mayor Bailey, Supervisor Lawson-Remer, Councilmember Gaasterland, Mayor Wells, Councilmember Mendoza, Vice Mayor Shu, Councilmember Rodriguez, Mayor Vaus, Councilmember Joe La Cava (City of San Diego) Mayor Jones, Mayor Minto, Councilmember Zito, and Mayor Ritter.

No: None.

Abstain: None.

Absent: City of Escondido and City of Imperial Beach.

Chair Blakespear adjourned the meeting to closed session at 11:22 a.m.

11. Closed Session: Significant Exposure to Litigation - Government Code Section 54956.9(d)(2): (One Potential Case)

The Board of Directors was briefed in closed session. The City of San Diego recused themselves from the briefing. There was no reportable action.

There were no public comments on this item.

Chair Blakespear resumed the open session at 11:44 a.m.

12. Member Comments

Councilmember Gaasterland spoke regarding fencing along the Del Mar Bluffs.

13. Upcoming Meetings

The next Board meeting is scheduled for March 25, 2022, at 9 a.m.

14. Adjournment

Chair Blakespear adjourned the meeting at 11:46 a.m.

Meeting Start Time: 9 a.m.
Meeting Adjourned Time: 11:46 a.m.

Confirmed Attendance - March 11, 2022, Board of Directors Meeting

Board of Directors	Title	Name	Attend
City of Carlsbad	Mayor	Matt Hall (Primary)	Yes
City of Chula Vista	Mayor	Mary Salas (Primary)	Yes
City of Coronado	Mayor	Richard Bailey (Primary)	Yes
County of San Diego	Supervisor	Terra Lawson-Remer (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
City of Del Mar	Councilmember	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Chair	Catherine Blakespear (Primary)	Yes
City of Escondido		Vacant	
City of Imperial Beach	Mayor	Serge Dedina (Primary)	No
City of La Mesa	Vice Mayor	Jack Shu (1st Alt)	Yes
City of Lemon Grove	Councilmember	Jennifer Mendoza (2nd Alt.)	Yes
City of National City	Second Vice Chair	Alejandra Sotelo-Solis (Primary)	Yes
City of Oceanside	Councilmember	Christopher Rodriguez (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Vice Chair	Todd Gloria (Primary)	Yes
City of San Diego	Council President	Sean Elo-Rivera (Primary)	Yes
	*Councilmember	Joe LaCava (2nd Alt)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Councilmember	David Zito (1st Alt.)	Yes
City of Vista	Mayor	Judy Ritter (Primary)	Yes
Caltrans		Gustavo Dallarda (1st Alt.)	Yes
Metropolitan Transit System	Councilmember	Paloma Aguirre (Primary)	Yes
North County Transit District	Councilmember	Jewel Edson (Primary)	Yes
Imperial County	Interim Director	David Aguirre (Primary)	No
U.S. Department of Defense		Dennis Keck (Primary)	Yes
Port of San Diego	President/CEO	Joe Stuyvesant (Primary)	Yes
San Diego County Water Authority	Councilmember	Mel Katz (Primary)	No
San Diego County Regional Airport Authority		Gil Cabrera (Primary)	Yes
Mexico	Consul General	Carlos González Gutiérrez (Primary)	No
SCTCA	Chair	Cody Martinez (Primary)	No

*attended entire meeting

2022 Calendar of Meetings of the SANDAG Board of Directors and Policy Advisory Committees*

Board of Directors Policy or Business (Normally second and fourth Fridays, 9 a.m. to 12 noon)	Transportation Committee (Normally first and third Fridays, 9 a.m. to 12 noon)	Regional Planning Committee (Normally first Friday, 12:30 to 2:30 p.m.)	Executive Committee (Normally second Friday, 8 to 9 a.m.)	Public Safety Committee (Normally third Friday, 1 to 3 p.m.)	Borders Committee (Normally fourth Friday, 12:30 to 2:30 p.m.)	Audit Committee (Normally ~~fourth~~ second Friday, 12:30 to 2:30 p.m.)
January 14, 2022 January 28, 2022	January 7, 2022 January 21, 2022	January 7, 2022	January 14, 2022	January 21, 2022	January 28, 2022	January 28, 2022
February 11, 2022 February 25, 2022	February 4, 2022 February 18, 2022	February 4, 2022	February 11, 2022	February 18, 2022	February 25, 2022	February 25, 2022
March 11, 2022 March 25, 2022	March 4, 2022 March 18, 2022	March 4, 2022	March 11, 2022	March 18, 2022	March 25, 2022	March 25, 2022
April 8, 2022 April 22, 2022	April 1, 2022 April 15, 2022	April 1, 2022	April 8, 2022	April 15, 2022	April 22, 2022	April ~~22~~8, 2022
May 13, 2022 May 27, 2022	May 6, 2022 May 20, 2022	May 6, 2022	May 13, 2022	May 20, 2022	May 27, 2022	May ~~27~~13, 2022
June 10, 2022 June 24, 2022	June 3, 2022 June 17, 2022	June 3, 2022	June 10, 2022	June 17, 2022	June 24, 2022	June ~~24~~10, 2022
July 8, 2022 July 22, 2022	July 1, 2022 July 15, 2022	July 1, 2022	July 8, 2022	July 15, 2022	July 22, 2022	July ~~22~~8, 2022
August 12, 2022 August 26, 2022	August 5, 2022 August 19, 2022	August 5, 2022	August 12, 2022	August 19, 2022	August 26, 2022	August ~~26~~12, 2022
September 9, 2022 September 23, 2022	September 2, 2022 September 16, 2022	September 2, 2022	September 9, 2022	September 16, 2022	September 23, 2022	September ~~23~~9, 2022
October 14, 2022 October 28, 2022	October 7, 2022 October 21, 2022	October 7, 2022	October 14, 2022	October 21, 2022	October 28, 2022	October ~~28~~14, 2022
November 4, 2022 **November 18, 2022** **(First and third Fridays due to holiday schedule)**	**To be scheduled only if needed**	~~November 4, 2022~~ **To be scheduled only if needed.**	**November 4, 2022** **(First Friday due to holiday schedule)**	**To be scheduled only if needed**	**November 18, 2022** **(Third Friday due to holiday schedule)**	**November ~~18~~4, 2022** **(~~Third~~ First Friday due to holiday schedule)**
December 2, 2022 **December 16, 2022** **(First and third Fridays due to holiday schedule)**	**December 9, 2022** **(Only one meeting; second Friday due to holiday schedule)**	December 2, 2022	**December 2, 2022** **(First Friday due to holiday schedule)**	**December 9, 2022** **(second Friday due to holiday schedule)**	**To be scheduled only if needed**	**To be scheduled only if needed**

*Changes to the normal meeting schedule are shown in **bold**

Access for All Grant Program: Cycle 1 Call for Projects

Overview

On September 22, 2018, the Governor signed into law Senate Bill (SB) 1376, the TNC Access for All Act (Hill, 2018), to provide incentives to create and expand on-demand transportation services for people with disabilities. Pursuant to SB 1376, the California Public Utilities Commission (CPUC) is establishing a new grant program relating to the accessibility of Transportation Network Company (TNC) services for persons with disabilities, including wheelchair users who need a Wheelchair Accessible Vehicle (WAV). This report provides an overview of the Access for All (AFA) Grant Program, including the Cycle 1 Call for Projects Program Eligibility and Evaluation Criteria and next steps in the process.

Action: **Approve**

The Transportation Committee recommended that the Board of Directors approve the Cycle 1 Access for All Program Eligibility and Evaluation Criteria.

Fiscal Impact:

Through the Cycle 1 Call for Projects, SANDAG will be offering $2,530,055 in Access for All funds to Access Providers to be used by June 2023.

Schedule/Scope Impact:

A Call for Projects will be conducted in the spring of FY 2022 to select Access Providers that would receive Access for All Funding in FY 2023.

Key Considerations

Program Overview

The SANDAG AFA Grant Program will fund projects and programs that expand on-demand WAV services for individuals with disabilities in San Diego County. The program is being funded by a ten-cent Access Fee collected from each TNC trip in the county where those fees are collected, and then are redistributed for use.

The program uses two ways of meeting its goal of improving WAV service in the state. First, TNCs can expand/improve WAV service within a particular county of the state, and then file offset requests with the CPUC, which allows them to keep some of the Access Fee revenue they collect if they can demonstrate they are improving access to WAVs on their platforms. Remaining funds not offset by the TNCs are then set aside for an Access Fund that are distributed to the originating county where those fees were collected through Local Access Fund Administrators (LAFAs).

Since 2019, the CPUC has been conducting hearings and public workshops to guide the development of the AFA program and distribution of funding. Some of the discussion topics, such as TNC offsets and eligible applicants, have generated significant input and delayed the ability of the CPUC to provide the necessary information for LAFAs to develop and implement their calls for projects. As a result, the implementation of the LAFA grant programs have been delayed nearly two years. SANDAG has maintained close contact with the CPUC throughout this timeframe and is now ready to begin implementing its grant program.

Available Funding

On April 23, 2021, the Board of Directors approved the submission of an application for SANDAG to serve as the region's LAFA. In June 2021, the CPUC selected SANDAG as the LAFA for San Diego County for Funding Year 2021-2022. A total of $2,976,536 in Access Fees, that were not offset by TNCs, were collected in the San Diego region during the first year of the program, from July 2019 to June 2020. Through its LAFA designation, SANDAG is responsible for dispersing these Access Funds. SANDAG is permitted to retain a maximum of 15 percent of the Access Fees for administrative costs in serving as the LAFA; therefore, the amount available for the Cycle 1 Call for Projects is $2,530,055.

SANDAG will continue to serve as the LAFA for the region and anticipates releasing a Call for Projects each fiscal year to coincide with the amount of funding available. Subsequent Calls for Projects are anticipated to occur in the fall of each year and will distribute funding collected and released by the CPUC during the prior fiscal year. The amount of available funding will vary, depending on the number of TNC trips taken in the region during the year and the amount offset by TNCs.

Eligible Applicants

Eligible applicants include entities that directly provide, or contract with a separate organization or entity to provide, on-demand WAV transportation to meet the needs of persons with disabilities. "On-demand WAV transportation" means that the provider can fulfill trip requests for wheelchair users within 24 hours through a service that does not follow a fixed route or schedule. Funding shall be prioritized to applicants that can demonstrate an ability to deliver trips within the shortest response times (time between trip request and passenger pick-up). However, if there are no applicants who can provide such on-demand service, SANDAG can accept applications from other providers so long as those providers' services do not follow a fixed route or schedule and provide transportation to wheelchair users. All grantees will be required to conduct outreach to publicize and promote their available WAV services to disability communities.

Additionally, applicants must be transportation carriers that hold a Commission-issued Charter-Party Carrier permit, or be a non-permitted transportation carrier that meets the following requirements: perform background checks and controlled substance and alcohol testing on personnel; and have appropriate insurance, Secretary of State registration, and Motor Carrier Profile with the California Highway Patrol.

Development of Cycle 1 Call for Projects

The CPUC's AFA Program Overview and Requirements for Access Fund Administrators require Access Fees to be distributed through a competitive process.

Since 2006, SANDAG has administered the Specialized Transportation Grant Program (STGP) which funds projects and programs that expand mobility options for seniors and individuals with disabilities. Funding for the STGP comes from the Federal Transit Administration (FTA) Section 5310 program which allocates federal funding for transportation projects that enhance the mobility of seniors and individuals with disabilities as well as the TransNet Extension Ordinance, which provides Senior-Mini Grants for specialized transportation services for seniors whose needs cannot be met by conventional transit or paratransit services.

The AFA program has similar goals and beneficiaries as the STGP; however, the two programs have differences that necessitate their separation. First, AFA services are on-demand and restricted to wheelchair users only, while the STGP provides pre-scheduled

trips for individuals with disabilities as well as seniors. Second, eligible applicants under the AFA are more restrictive than eligible applicants in the STGP, therefore it is anticipated that the AFA program will attract different organizations responding to the Call for Projects and result in new grantees.

In developing the first AFA Call for Projects, staff utilized the most recent STGP Call for Projects that was approved by the Board of Directors at its July 24, 2020, meeting as a starting point, including the evaluation criteria. Adjustments were made to reflect CPUC requirements, along with removing irrelevant or unnecessary items. A summary of the changes made from the STGP is included in Attachment 1. The proposed Cycle 1 AFA Scoring Criteria are included in Attachment 2.

Schedule

The schedule for the release of the Call for Projects through the award of grant funding is below.

March 28, 2022	Call for Projects released
July 1, 2022	Applications due
July/August 2022	Review of applications, scoring, and ranking
September 2022	SANDAG Transportation Committee and Board of Directors consider funding recommendations
October 2022	Grant Agreements Executed/Notice to Proceed

Next Steps

Contingent on approval of the Cycle 1 AFA Program Eligibility and Evaluation Criteria, the Call for Projects will be opened in late March for a 90-day period. The funding recommendations would be brought to the Transportation Committee and Board of Directors at their respective meetings in September and October 2022.

Susan Huntington, Director of Financial Planning and Budgeting

Key Staff Contact: Benjamin Gembler, (619) 849-6767, benjamin.gembler@sandag.org

Attachments:
1. Summary of Changes Made from Cycle 11 STGP Call for Projects
2. Proposed Cycle 1 AFA Scoring Criteria

Summary of Changes Made from Cycle 11 STGP Call for Projects

In developing the Cycle 1 Access for All Call for Projects, the following substantive changes were made from the Cycle 11 Specialized Transportation Grant Program (STGP).

- Defining terms applicable to the Access for All Program including Access Provider, California Public Utilities Commission, Fulfilled Trip, On-Demand Transportation, and Transportation Network Company.
- Making needed changes to the program description, goals, and objectives based on CPUC guidelines and the unique challenges of the Access for All Program.
- Changing eligible applicants to include transportation carrier(s) that hold a Commission-issued permit prior to applying, non-permitted transportation carriers if the applicant provides specific documentation, and TNCs under certain conditions.
- Making changes to the way eligible projects and costs are defined, as provided in CPUC guidelines.
- Removed requirement for matching funds.
- Changed maximum award amount for applicants based on funding available.
- Removed allowance for time extensions beyond the initial grant term due to the June 30, 2023, expenditure deadline.
- Changes to Call for Projects timeline, including application period, scoring and evaluation period and funding approval/grant execution deadlines.
- Removal of additional non-applicable sections based on the different funding source.
- Changes to the evaluation criteria to better align with the goals and objectives of the Access for All Program.

Access for All Grant Program
Cycle 1 Call for Projects

Program Goal

The goal of the San Diego AFA Program is improve on-demand mobility for individuals with disabilities, including wheelchair users needing a WAV in the region by meeting their accessibility needs through the expansion of service options and removal of existing barriers.

Objectives

- Fund innovative, flexible, data driven projects that improve WAV presence, availability, and response times.
- Fund projects that provide transportation services specifically designed to meet the special needs of individuals with disabilities in the San Diego region and that strive for continual improvement as demonstrated by capacity building and increases in individuals with disabilities served.
- Provide incentives for the coordination among specialized transportation providers to create efficiencies in service delivery, reduce duplication of services, and address any gaps in WAV service for individuals with disabilities.
- Encourage cost-efficient WAV service through coordination, innovation, and the leveraging of matching funds.
- Publicize and promote on-demand WAV transportation with the disability community.

Evaluation Criteria

No.	CRITERIA	POINTS POSSIBLE
1.	Project Readiness and Technical Capacity	
A.	To what extent does the applicant demonstrate project readiness in providing WAV services?	5
B.	To what extent does the applicant demonstrate the technical capacity to manage a grant?	5
2.	Coordination and Program Outreach	
A.	How comprehensive are the applicant's proposed strategies to publicize and promote available WAV services to disability communities?	5
B.	How well does the applicant propose to market and promote public awareness of the service in both low income and minority areas as well as populations with limited English proficiency?	10
C.	To what extent will the applicant's services be available to individuals who do not have a smartphone or other technology and need additional assistance in requesting the service?	10
3.	Safety	
	How thorough are the applicant's procedures for preventative and routine vehicle maintenance, driver training, and other safety measures?	10

4.	Operational/Implementation Plan	
A.	Does the applicant have a sufficient number of WAVs to be able to meet current demand? Does the applicant have a strategy or plans to meet future demand?	10
B.	How thorough is the operational plan? Does the application provide detail on the WAV service to be provided and describe day-to-day operations?	5
C.	Does the applicant have a strategy to ensure completed WAV trip response times are reasonable and comparable to what a non-WAV requestor would receive? To what extent does the applicant indicate they will make progress toward improving response times over the grant period?	10
D.	How comprehensive are the applicant's proposed methodologies and procedures for ongoing monitoring and evaluation of the project's effectiveness in providing WAV service and steps to be taken if original goals are not achieved?	5
5.	Project Budget and Cost Efficiency	
A.	Is the proposed budget reasonable given the service proposed to be provided by the applicant?	5
B.	How comprehensive are the applicant's proposed methodologies and procedures for ongoing monitoring and evaluation of the project's cost efficiency?	5
C.	Has the applicant demonstrated an effort to diversify and pursue funding from sources other than the grant program? Does the applicant demonstrate ability to continue the service beyond the grant term?	5
6.	Innovation	
A.	Does the project include creative solutions or innovations that could be applied to other services in the region or for other AFA Programs across the state?	5
B	Are there elements of the project that are environmentally sustainable (including grouping trips and the use of alternative fuels or clean air vehicles)?	5
	Total	**100**

Policy Advisory Committee Actions

Overview

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

Action: **Approve**

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

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Executive Committee: March 11, 2022

Approved the draft agendas for the March 25, 2022, and April 11, 2022, Board of Directors meetings.

Transportation Committee: March 18, 2022[1]

Approved a 36-month schedule extension for the City of Carlsbad's Carlsbad Boulevard and Tamarack Pedestrian Improvement Active Transportation Grant Program project.

Robyn Wapner, Director of Government Relations and Communications

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

[1] Any changes to the delegated actions will be reported to the Board of Directors following the Transportation Committee meeting on March 18.

Appointment of Interim Director of the Automated Regional Justice Information System

Overview

SANDAG is conducting a nationwide recruitment to fill the vacant Director of Automated Regional Justice Information System (ARJIS) position. An Interim Director has been recommended to provide oversight and leadership to the ARJIS program while the recruitment is underway.

Action: **Approve**

The Board of Directors is asked to adopt Resolution 2022-15, authorizing the Chief Executive Officer to extend an offer of temporary employment to Chief Craig Carter for the position of Interim Director of the Automated Regional Justice Information System.

Key Considerations

At the recommendation of the San Diego County Chiefs'/Sheriff's Management Committee, which, among its responsibilities, approves and oversees implementation of the ARJIS annual work program, SANDAG is proposing to extend an offer of temporary employment to former Chief Craig Carter for the position of Interim Director of ARJIS for a period up to six months or until the regular Director of ARJIS position is filled. SANDAG appointed Mr. Carter to the Interim Director of ARJIS position in April 2020, consistent with Govt Code 21221(h), when the position was previously vacant. The current Director of ARJIS, Mr. Eric Wood, started with SANDAG in April 2021 and has recently submitted his resignation, effective Friday, March 25, 2022, therefore the Director position will be vacant again.

Mr. Carter retired as Chief of Police from the City of Escondido in December 2019 having served in this role for six years, and with 28 total years of experience with the City's police department. Additional supporting information about the critical need to fill the Interim Director of ARJIS position and Mr. Carter's qualifications and experience are described in Attachment 1.

Next Steps

Staff will coordinate approval of appointment with CalPERS and then extend an offer of temporary employment to Mr. Carter for the Interim Director of ARJIS position.

Hasan Ikhrata, Chief Executive Officer

Key Staff Contact: Rachel Nycholat, (619) 699-1900, rachel.nycholat@sandag.org

Attachment:
1. Statement of Critical Need to Fill the Interim Director of ARJIS Position
2. Resolution to Approve Hiring Craig Carter, Interim Director of ARJIS, Pursuant to Government Code Section 21221(H)

Statement of Critical Need to Fill the Interim Director of ARJIS Position

ARJIS Program

The Automated Regional Justice Information System (ARJIS) was created as a Joint Powers Agency to share information among justice agencies throughout San Diego and Imperial counties. ARJIS has evolved into a complex criminal justice enterprise network used by 80+ local, state, and federal agencies in the two California counties that border Mexico. The ARJIS governance structure promotes data sharing and cooperation at all levels for member agencies, from chiefs to officers to technical staff.

ARJIS is responsible for major public safety initiatives, including wireless access to photos, warrants, and other critical data in the field; crime and sex offender mapping; crime analysis tools evaluation; and an enterprise system of applications that help users solve crimes and identify offenders. ARJIS also serves as the region's information hub for officer notification, information sharing, and the exchange, validation, and real-time uploading of many types of public safety data.

Interim Director of ARJIS

SANDAG has initiated a recruitment to fill the vacant Director of ARJIS position. Staff is recommending that an Interim Director of ARJIS be appointed while the recruitment is conducted. The Interim Director will provide leadership and management experience, as well as local knowledge and technical expertise regarding the local law enforcement community, both of which are necessary to oversee and ensure that ARJIS programs, projects, systems, and services continue without disruption. The ARJIS program is going through a period of transition and is currently evaluating how it can best meet the needs of the region, how to ensure equity in the fee structure, and what changes should be considered to the Joint Powers Authority (JPA). These significant initiatives, coupled with several vacancies in the team, require a strong interim leader with knowledge of the community and the ARJIS program to continue to move the program forward and lead the program through this critical period. Examples of the responsibilities anticipated to be assigned to the Interim Director position include:

- Assume full management responsibility and leadership for ARJIS programs, projects, systems, and services.
- Direct, plan, manage, and coordinate the development and implementation of ARJIS program goals, objectives, policies, and priorities; establish, within SANDAG policy, appropriate resource and staffing levels; allocate resources accordingly.
- Assign and review the work of management, supervisory, professional, technical, and administrative support staff; establish employee performance expectations and evaluate performance; provide or coordinate employee training; work with employees to improve job-related skills and competencies.
- Meet with staff to identify and resolve problems; assign projects and programmatic areas of responsibility; review and evaluate work methods, procedures, and necessary resources.
- Continuously monitor and evaluate the efficiency and effectiveness of service delivery methods and procedures; assess and monitor workload, administrative and support systems, and internal reporting relationships; identify opportunities for improvement; direct the implementation of changes.

- Prepare and present written, oral, and visual reports to the Board of Directors, Policy Advisory and stakeholder committees, outside agencies and organizations, and/or community groups.
- Provide executive level direction to updating the ARJIS JPA that would include seeking the input of local Chiefs and other ARJIS member agency executives regarding changes to governance and fee structures that would ensure equity and viability.
- Provide executive level oversight of efforts to redefine the strategic vision and mission of ARJIS through collaborative discussions with ARJIS member agencies and other stakeholders.
- Provide executive level assistance in efforts to recruit a new ARJIS Director, as well as conduct analyses to further understand the staffing needs that would be required as ARJIS is redefined with a new JPA, strategic vision, and mission.
- Provide staff support and participate in the Public Safety Committee and assume responsibility for the Chiefs'/Sheriffs' Management Committee, the Business Working Group, and other ARJIS technical and user committees.
- Oversee and manage enhancements to existing public safety applications and new projects, including crime analysis and statistical reporting tools, mapping dashboards, and other tactical and investigative tools.
- Oversee the ARJIS Enterprise system and network to ensure security, stability, and compliance with DOJ/FBI procedures and security regulations; oversee ongoing operation of the ARJIS help desk and ensure 24/7/365 service to troubleshoot critical issues.
- Oversee the ARJIS Mobile Program to include identifying new applications and tools, the development of acceptable use policies, and ensuring compliance with FBI and Cal-DOJ security requirements.
- Oversee the implementation and operation of applications developed for collecting, compiling, integrating, and disseminating public safety information; collaborate with ARJIS members, users, and vendors to develop user requirements, design specifications, and identify project deliverables; prepare MOUs, Project Charters, and other agreements to document data ownership and participant roles and responsibilities.

Recommended Candidate for Interim Director Position

A suitable candidate for the Interim Director of ARJIS position has been recommended by the San Diego County Chiefs'/Sheriff's Management Committee. The individual being considered is Craig Carter, former Chief of Police for the City of Escondido. Mr. Carter retired from public service in December 2019 and is a CalPERS annuitant. Mr. Carter was appointed to fill the Interim Director of ARJIS position in April 2020 after the passing of former Director of ARJIS, Ms. Pam Scanlon, and held this position through April 26, 2021. Subsequently, Mr. Eric Wood was hired on April 12, 2021, after a recruitment was conducted. Mr. Wood recently submitted his resignation notice and his last day of employment with SANDAG is Friday, March 25, 2022.

Mr. Carter's appointment as Interim Director of ARJIS, estimated to be effective April 19, 2022, meets the CalPERS requirements (Government Code section 21221(h)) for hiring a retired annuitant for the following reasons:

- The Director of ARJIS role is a key executive position that requires specialized skill and experience in law enforcement systems, services, and programs.

- The Director of ARJIS position will become vacant on March 25, 2022, when Mr. Eric Wood resigns from the role. SANDAG management has taken several actions to ensure ARJIS operations are not disrupted due to the vacant role; these include developing a recruitment plan and search to fill this critical role, and identifying a suitable individual with the knowledge and credibility to maintain leadership of the ARJIS program while the recruitment effort is underway.
- Mr. Carter has extensive experience leading and managing within the region's law enforcement community. In addition to his six years as Chief of Police for the City of Escondido, and 28 total years of service with the Escondido police department, Mr. Carter has deep familiarity with the ARJIS program having served on the SANDAG Public Safety Policy Advisory Committee as an associate member between 2013 and 2019.
- Mr. Carter has established relationships with ARJIS member agencies and key partners in the law enforcement community, including the FBI, U.S. Attorney, and DOJ. He is highly regarded for his ability to work with local, state, and federal law enforcement officials to develop and implement innovative policies to advance cooperation and collaboration throughout the region.
- Mr. Carter has maintained a leadership role in the law enforcement community since retiring in late 2019 and during the course of his career currently servesd on the following Boards and Committees:
    - President, San Diego County Police Chiefs' and Sheriffs
    - International Association of Chiefs of Police
    - Appointed Board Member, California Governor's State 911 Board
    - Board Member, California Police Chiefs Association
- Mr. Carter's temporary appointment as the Interim Director is critical to ensuring continuity of ARJIS operations which if disrupted, could significantly impact the efficiency and effectiveness of local law enforcement officers and subsequently the safety of community members.
- This will be a single appointment of limited duration, focusing on leadership and management of the ARJIS programs, projects, systems, and services, and continuing only until the vacant Director of ARJIS positions is successfully filled via an external recruitment.
- Mr. Carter will work in the classification of Director I and will be compensated at a rate of $95.00 per hour which falls within the published salary range for the Director I classification.
- Mr. Carter will not receive any other form of compensation, benefits, or incentives.

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***Resolution No.* 2022-15**

Adopted by the San Diego Association of Governments March 25, 2022, Resolution to Hire Craig Carter, Interim Director of ARJIS, Government Code Section 21221(H)

WHEREAS, an appointment under Government Code section 2122(h) requires that the retiree is appointed into the interim appointment during recruitment for a permanent appointment; and

WHEREAS, SANDAG commenced the process for performing a recruitment to fill the vacant position of Director I (Director of ARJIS); and

WHEREAS, Craig Carter is hereby appointed, subject to the terms and conditions described herein and detailed in the attached offer of employment letter (Attachment A), as an interim appointment retired annuitant to the vacant position of Director I (Director of ARJIS) for SANDAG under Government Code section 21221(h), effective Tuesday, April 19, 2022 or upon approval by CalPERS, which ever shall occur last; and

WHEREAS, the appointment shall end on the hiring of the Director of ARJIS, or on October 28, 2022, whichever shall occur first; and

WHEREAS, this Gov. Code section 21221(h) appointment shall only be made once; and

WHEREAS, the entire appointment document between Craig Carter and SANDAG has been reviewed by this body and is attached herein; and

WHEREAS, the employment shall be limited to 960 hours per fiscal year; and

WHEREAS, the compensation paid to retirees cannot be less than the minimum nor exceed the maximum monthly base salary paid to other employees performing comparable duties, divided by 173.333 to equal the hourly rate; and

WHEREAS, the maximum monthly base salary for this position is $16,734 and the hourly equivalent is $96.54 and the minimum monthly base salary for this position is $10,796 and the hourly equivalent is $62.29; and

WHEREAS, the hourly rate paid to Craig Carter will be $95.00; and

WHEREAS, Craig Carter has not and will not receive any other benefit, incentive, compensation in lieu of benefit, or other form of compensation in addition to this hourly pay rate; and NOW THEREFORE

BE IT RESOLVED, that the SANDAG Board hereby certifies the nature of the employment of Craig Carter as described herein and detailed in the attached (Attachment A) offer of employment letter and that this appointment is necessary to fill the critically needed position of Director of ARJIS for SANDAG by April 19, 2022, or upon approval by CalPERS, which ever shall occur last, to provide oversight and leadership for ongoing management and operations of the ARJIS program which directly ensure the safety of law enforcement officers and members of the public throughout the San Diego region. Such appointment shall end on the hiring of the Director of ARJIS, or on October 28, 2022, whichever shall occur first.

PASSED AND ADOPTED this 25th of March 2022.

Attest:

Chair	**Secretary**

Member Agencies: Cities of Carlsbad, Chula Vista, Coronado, Del Mar, El Cajon, Encinitas, Escondido, Imperial Beach, La Mesa, Lemon Grove, National City, Oceanside, Poway, San Diego, San Marcos, Santee, Solana Beach, Vista, and County of San Diego.

Advisory Members: California Department of Transportation, Metropolitan Transit System, North County Transit District, Imperial County, U.S. Department of Defense, Port of San Diego, San Diego County Water Authority, Southern California Tribal Chairmen's Association, and Mexico.

Chief Executive Officer Delegated Actions

Overview

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

Action: **Information**

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

Delegated Actions

Investment Transactions

SANDAG Board Policy No. 003 states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for February 2022.

Legal Matters

SANDAG Board Policy No. 008 authorizes the Office of the General Counsel or outside counsel to file documents and make appearances on behalf of the agency in court proceedings.

In the matter of SANDAG v. Costa Verde Hotel LLC (Superior Ct. Case No. 2018-00030194), the following actions were taken by Nossaman on behalf of SANDAG:

- On February 13, 2022, filed a Mediation Brief
- On March 2, 2022, filed a Notice of Settlement of Entire Case

Fiscal Impact:

One Security reached maturity February for $4.0 million, and one security was purchased for $4.6 million.

$50,000 RSTP was added to the FY 2022 budget for the Blue Line Express and San Ysidro Mobility Hub Studies project 3322300 and the Purple Line Conceptual Studies project 3322500.

Schedule/Scope Impact:

Begin feasibility study on the Blue Line Express and San Ysidro Mobility Hub Studies project and begin alternatives analysis on the Purple Line Conceptual Studies project.

Budget Modifications

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

Right-of-Way

SANDAG Board Policy No. 017, Section 4.15, authorizes the Executive Director to execute all right-of-way property transfer documents, including rights of entry, licenses, leases, deeds, easements, escrow instructions, and certificates of acceptance. The list below reflects the approved documents for this reporting period.

Mid-Coast Corridor Transit Project – Capital Improvement Project Nos. 1257001 and 1239811			
No.	**Address**	**Nature of Activity**	**Date**
1.	4835 Pacific Highway, San Diego, CA 92110; Conrad Prebys Trust 12-17-82 dba Secure Self Storage Old Town	Lease Agreement	2/3/2022

Mid-Coast Corridor Transit Project – Capital Improvement Project No. 1257001			
No.	**Address**	**Nature of Activity**	**Date**
1.	South of the intersection of Ingulf Street and Morena Boulevard, San Diego, CA; SDG&E	Short-term Access Permit	2/25/2022

Contract Relief from Maintenance

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

- In a letter dated February 9, 2021, Mid-Coast Transit Constructors was granted Limited Relief from Maintenance for the Mid-Coast Reach 9 through Reach 14 Facilities Project – Effective November 21, 2021 (CIP 1200507, Contract No. 5008600, Supplement 4).
- In a letter dated February 22, 2022, West Coast General Corp. was granted Relief from Maintenance for the South Bay Bus Rapid Transit Segment 1A Project – Effective January 31, 2022 (CIP 1280504, Contract No. 5007010).

Regional Transportation Improvement Program Administrative Modification

Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Chief Executive Officer to approve administrative modifications to the Regional Transportation Improvement Program. Changes are authorized by the requesting agency by resolution or approved policy. Administrative Modification No. 9 was approved on February 23, 2022. Table 1 (Attachment 3) summarizes the changes made to three projects and two grouped listings in the region.

Hasan Ikhrata, Chief Executive Officer

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

Attachments:
1. November 2021 Investment Securities Transactions Activity
2. November 2021 Budget Transfers and Amendments
3. 2021 RTIP Administrative Modification No. 9 – Table 1

MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS
FEBRUARY 1 THROUGH FEBRUARY 28, 2022

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
BOUGHT			
02/24/2022	U S TREASURY NT 0.125% 6/30/22	$ 4,600,000.00	$ 4,594,624.79
	TOTAL BOUGHT:	$ 4,600,000.00	$ 4,594,624.79
MATURED			
02/26/2022	CATERPILLAR FINL MTN 2.950% 2/26/22	$ 4,000,000.00	$ 4,019,240.00
	TOTAL MATURED:	$ 4,000,000.00	$ 4,019,240.00
SOLD	NO REPORTABLE SECURITIES FOR THIS MONTH		

FY 2022 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
3100400	Regional Plan Implementation	$1,111.84	$1,131.84	$20.00	Additional resources needed to support appellate work for RHNA litigation.
3102000	San Diego Forward: The 2021 Regional Plan	$5,397.41	$5,377.41	($20.00)	
3322300	Blue Line Express and San Ysidro Mobility Hub Studies	$984.97	$1,009.97	$25.00	Add RSTP new funding to begin Blue Line Express Feasibility Study.
3322500	NEW - Purple Line Conceptual Studies	$0.00	$25.02	$25.02	Add RSTP new funding to begin Purple Line alternatives analysis.

Table 1 - Summary of Changes Report ($000)
2021 RTIP Amendment No. 9

LEGEND:
↑ Increase
↓ Reduce
↔ Revise

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
SAN129	San Diego Association of Governments	Downtown Multiuse and Bus Stopover Facility	$45,975	$45,975	$0	0%	↔ RSTP to enable FTA transfer this FY for ROW purchase; ↓TransNet MC; + Local Funds to reflect $1.4 million contribution by MTS accepted by the Board in December 2021.
SAN147	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Bayshore Bikeway	$54,394	$55,858	$1,464	3%	↑ RSTP; ↓ TransNet BPNS and TransNet BPNS (AC) to fully fund engineers estimate for CON obligation
SAN273	San Diego Association of Governments	Del Mar Bluffs VI	$7,000	$7,000	$0	0%	↔ RSTP to make programming capacity available to Downtown Stopover
SAN275	San Diego Association of Governments	Pacific Coast Highway/Central Mobility Bikeway	$12,781	$11,317	-$1,464	-11%	↓ RSTP to transfer funds to Border to Bayshore Bikeway for CON
V20	Various Agencies	Grouped Projects for Engineering - Complete Corridor Studies	$37,963	$37,963	$0	0%	↔ RSTP to make programming capacity available to Downtown Stopover

Abbreviation	Fund Type
Local Funds	Funds available from other sources such as developer fees, fare revenue or general fund
RSTP	Regional Surface Transportation Block Grant
TransNet - BPNS	Prop A Extension - Bicycle, Pedestrian and Neighborhood Safety Program
TransNet - MC	Prop A Extension - Major Corridors

Overview of Developments in the Financial Markets, Quarterly Finance Report as of December 31, 2021

Overview

Staff provide quarterly briefings on the latest developments in the financial markets, economy, sales tax revenues, and the strategies being explored and implemented to minimize possible impacts to the TransNet Program; and a quarterly report on investments as required per Board Policy No. 003.

In addition, Board Policy No. 032 requires an annual presentation to the Board of Directors, which includes a written description of the interest rate swaps and an evaluation of the risks associated with outstanding swaps.

Action: **Information**

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

Fiscal Impact:

Senior lien debt service coverage remains strong at 3.48 times, providing ample coverage and supporting triple-A ratings.

Schedule/Scope Impact:

The COVID-19-related recession hit a strong and healthy San Diego economy, leading to massive job and income losses in 2020. With the progress of the vaccination campaign and the reopening of the economy, the recovery is ongoing. Staff will monitor the situation closely and update revenue forecasts as information becomes available.

Key Considerations

- The Initial Jobless Claims continued to decrease until December, then rose slightly in January, registering at 230,000 for the week ended January 8.
- After dropping 2.1% in FY 2020, sales tax revenue collection surged in FY 2021 registering a 9.2% increase. Revenues so far in FY 2022 are running over 20% ahead of last year through December.
- Senior lien maximum annual debt service coverage, using sales tax receipts of $370.8 million for the 12 months ending December 31, 2021, is 3.48 times. Meaning, for every $1 of senior lien debt service, SANDAG received $3.48 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.
- The interest rate swaps continue to perform as expected, and there has not been any material event involving outstanding swap agreements, nor has there been any default by a swap counterparty or counterparty termination.

Key Staff Contacts: André Douzdjian, (619) 699-6931, andre.douzdjian@sandag.org
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Attachments:
1. Financial Market Review
2. Local Economy and Sales Tax Revenue
3. Investment and Debt Portfolio
4. TransNet Extension Quarterly Report

Market Review and Update

Overview

The fourth quarter of 2021 was characterized by fluctuating economic performance and expectations. The omicron variant of COVID-19 caused another round of public health concern in December. Unemployment continued to decrease through 2021 but rebounded slightly at the start of 2022.

After the December 2021 Federal Open Market Committee(FOMC) meeting, the Fed announced that it would wind down bond purchases faster, ending its quantitative easing program by March 2022. In the December projections, a majority of the members expected at least three rate hikes in 2022. Domestic equities dropped while Treasury yields rose in concerns that the Fed will act sooner than expected to stem inflation.

Interest Rates

- Treasury Rates: Short-term treasury rates (industry accepted benchmark for taxable bonds) increased significantly following the Fed's projection that rates would start to increase in 2022. Long-term rates also increased on account of broader economic concerns.
- Municipal Market Rates: The AAA Municipal Market Data (MMD) rates (the industry accepted benchmark for tax-exempt rates) have increased by about 0.25% in January 2022, the entire curve is still under 2.0% for now.
- Fed Funds Rate: The Fed made no changes to the near-zero fed funds policy rate and continued to make its large-scale monthly asset purchases. The Fed's most recent messaging has announced the expectation to wind down bond purchases faster, ending its quantitative easing program by March 2022. The Fed also indicated three rate hikes in 2022 and the market expectations are of four rate hikes.

Municipal Market Supply-Demand Dynamics: Tax-exempt municipal bond issuance volume in 2021 was $343.2 billion: 4.3% higher than 2020 volume. Despite the robust supply, investor demand was strong indicated by consistent inflows into bond funds. Transactions were being executed at very attractive rates. 2022 year-to-date has been volatile with rates generally rising.

Equity Markets: Domestic equity markets fluctuated during the fourth quarter, responding to concerns surrounding the omicron variant of COVID-19 and the Fed's announcements. Year-to-date equity indices are 5%-7% lower than where they began the year.

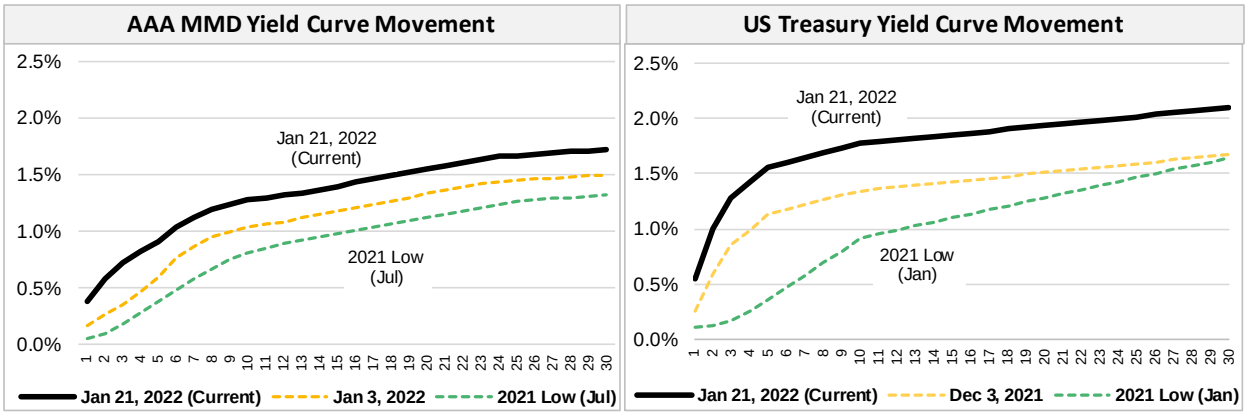
U.S. Economy

- Jobs and Unemployment: The Initial Jobless Claims continued to decrease until December, then rose slightly in January, registering at 230,000 for the week ended January 8.
- GDP: As the economy continues to recover, real GDP is estimated to grow by an annual rate of 6.0% in the fourth quarter of 2021.
- Personal Spending: As the economy's key driver, personal spending increased by 0.6% in December. This was after the 1.4% increase in November and 0.6% increase in October.
- Manufacturing and Service data: The Markit U.S. Composite Purchasing Managers Index in the past quarter showed expansion in both the manufacturing and services sector, signaling continued rebuilding of economic activity, though the rate of expansion has slowed down.

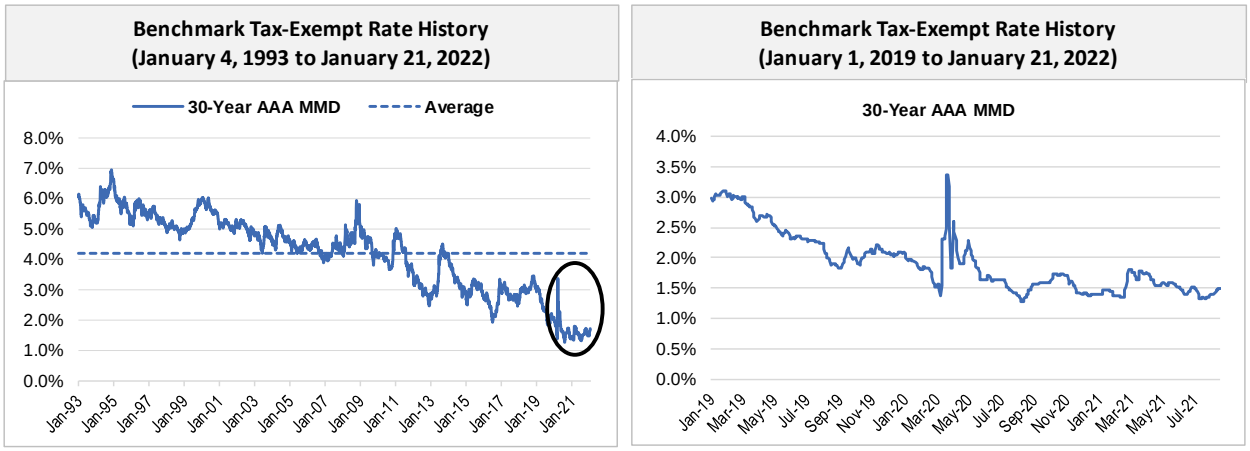
- Consumer Sentiment: Preliminary estimates of the University of Michigan Consumer Confidence Index improved slightly from 67.4 in November to 70.6 in December. However, preliminary result for January 2022 shows another decrease to 68.8. In the fourth quarter of 2021 consumer sentiment was mixed, influenced by reports of the omicron variant and the Fed's expectation to raise rates in 2022.

Long-Term Tax-Exempt and Taxable Interest Rates

The AAA MMD index (the industry accepted benchmark for tax-exempt rates) rose significantly in the new year. The two charts below show current interest rates relative to the recent highs and lows in the last 12 months. As seen in the chart, the AAA MMD rates have increased across the board - 23 basis point (bps) to 36 bps higher across the curve, since the beginning of the year. U.S. Treasury rates have risen as well following the December 2021 FOMC meeting, where the Fed indicated the end of quantitative easing and three rate hikes in 2022 which is reflected in the sharp increase in short-term treasury rates in the chart below. Treasury rates increased by 30 bps to 43 bps across all maturities from December 3, 2021, to January 21, 2022.

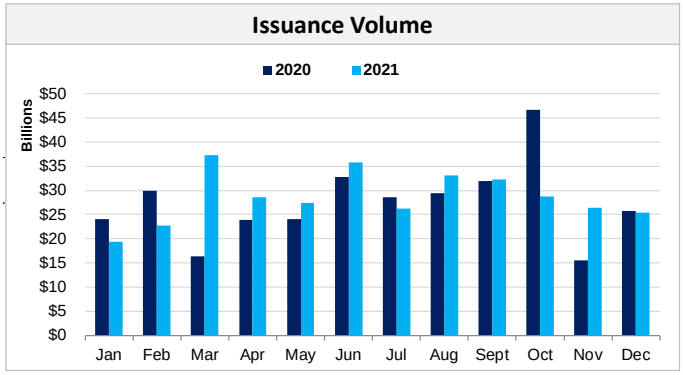


The current 30-year AAA MMD bond yield is 1.72%, which is 0.45% or 45 bps higher than it was on August 11, 2020, the historical minimum, and is still significantly lower than its historic average of 4.2% as seen in the chart below. In general, rates are still low, but are on the rise.

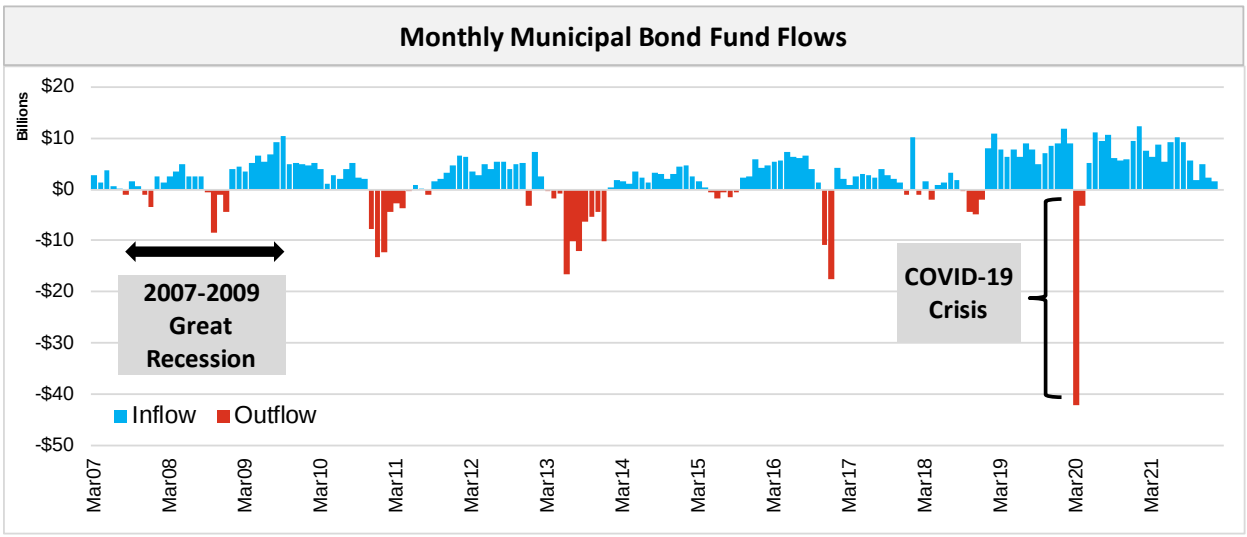


Municipal Market Supply and Demand

Fuelled by new money bonds, the tax-exempt issuance in 2021, was $343.2 billion, 4.3% higher than 2020. The $475 billion combined taxable and tax-exempt issuance volume in 2021 is slightly lower (down 1.8%) than the 2020 issuance volume. Taxable issuance dropped significantly in 2021 as most taxable advance refundings were accomplished in 2020.



Mutual funds are one of the largest investors in municipal bonds and the net inflow or net outflow from mutual funds is indicative of demand for municipal bonds. Municipal bond funds have seen consistent inflows since the extreme outflow in March 2020. Inflows from January through early December of 2021 totaled $83.7 billion, indicative of strong investor demand. Early 2022 is showing some signs of softening in investor demand.



Credit Spreads

Credit spreads widened significantly at the beginning of the COVID-19 crises. As investors returned to municipal markets, spreads narrowed for a short period before widening again on account of sustained low absolute rates and a heavy issuance calendar leading up to the presidential election. For instance, the pre-COVID-19 30-year spread to MMD for a California State GO bond widened to 40 bps at the peak of the crises from 5 bps before the pandemic. As positive signs of economic recovery prevailed and demand for municipal credits continued to outpace supply, credit spreads stayed at or near the pre-pandemic levels in 2021.

The bond markets have been volatile in these first few weeks of 2022 with some widening in credit spreads. The secondary bond market was flooded with “bids wanted” lists as many large investors offloaded bonds in mid-January. While new transactions continue to be executed, it is a challenging environment and some issuers have had to provide spread concessions in order to attract investors.

Inflation and expected Fed actions, stock market declines, stressed supply chain, ongoing pandemic and new variants, among other domestic and global concerns may continue to pose some challenges in 2022.

Interest Rate Forecasts

The Fed left the target Fed Funds rate unchanged at its last FOMC meeting in December 2021 but indicated the expectation to end quantitative easing by March 2022. The Fed dropped the rate to zero in March 2020 and hasn't made any changes since. According to the latest available dot-plot, a majority of the members now expect at least three rate hikes in 2022.

The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. In light of the Fed's statement, the market now expects four rate hikes in 2022 and three more in 2023, for a total of seven rate hikes. The two-year U.S. Treasury rate is forecasted to increase by 0.40% to 1.40% by end of 2022. The ten-year U.S. Treasury rate is forecasted to increase by 0.45% to 2.20% by the end of 2022. The 30-year U.S. Treasury rate is also forecast to increase by 0.53% to 2.59% by the end of 2022.

The Street's Interest Rate Forecast											
Forecast	**1/21/2022**	**Q4 21**	**Q1 22**	**Q2 22**	**Q3 22**	**Q4 22**	**Q1 23**	**Q2 23**	**Q3 23**	**Q4 23**	**Q1 24**
30-Year UST	2.06%	2.19%	2.35%	2.44%	2.52%	2.59%	2.65%	2.71%	2.77%	2.98%	3.06%
10-Year UST	1.75%	1.81%	1.95%	2.05%	2.13%	2.20%	2.29%	2.36%	2.44%	2.59%	2.67%
2-Year UST	1.00%	0.92%	1.09%	1.26%	1.40%	1.53%	1.66%	1.77%	1.87%	1.99%	2.09%
3M London Interbank Offered Rate	0.26%	0.39%	0.62%	0.80%	1.01%	1.17%	1.38%	1.60%	1.71%	1.79%	1.89%
Federal Funds Target Rate Upper Bound	0.25%	0.40%	0.65%	0.90%	1.05%	1.25%	1.45%	1.65%	1.80%	1.95%	2.10%
Federal Funds Target Rate Lower Bound	0.00%	0.17%	0.39%	0.63%	0.82%	1.02%	1.21%	1.39%	1.57%	1.68%	1.84%

Local Economy and Sales Tax Revenues

The COVID-19-related recession hit a strong and healthy San Diego economy, leading to massive job and income losses in 2020. With the progress of the vaccination campaign and the reopening of the economy, the recovery continues. The unemployment rate of 4.6% in November is well below its 15.9% peak in April 2020 but remains higher than in 2019 (3.2%). As elsewhere in the country, local companies are facing labor shortages as a result of lack of childcare options, persistent fears of contracting the virus, and generous unemployment benefits that only recently ended.

After dropping 2.1% in FY 2020, sales tax revenue collection surged in FY 2021 registering a 9.2% increase. Revenues so far in FY 2022 are running over 20% ahead of last year through December. Besides the higher-than-expected impact of the Wayfair ruling[1], revenues have also benefited from robust spending on taxable items as a result of public income support (stimulus checks and supplemental unemployment benefits), the fast recovery in high-paying jobs, and the strong stock market. Behavior changes have also led to strong increases in spending on taxable goods, while spending on services decreased due to COVID-related restrictions.

In recent months, the recovery was strengthened and supported by additional government spending, the further reopening of the economy and the positive impact of vaccination on spending on services such as travel, restaurants, and entertainment. However, risks persist, and the most recent indicators suggest some easing of the growth momentum as consumer spending and confidence weaken amid a resurgence of COVID cases and high inflation, compounded by supply-chain issues and worker shortages.

Income and consumption growth are nonetheless expected to remain robust and result in strong sales tax collection through the holiday season. Many economists are predicting a return to more normal conditions in 2022, but that is largely predicated on controlling COVID. Whether the spending patterns seen during the last few quarters remain post-pandemic is an open question.

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

	FY 2021	FY 2022
July	$ 30,054,981	$ 43,209,697
August	$ 23,241,853	$ 24,271,096
September	$ 28,184,070	$ 32,823,354
October	$ 33,250,387	$ 38,064,769
November	$ 21,727,813	$ 28,370,272
December	$ 27,118,087	$ 33,611,034
January	$ 27,774,372	
February	$ 29,002,151	
March	$ 25,119,644	
April	$ 27,532,810	
May	$ 29,440,191	
June	$ 31,552,208	
TOTAL	**$ 333,998,568**	**$ 200,350,221**

	Annual Revenue
FY 2009	$ 221,991,360
FY 2010	$ 204,191,748
FY 2011	$ 221,304,014
FY 2012	$ 236,947,113
FY 2013	$ 247,221,162
FY 2014	$ 260,114,931
FY 2015	$ 268,840,549
FY 2016	$ 275,500,023
FY 2017	$ 284,456,260
FY 2018	$ 294,501,324
FY 2019	$ 312,303,669
FY 2020	$ 305,851,214
FY 2021	$ 333,998,568
FY 2022	$ 200,350,221
TOTAL	**$ 3,667,572,155**

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

SANDAG Debt Portfolio Overview and Looking Ahead

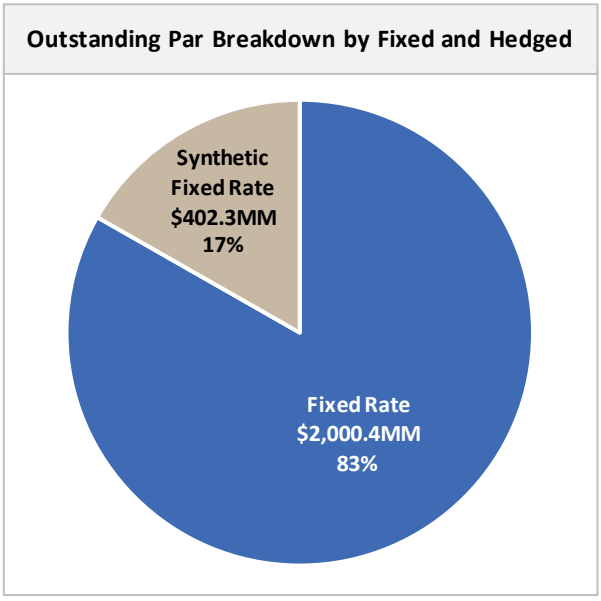
Commission Outstanding Debt Overview

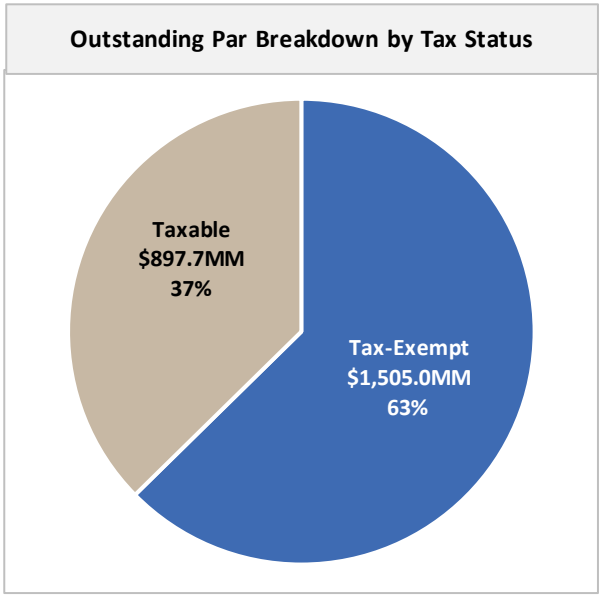
SANDAG, serving as the San Diego County Regional Transportation Commission, has $2.4 billion of outstanding long-term debt. The TIFIA loan is undrawn and does not represent an obligation of SANDAG at this time. A summary of the outstanding bonds is tabulated and graphically presented below.

Summary of Outstanding Debt						
Series	**Tax Status**	**Coupon Type**	**Original Issue Size**	**Outstanding Par**	**Call Option**	**Final Maturity**
2008A	Tax-Exempt	Variable Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008B	Tax-Exempt	Variable Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008C	Tax-Exempt	Variable Rate	$150,000,000	$100,575,000	Current	4/1/2038
2008D	Tax-Exempt	Variable Rate	$150,000,000	$100,575,000	Current	4/1/2038
2010A	Taxable	Fixed Rate	$338,960,000	$338,960,000	Make-Whole	4/1/2048
2012A	Tax-Exempt	Fixed Rate	$420,585,000	$20,965,000	4/1/2022	4/1/2022
2014A	Tax-Exempt	Fixed Rate	$350,000,000	$18,475,000	4/1/2024	4/1/2024
2016A	Tax-Exempt	Fixed Rate	$325,000,000	$302,610,000	4/1/2026	4/1/2048
2019A	Taxable	Fixed Rate	$442,620,000	$442,620,000	4/1/2030	4/1/2048
2020A	Taxable	Fixed Rate	$74,820,000	$73,280,000	4/1/2030	4/1/2048
2021A	Taxable	Fixed Rate	$149,840,000	$149,840,000	4/1/2031	4/1/2048
2021B	Tax-Exempt	Fixed Rate	$116,150,000	$116,150,000	4/1/2031	4/1/2039
2021A Notes	Tax-Exempt	Fixed Rate	$537,480,000	$537,480,000	Non-Callable	10/1/2022
Total			**$3,355,455,000**	**$2,402,680,000**		
Summary of TIFIA Loan Commitment						
Series	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
TIFIA*	Taxable	Fixed-Rate	$537,484,439	$0	Anytime	10/1/2045
Total with Loan Commitment				**$2,402,680,000**		

* *The TIFIA loan will be drawn to retire the 2021A Notes. The simultaneous draw on the TIFIA loan and the retirement of the 2021A Notes will have an offsetting impact and will not increase the number of total obligations outstanding.*

Of the total debt portfolio, 17% consists of synthetic, fixed-rate bonds (variable-rate bonds hedged with fixed-payer interest rate swaps), and the remaining 83% are fixed-rate bonds.

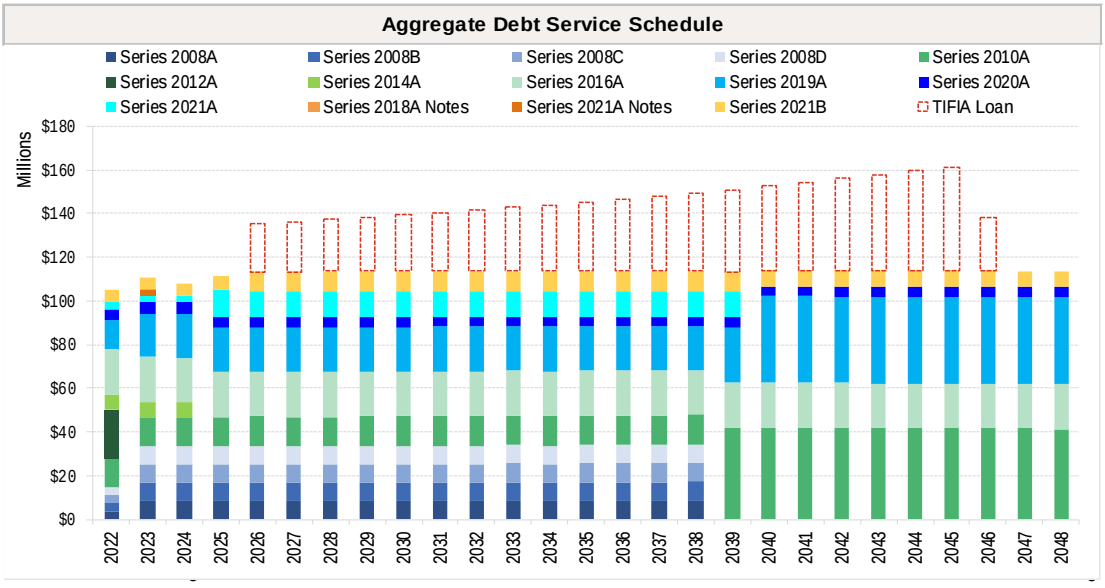




Debt Service and Coverage

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

The TIFIA loan is repayable from a third lien that is subordinate to the senior lien bonds, the 2021B Bonds, the 2021A Notes, and the commercial paper. In general, SANDAG has a level debt service profile with senior lien annual debt service ranging from $99.4 million to $106.7 million per year through FY 2048. The aggregate senior and subordinate lien debt service ranges from $105.3 million to



$114.1 million. Assuming SANDAG draws on the TIFIA loan as expected to complete the Mid-Coast Corridor Transit Project, SANDAG aggregate debt service will peak at $161.2 million in FY 2045.

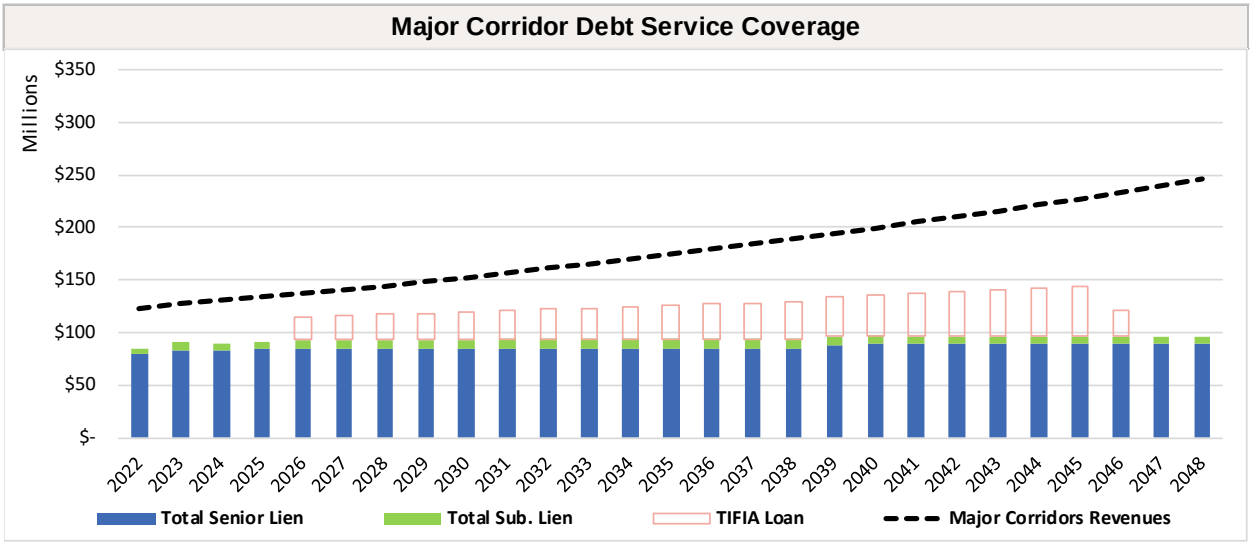
Senior lien maximum debt service coverage, using sales tax receipts of $370.8 million for the 12 months ending December 31, 2021, is 3.48 times. Meaning, for every $1 of senior lien debt service, SANDAG received $3.48 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues for the 12 months ending December 31, 2021, to peak debt service (including assumed debt service on the undrawn TIFIA loan) in FY 2045, is 2.21 times.

Major Corridors Coverage

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

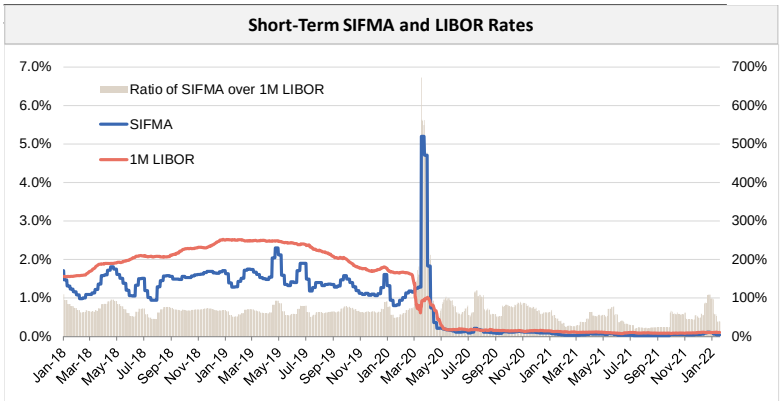
> *2.3 Borrowing requirements are determined for each eligible sub-program and debt service is allocated to each sub-program based upon its pro rata share of bond proceeds. It is the general principal for the TransNet Plan of Finance that the annual debt service for each sub-program be less than the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

For planning purposes, debt service has been structured using a forecast of sales tax receipts. Based on this forecast, coverage in the Major Corridors Program is estimated at 1.42 times in FY 2022. Annual coverage is forecast to dip again to 1.17 times when the TIFIA loan begins to amortize in FY 2026 based on the most recent revenue forecast. The TIFIA debt service structure in the Major Corridors Program increases over time, in anticipation of increased sales tax revenue.



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

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



SIFMA is a variable rate index that resets weekly and, as such, can be volatile reacting to near-term market conditions. It briefly spiked to 5.2% in late March 2020 on account of COVID-19 related market disruptions. Redemptions in short-term money market funds caused short-term municipal supply-demand imbalances, which resulted in severe challenges in remarketing municipal short-term debt and sharp increases to the SIFMA rate. Both the fiscal and monetary stimulus effectively calmed investors. Subsequently SIFMA has dropped and currently is near-zero at 0.04% as of January 21, 2022, or 37% of the 1-Month LIBOR. That ratio is historically about 70% but is currently not meaningful given how low the absolute rates are for both SIFMA and LIBOR. SANDAG VRDBs continued to trade well compared to SIFMA. The volatility in 2020 was short-lived and is effectively hedged by SANDAG's interest rate swaps.

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

Series	SBPA Provider	Remarketing Agent	Reset Average	SIFMA Average	Spread to SIFMA
2008A	JPMorgan Chase Bank, N.A.	Barclays Capital Inc.	0.68%	0.78%	-10 bps
2008B	JPMorgan Chase Bank, N.A.	Goldman, Sachs & Company	0.68%	0.78%	-10 bps
2008C	Bank of America, N.A.	JPMorgan Securities LLC	0.68%	0.78%	-10 bps
2008D	State Street	Stifel, Nicolaus & Company, Inc.	0.68%	0.78%	-10 bps

SANDAG also has $402.3 million of fixed-payer interest rate swaps outstanding, the purpose of which is to hedge the interest rate variability associated with the $402.3 million of variable-rate bonds. Additionally, SANDAG has $280.2 million of basis swaps outstanding. Under the basis swaps, which became effective on April 1, 2018, SANDAG pays its counterparty a floating interest rate payment based on the SIFMA index and receives a floating payment based on 107.4% of three-month LIBOR. The market value of the SANDAG swap portfolio changes with interest rate fluctuations. The mark-to-market (MTM) valuation is negative $71,906,037.12; meaning SANDAG would need to pay approximately $71.9 million to terminate the entire swap portfolio in the current market. The swaps are performing as expected. Additionally, SANDAG is not required to post collateral under the swap agreements.

Swap Portfolio Overview								
Associated Series	**SANDAG Pays**	**SANDAG Receives**	**Trade Date**	**Effective Date**	**Maturity Date**	**MTM Value *(As of 1/21/2022)***	**Notional Outstanding**	**Bank Counterparty**
Series 2008	3.8165%	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	($27,102,088.32)	$134,100,000	Bank of America, N.A. (Aa2/A+/AA-)
Series 2008	3.8165%	65% of USD-LIBOR until 4/2018; SIFMA Swap Index thereafter	5/23/2012	5/23/2012	4/1/2038	($27,102,088.32)	$134,100,000	Goldman Sachs Mitsui Marine Derivative Products, L.P. (Aa2/AA-/NA)
Series 2008	3.4100%	65% of USD-LIBOR	5/23/2012	5/23/2012	4/1/2038	($27,397,319.50)	$134,100,000	Bank of America, N.A. (Aa2/A+/AA-)
Total Fixed-Payer Swaps						**($81,601,496.14)**	**$402,300,000**	
Series 2008	SIFMA Swap Index	107.4% of 3-month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$4,847,729.51	$140,100,000	Barclays Bank PLC (A1/A/A+)
Series 2008	SIFMA Swap Index	107.4% of 3-month USD-LIBOR	3/19/2009	4/1/2018	4/1/2038	$4,847,729.51	$140,100,000	Barclays Bank PLC (A1/A/A+)
Total Index Conversion Swaps						**$9,695,459.02**	**$280,200,000**	
Total Combined						**($71,906,037.12)**	**$682,500,000**	

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Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 2.74%. The average cost has recently decreased due to the low rates on the Series 2021 Notes and the Series 2021A&B Bonds. This cost can vary based on swap performance and the cost of liquidity to support the variable-rate debt.

The 2008A–D bonds, with the current swap rate and associated fees, provide a cost of capital equal to 4.1%. The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89%. The 2012A, 2014A, 2016A, and 2020A bonds were issued at an all-in cost of 3.72%, 3.85%, 3.29%, and 2.62% respectively. The 2019A refunding bonds that refunded a part of 2012A and 2014A bonds were issued at an all-in cost of 3.19%. The taxable 2021A bonds refunded a portion of the remaining 2014A bonds were issued at an all-in cost of 2.21%. The tax-exempt 2021B bonds raised new money funding as well as refunded a portion of the 2014A bonds and issued at an all-in cost of 2.71%. The 2021A Short-Term Notes have a borrowing cost of 0.31%. Taken together, SANDAG has issued over $2.0 billion in long-term debt to accelerate project delivery and for refunding, for a WACC of 2.74%.

SANDAGs WACC Calculations					
Synthetic Fixed Rate:					
Series	**Par Post 2012 Refunding**	**Swap Rate**	**SBPA Fee**	**Remarketing Agent Fee**	**Cost of Capital**
2008A	$100,575,000	3.8165%	0.400%	0.06%	4.2765%
2008B	$100,575,000	3.8165%	0.400%	0.06%	4.2765%
2008C1	$67,050,000	3.8165%	0.300%	0.06%	4.1765%
2008C2	$33,525,000	3.4100%	0.300%	0.06%	3.7700%
2008D	$100,575,000	3.4100%	0.340%	0.06%	3.8100%
2008 Weighted Average					**4.1010%**
Fixed Rate:					
Series	**Par Post 2021 Refunding**	-	-	-	**All-in True Interest Cost**
2010A	$338,960,000	-	-	-	3.8871%
2012A	$59,635,000	-	-	-	3.7167%
2014A	$24,055,000	-	-	-	3.8507%
2016A	$325,000,000	-	-	-	3.2947%
2019A	$442,620,000	-	-	-	3.1890%
2020A	$74,820,000	-	-	-	2.6226%
2021A	$149,840,000	-	-	-	2.2136%
2021B	$116,150,000	-	-	-	2.7146%
2021A Notes	$537,480,000	-	-	-	0.3123%
Total Weighted Average Without TIFIA Loan					**2.7420 %**

Credit Ratings

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

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

Commercial Paper

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit (LOC) from Bank of America Merrill Lynch. The Commercial Paper Program was authorized at $100 million and has a current outstanding balance of $49.9 million as of December 31, 2021, when it was remarketed out 91 days, at a rate of 0.12%. The supporting LOC was procured in September 2018 at the low cost of 0.32% for three years. In August of 2021 SANDAG staff completed the process of renewing the LOC facility for an additional three years at an annual cost of 0.30%.

SANDAG: Debt Portfolio Overview and Update

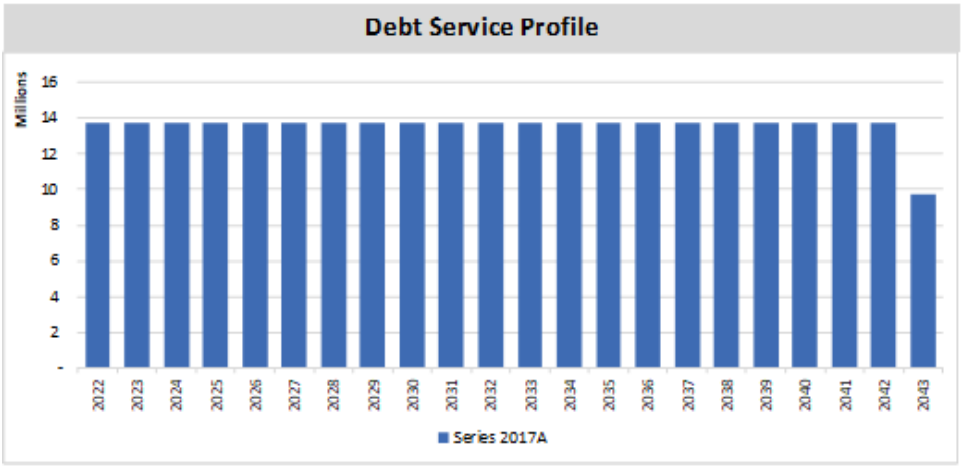
SANDAG has debt outstanding in conjunction with the South Bay Expressway toll road as well as the Mid-Coast Corridor Transit Project as summarized in the table below.

Summary of Outstanding Debt						
South Bay Expressway						
Series	**Tax Status**	**Coupon Type**	**Original Par**	**Outstanding Par**	**Call Date**	**Final Maturity**
2017A	Tax-Exempt	Fixed-Rate	$194,140,000	177,455,000	7/1/2027	7/1/2042
Mid-Coast Corridor Transit Project						
Series	**Tax Status**	**Coupon Type**	**Original Par**	**Outstanding Par**	**Call Date**	**Final Maturity**
2019A	Tax-Exempt	Fixed-Rate	$210,000,000	$210,000,000	one year before maturity	11/15/2026
2019B	Tax-Exempt	Fixed-Rate	$125,000,000	$125,000,000	NA (turbo redemption)	11/15/2027
Total				**$335,000,000**		

South Bay Expressway

The SANDAG debt portfolio for South Bay Expressway (SBX) is comprised of a single bond series. In November 2017, SANDAG issued Toll Revenue First Senior Lien Bonds, 2017 Series A to refinance indebtedness incurred with the acquisition of SBX. The bonds are secured from the toll revenues generated on SBX, net of operating expenses. As of July 1, 2021, the debt outstanding is $177.5 million. An annual debt service chart is provided presented below.

The annual payment on the bonds is level at about $13.8 million through final maturity in FY 2043. Based on annual net toll revenues of $18.7 million for FY 2021, the coverage on future maximum annual debt service payment was 1.36 times. This is owing to the lower traffic and revenue in FY 2021 due to COVID-19 pandemic. However, with a contribution from reserves, permitted under the bond indenture, SANDAG was able to satisfy the 1.5x Rate Covenant for FY 2021. With toll violations reinstated and improvement in traffic levels, it is anticipated that the covenant will be met in FY 2022 as well.



In January 2022, S&P revised their outlook on these bonds to stable from negative on account of traffic recovery to near-pre-pandemic levels in recent months. S&P also recognized the prospect for additional traffic growth due to the opening of new southern connectors to Route 905 and SR-11 as of mid-December 2021. For those reasons, along with the restoration of collecting violation fines, debt service coverage by net revenues is expected to improve and supports the stable outlook.

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Mid-Coast Corridor Transit Project

SANDAG issued $335 million Capital Grant Receipts Revenue Bonds, Series 2019A and Series 2019B in August 2019 to provide funding for the Mid-Coast Project. A summary of the outstanding debt is provided in the table above. The bonds are secured solely by future grants under the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) signed in 2016. A schedule of grants in the FFGA, detailed below, provides for a commitment of $100 million annually starting 2016 through 2026. To date SANDAG has received $627.7 million of the total $1.043 billion committed under the FFGA. A majority of the remaining grant receipts have been pledged for the repayment of the bonds.

FFGA Grant Receipts (Received and Anticipated)			
Federal FY	**Original Grant Commitment**	**Grants Received**	**Grants Anticipated**
2016	$100,000,000	$100,000,000	-
2017	$125,000,000	$50,000,000	-
2018	$100,000,000	$180, 024,740	-
2019	$100,000,000	$100,000,000	-
2020	$100,000,000	$100,000,000	-
2021	$100,000,000	$97,710,967	-
2022	$100,000,000	-	$100,000,000
2023	$100,000,000	-	$100,000,000
2024	$100,000,000	-	$100,000,000
2025	$100,000,000	-	$100,000,000
2026	$18,380,000	-	$15,644,293
Total	**$1,043,380,000**	**$627,735,707**	**$415,644,293**
Total Debt Outstanding			**$335,000,000**

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

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

Looking Ahead

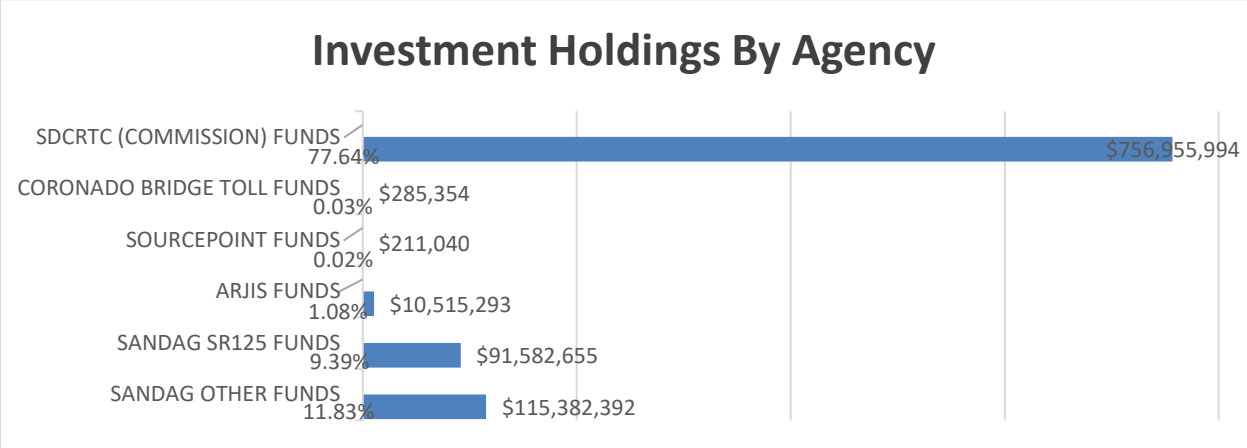
SANDAG staff is in the process of increasing short-term liquidity by establishing a line of credit with a commercial bank. The purpose of the increase is to manage short-term cash flow needs when capital expenses are incurred prior to the receipt of federal and state grant funds.

Quarterly Investment Data

Included with this quarterly finance report through December 31, 2021, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

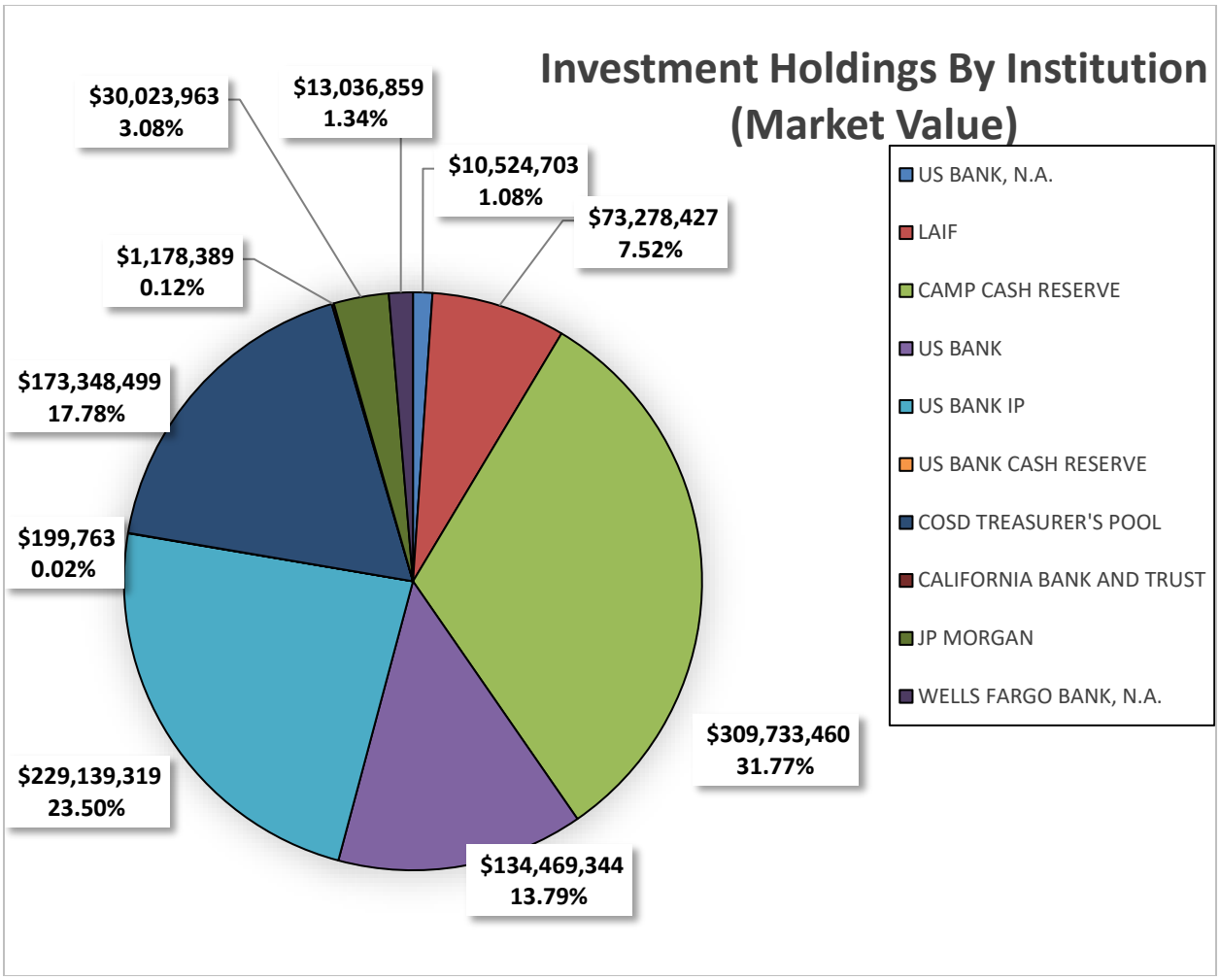
As of December 31, 2021, a total of $974.9 million was held by SANDAG in a number of investment accounts, in comparison to $1.05 billion held in the previous quarter. The $79.2 million decrease during the quarter is primarily due to the payment of debt service obligations in the month of October.[1]

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



Approximately $10.5 million was held in eleven U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately $964.4 million was invested in seven institutions.

[1] Due to rounding, the numbers below may not tie to the attached detail of investments.



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

Certifications

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

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

SANDAG
Summary of Portfolio Balances (by Institution)
as of December 31, 2021

Institution	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
US BANK, N.A.	$ 10,524,702.95	1.08%	$ 10,524,702.95	100.00%	$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	73,278,426.79	7.52%	73,278,426.79	100.00%	-	0.22%	340
CAMP CASH RESERVE PORTFOLIO	309,733,459.78	31.79%	309,733,459.78	100.00%	-	0.05%	45
US BANK TRUST	134,469,343.55	13.80%	134,469,343.55	100.00%	-	0.02%	10
US BANK INDIVIDUAL PORTFOLIO	229,873,886.60	23.60%	229,139,319.36	99.68%	(734,567.24)	1.26%	681
US BANK CASH RESERVE PORTFOLIO	199,763.42	0.02%	199,763.42	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	173,348,499.35	17.79%	173,348,499.35	100.00%	-	0.63%	558
JP MORGAN	30,030,961.92	3.08%	30,023,963.24	99.98%	(6,998.68)	0.06%	38
CALIFORNIA BANK AND TRUST	1,178,389.18	0.12%	1,178,389.18	100.00%	-	N/A	1
WELLS FARGO BANK, N.A.	11,584,597.39	1.19%	13,036,859.32	112.54%	1,452,261.93	1.82%	1
TOTAL	$ 974,222,030.93	100.00%	$ 974,932,726.94	100.07%	$ 710,696.01	0.47%	302

Summary of Portfolio Balances (by Agency)

Agency	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
SANDAG FUNDS	$ 205,512,784.49	21.10%	$ 206,965,046.42	100.71%	$ 1,452,261.93	0.21%	86
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	10,515,292.72	1.08%	10,515,292.72	100.00%	-	0.21%	172
SOURCEPOINT FUNDS	211,039.91	0.02%	211,039.91	100.00%	-	0.63%	484
CORONADO BRIDGE TOLL FUNDS	285,353.89	0.03%	285,353.89	100.00%	-	0.05%	45
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	757,697,559.92	77.77%	756,955,994.00	99.90%	(741,565.92)	0.55%	363
TOTAL	$ 974,222,030.93	100.00%	$ 974,932,726.94	100.07%	$ 710,696.01	0.47%	302

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

SANDAG
Detail of Portfolio Balances (by Account)
as of December 31, 2021

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
US BANK, N.A.:							
Checking - (ARJIS)	$ 611,262.94	0.06%	$ 611,262.94	100.00%	$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	651,636.65	0.07%	651,636.65	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	63,324.43	0.01%	63,324.43	100.00%	-	N/A	1
Checking - (SANDAG) General	647,588.42	0.07%	647,588.42	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	574,372.35	0.06%	574,372.35	100.00%	-	N/A	1
Checking - (SANDAG) Refund Account Common	270,808.63	0.03%	270,808.63	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	991,419.53	0.10%	991,419.53	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	1,138,250.66	0.12%	1,138,250.66	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	112,845.48	0.01%	112,845.48	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	5,435,225.34	0.56%	5,435,225.34	100.00%	-	N/A	1
Checking - (SourcePoint)	27,968.52	0.00%	27,968.52	100.00%	-	N/A	1
TOTAL US BANK, N.A.	$ 10,524,702.95	1.08%	$ 10,524,702.95	100.00%	$ -	N/A	1
STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):							
(RTC) TransNet	$ 73,200,085.52	7.51%	$ 73,200,085.52	100.00%	$ -	0.22%	340
(SANDAG)	78,341.27	0.01%	78,341.27	100.00%	-	0.22%	340
TOTAL LAIF	$ 73,278,426.79	7.52%	$ 73,278,426.79	100.00%	$ -	0.22%	340
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):							
CASH RESERVE PORTFOLIO:							
(ARJIS)	$ 7,246,241.28	0.74%	$ 7,246,241.28	100.00%	$ -	0.05%	45
(RTC) 2008 Cap Proj DSRF Release	17,151,795.38	1.76%	17,151,795.38	100.00%	-	0.05%	45
(RTC) 2008 Bond Series A - Principal	1.00	0.00%	1.00	100.00%	-	0.05%	45
(RTC) 2008 Bond Series B - Principal	1.00	0.00%	1.00	100.00%	-	0.05%	45
(RTC) 2008 Bond Series C - Principal	1.00	0.00%	1.00	100.00%	-	0.05%	45
(RTC) 2008 Bond Series D - Principal	1.00	0.00%	1.00	100.00%	-	0.05%	45
(RTC) 2008 Sales Tax Account - TransNet Extension	112,321,858.25	11.53%	112,321,858.25	100.00%	-	0.05%	45
(RTC) 2010 Bond Series A - Interest	5,009,149.36	0.51%	5,009,149.36	100.00%	-	0.05%	45
(RTC) 2012 Bond Series A - Interest	261,988.77	0.03%	261,988.77	100.00%	-	0.05%	45
(RTC) 2012 Bond Series A - Principal	15,725,291.26	1.61%	15,725,291.26	100.00%	-	0.05%	45
(RTC) 2014 Bond Series A Interest	2,859,927.85	0.29%	2,859,927.85	100.00%	-	0.05%	45
(RTC) 2014 Bond Series A Principal	4,395,383.38	0.45%	4,395,383.38	100.00%	-	0.05%	45
(RTC) 2016 Bond Series A Interest	3,782,818.35	0.39%	3,782,818.35	100.00%	-	0.05%	45
(RTC) 2016 Bond Series A Principal	4,151,673.44	0.43%	4,151,673.44	100.00%	-	0.05%	45
(RTC) 2020 Bond Series A Interest	869,230.81	0.09%	869,230.81	100.00%	-	0.05%	45
(RTC) 2020 Bond Series A Principal	1,215,123.59	0.12%	1,215,123.59	100.00%	-	0.05%	45
(RTC) Custody Account	15,542.06	0.00%	15,542.06	100.00%	-	0.05%	45
(RTC) Sage Hill Endowment	877,644.21	0.09%	877,644.21	100.00%	-	0.05%	45
(RTC) TransNet Program Reserve	56,308,655.83	5.78%	56,308,655.83	100.00%	-	0.05%	45
(RTC) Wetland Mitigation TransNet Sales Tax	311,416.59	0.03%	311,416.59	100.00%	-	0.05%	45
(SANDAG) 2019 Series AB Cap- I Fund	101,296.38	0.01%	101,296.38	100.00%	-	0.05%	45
(SANDAG) 2019 Series AB DSR Fund	12,759,418.02	1.31%	12,759,418.02	100.00%	-	0.05%	45

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(SANDAG) California Coastal Commission	1,054,805.82	0.11%	1,054,805.82	100.00%	-	0.05%	45
(SANDAG) Coronado Bridge Toll Funds	285,353.89	0.03%	285,353.89	100.00%	-	0.05%	45
(SANDAG) El Portal Project	4,762,131.30	0.49%	4,762,131.30	100.00%	-	0.05%	45
(SANDAG) I-15 FasTrak®	663,071.72	0.07%	663,071.72	100.00%	-	0.05%	45
(SANDAG) SR 125	1,976,348.45	0.20%	1,976,348.45	100.00%	-	0.05%	45
(SANDAG) SR 125	33,580,580.13	3.45%	33,580,580.13	100.00%	-	0.05%	45
(SANDAG) SR 125	21,874,239.96	2.25%	21,874,239.96	100.00%	-	0.05%	45
(SANDAG) Shoreline Management	172,469.70	0.02%	172,469.70	100.00%	-	0.05%	45
TOTAL CASH RESERVE PORTFOLIO	$ 309,733,459.78	31.79%	$ 309,733,459.78	100.00%	$ -	0.05%	45
TOTAL CAMP	$ 309,733,459.78	31.79%	$ 309,733,459.78	100.00%	$ -	0.05%	45
US BANK TRUST:							
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	$ 1,835,333.22	0.19%	$ 1,835,333.22	100.00%	$ -	0.00%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	3,404,363.30	0.35%	3,404,363.30	100.00%	-	0.01%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	0.02	0.00%	0.02	100.00%	-	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	748,210.25	0.08%	748,210.25	100.00%	-	0.01%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	0.01	0.00%	0.01	100.00%	-	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	1,463,977.68	0.15%	1,463,977.68	100.00%	-	0.01%	1
Money Market - (RTC) 2021A Short-term Notes COI	0.03	0.00%	0.03	100.00%	-	0.00%	1
Money Market - (RTC) 2021A Short-term Notes Interest	24,373,272.47	2.50%	24,373,272.47	100.00%	-	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	5,665.50	0.00%	5,665.50	100.00%	-	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	791,270.65	0.08%	791,270.65	100.00%	-	0.01%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	237,841.75	0.02%	237,841.75	100.00%	-	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	566.41	0.00%	566.41	100.00%	-	0.02%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	6,468,552.38	0.66%	6,468,552.38	100.00%	-	0.02%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	0.05	0.00%	0.05	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A	5,452,491.84	0.56%	5,452,491.84	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	4,526,718.07	0.46%	4,526,718.07	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	2,531,667.59	0.26%	2,531,667.59	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	13,760,663.40	1.41%	13,760,663.40	100.00%	-	0.00%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	2,331,874.30	0.24%	2,331,874.30	100.00%	-	0.00%	1
Certificates of Participation - (RTC) North County Transit District	20,450,000.00	2.10%	20,450,000.00	100.00%	-	0.12%	62
Capital Project Retention Accounts	46,086,874.63	4.73%	46,086,874.63	100.00%	-	N/A	1
TOTAL US BANK TRUST	$ 134,469,343.55	13.80%	$ 134,469,343.55	100.00%	$ -	0.02%	10
US BANK:							
INDIVIDUAL PORTFOLIO:							
(RTC) TransNet Extension	$ 229,873,886.60	23.60%	$ 229,139,319.36	99.68%	$ (734,567.24)	1.26%	681
TOTAL INDIVIDUAL PORTFOLIO	$ 229,873,886.60	23.60%	$ 229,139,319.36	99.68%	$ (734,567.24)	1.26%	681
CASH RESERVE:							
(RTC) TransNet Extension	$ 199,763.42	0.02%	$ 199,763.42	100.00%	$ -	0.00%	1
TOTAL CASH RESERVE	$ 199,763.42	0.02%	$ 199,763.42	100.00%	$ -	0.00%	1
TOTAL US BANK	$ 230,073,650.02	23.62%	$ 229,339,082.78	99.68%	$ (734,567.24)	1.26%	680

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	$ 2,657,788.50	0.27%	$ 2,657,788.50	100.00%	$ -	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	34,628,423.60	3.55%	34,628,423.60	100.00%	-	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	78,511,372.57	8.06%	78,511,372.57	100.00%	-	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	32,033,991.63	3.29%	32,033,991.63	100.00%	-	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	17,287,637.75	1.77%	17,287,637.75	100.00%	-	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	8,046,213.91	0.83%	8,046,213.91	100.00%	-	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	183,071.39	0.02%	183,071.39	100.00%	-	0.63%	558
TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	$ 173,348,499.35	17.79%	$ 173,348,499.35	100.00%	$ -	0.63%	558
JP MORGAN:							
(RTC) JPMorgan Prime Money Market Fund	$ 20,021,528.38	2.06%	$ 20,015,529.98	99.97%	$ (5,998.40)	0.07%	44
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	10,009,433.54	1.03%	10,008,433.26	99.99%	(1,000.28)	0.06%	27
TOTAL JP MORGAN	$ 30,030,961.92	3.08%	$ 30,023,963.24	99.98%	$ (6,998.68)	0.06%	38
CALIFORNIA BANK AND TRUST:							
Capital Project Retention Accounts	$ 1,178,389.18	0.12%	$ 1,178,389.18	100.00%	$ -	N/A	1
TOTAL CALIFORNIA BANK AND TRUST	$ 1,178,389.18	0.12%	$ 1,178,389.18	100.00%	$ -	N/A	1
WELLS FARGO BANK, N.A.:							
(SANDAG) Section 115 Pension Trust	$ 11,584,597.39	1.19%	$ 13,036,859.32	112.54%	$ 1,452,261.93	1.82%	1
TOTAL WELLS FARGO BANK, N.A.	$ 11,584,597.39	1.19%	$ 13,036,859.32	112.54%	$ 1,452,261.93	1.82%	1
TOTAL	$ 974,222,030.93	100.00%	$ 974,932,726.94	100.07%	$ 710,696.01	0.47%	302

Legend:

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

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity

SANDAG
Detail of Portfolio Balances (by Investment Type)
as of December 31, 2021

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Cash and cash equivalents:											
Demand deposits:											
(ARJIS)	N/A	N/A	$ 611,262.94	$ 611,262.94	$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	651,636.65	651,636.65	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	63,324.43	63,324.43	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	647,588.42	647,588.42	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	574,372.35	574,372.35	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Refund Account Common	N/A	N/A	270,808.63	270,808.63	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	991,419.53	991,419.53	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	1,138,250.66	1,138,250.66	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	112,845.48	112,845.48	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	5,435,225.34	5,435,225.34	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	27,968.52	27,968.52	-	N/A	NR	NR	NR	N/A	1
Total demand deposits			$ 10,524,702.95	$ 10,524,702.95	$ -	$ -				N/A	1
Money market accounts and funds:											
CAMP Cash Reserve Portfolio - (ARJIS)	N/A	N/A	$ 7,246,241.28	$ 7,246,241.28	$ -	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Cap Proj DSRF Release	N/A	N/A	17,151,795.38	17,151,795.38	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series A - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series B - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series C - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Bond Series D - Principal	N/A	N/A	1.00	1.00	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	112,321,858.25	112,321,858.25	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	5,009,149.36	5,009,149.36	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2012 Bond Series A - Interest	N/A	N/A	261,988.77	261,988.77	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2012 Bond Series A - Principal	N/A	N/A	15,725,291.26	15,725,291.26	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Interest	N/A	N/A	2,859,927.85	2,859,927.85	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Principal	N/A	N/A	4,395,383.38	4,395,383.38	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	3,782,818.35	3,782,818.35	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	4,151,673.44	4,151,673.44	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	869,230.81	869,230.81	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	1,215,123.59	1,215,123.59	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) Custody Account	N/A	N/A	15,542.06	15,542.06	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	877,644.21	877,644.21	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	56,308,655.83	56,308,655.83	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	311,416.59	311,416.59	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB Cap- I Fund	N/A	N/A	101,296.38	101,296.38	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB DSR Fund	N/A	N/A	12,759,418.02	12,759,418.02	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	1,054,805.82	1,054,805.82	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	285,353.89	285,353.89	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) El Portal Project	N/A	N/A	4,762,131.30	4,762,131.30	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	663,071.72	663,071.72	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	172,469.70	172,469.70	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	33,580,580.13	33,580,580.13	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	1,976,348.45	1,976,348.45	-	N/A	AAAm	NR	NR	0.05%	45
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	21,874,239.96	21,874,239.96	-	N/A	AAAm	NR	NR	0.05%	45
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	N/A	N/A	1,835,333.22	1,835,333.22	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	3,404,363.30	3,404,363.30	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	N/A	N/A	748,210.25	748,210.25	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	N/A	N/A	0.01	0.01	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	N/A	N/A	1,463,977.68	1,463,977.68	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) 2021A Short-term Notes COI	N/A	N/A	0.03	0.03	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2021A Short-term Notes Interest	N/A	N/A	24,373,272.47	24,373,272.47	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	5,665.50	5,665.50	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	791,270.65	791,270.65	-	N/A	NR	NR	NR	0.01%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	237,841.75	237,841.75	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	N/A	N/A	566.41	566.41	-	N/A	NR	NR	NR	0.02%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	N/A	N/A	6,468,552.38	6,468,552.38	-	N/A	NR	NR	NR	0.02%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	N/A	N/A	0.05	0.05	-	N/A	NR	NR	NR	0.00%	1

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Money Market - (SANDAG) SR 125 2017 Bond Series A	N/A	N/A	5,452,491.84	5,452,491.84	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	N/A	N/A	4,526,718.07	4,526,718.07	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	N/A	N/A	2,531,667.59	2,531,667.59	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	N/A	N/A	13,760,663.40	13,760,663.40	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	2,331,874.30	2,331,874.30	-	N/A	NR	NR	NR	0.00%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	2,657,788.50	2,657,788.50	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	34,628,423.60	34,628,423.60	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	N/A	N/A	78,511,372.57	78,511,372.57	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	32,033,991.63	32,033,991.63	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	N/A	N/A	17,287,637.75	17,287,637.75	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	8,046,213.91	8,046,213.91	-	N/A	NR	NR	AAAf / S1	0.63%	558
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	183,071.39	183,071.39	-	N/A	NR	NR	AAAf / S1	0.63%	558
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	73,200,085.52	73,200,085.52	-	N/A	NR	NR	NR	0.22%	340
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	78,341.27	78,341.27	-	N/A	NR	NR	NR	0.22%	340
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	199,763.42	199,763.42	-	N/A	NR	NR	NR	0.00%	1
Wells Fargo - (SANDAG) Section 115 Pension Trust	N/A	N/A	11,584,597.39	13,036,859.32	1,452,261.93	N/A	NR	NR	NR	1.82%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	20,021,528.38	20,015,529.98	(5,998.40)	N/A	AAAm	Aaa-mf	AAAmmf	0.07%	44
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	10,009,433.54	10,008,433.26	(1,000.28)	N/A	AAAm	Aaa-mf	AAAmmf	0.06%	27
Capital Project Retention Accounts - US Bank	N/A	N/A	46,086,874.63	46,086,874.63	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	1,178,389.18	1,178,389.18	-	N/A	NR	NR	NR	N/A	1
Total money market accounts and funds			$ 713,373,441.38	$ 714,818,704.63	$ 1,445,263.25	$ -				0.23%	191
Total cash and cash equivalents			$ 723,898,144.33	$ 725,343,407.58	$ 1,445,263.25	N/A				0.23%	189
Investments:											
U.S. Agencies:											
FEDERAL FARM CREDIT BANK	04/11/2019	04/05/2023	$ 6,968,500.00	$ 7,174,096.93	$ 205,596.93	$ 7,000,000.00	AA+	Aaa	AAA	2.37%	460
FEDERAL FARM CREDIT BANK	05/15/2019	11/08/2023	6,022,560.00	6,202,830.18	180,270.18	6,000,000.00	AA+	Aaa	AAA	2.21%	677
FEDERAL FARM CREDIT BANK	10/16/2020	10/13/2023	5,794,200.00	5,758,170.34	(36,029.66)	5,800,000.00	AA+	Aaa	AAA	0.31%	651
FEDERAL FARM CREDIT BANK	09/28/2020	03/28/2024	5,995,500.00	5,932,765.68	(62,734.32)	6,000,000.00	AA+	Aaa	AAA	0.32%	818
FEDERAL FARM CREDIT BANK	09/17/2019	09/10/2024	5,079,870.00	5,178,546.90	98,676.90	5,000,000.00	AA+	Aaa	AAA	1.74%	984
FEDERAL FARM CREDIT BANK	06/24/2019	02/08/2023	5,082,900.00	5,111,494.10	28,594.10	5,000,000.00	AA+	Aaa	AAA	1.77%	404
FEDERAL FARM CREDIT BANK	08/27/2019	07/26/2024	6,615,310.00	6,690,706.95	75,396.95	6,500,000.00	AA+	Aaa	AAA	1.47%	938
FEDERAL HOME LOAN BANK	02/08/2021	02/10/2025	6,017,160.00	5,892,392.34	(124,767.66)	6,000,000.00	AA+	Aaa	-	0.21%	1,137
FEDERAL HOME LOAN BANK	03/25/2019	12/09/2022	3,648,843.00	3,451,151.91	(197,691.09)	3,300,000.00	AA+	Aaa	-	2.25%	343
FEDERAL HOME LOAN BANK	06/24/2019	03/10/2023	5,063,453.47	5,096,904.95	33,451.48	5,000,000.00	AA+	Aaa	-	1.77%	434
FEDERAL HOME LOAN MORTGAGE CORP	11/08/2019	01/13/2022	4,563,265.50	4,502,920.28	(60,345.22)	4,500,000.00	AA+	Aaa	AAA	1.71%	13
FEDERAL HOME LOAN MORTGAGE CORP	09/28/2020	03/29/2024	5,000,000.00	4,945,962.70	(54,037.30)	5,000,000.00	-	Aaa	AAA	0.35%	819
FEDERAL HOME LOAN MORTGAGE CORP	03/09/2021	05/15/2024	4,993,750.00	4,941,355.80	(52,394.20)	5,000,000.00	-	Aaa	AAA	0.40%	866
FEDERAL NATIONAL MORTGAGE ASSOCIATION	07/01/2019	10/05/2022	5,028,950.00	5,063,532.90	34,582.90	5,000,000.00	AA+	Aaa	-	1.82%	278
FEDERAL NATIONAL MORTGAGE ASSOCIATION	06/09/2021	01/07/2025	6,461,206.00	6,313,297.81	(147,908.19)	6,200,000.00	AA+	Aaa	AAA	0.44%	1,103
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/08/2019	07/02/2024	4,993,150.00	5,110,546.65	117,396.65	5,000,000.00	AA+	Aaa	AAA	1.78%	914
FEDERAL NATIONAL MORTGAGE ASSOCIATION	10/25/2019	09/06/2022	5,262,158.00	5,339,995.44	77,837.44	5,300,000.00	AA+	Aaa	AAA	1.63%	249
FEDERAL NATIONAL MORTGAGE ASSOCIATION	04/23/2019	04/12/2022	4,982,050.00	5,029,209.65	47,159.65	5,000,000.00	AA+	Aaa	AAA	2.38%	102
UNITED STATES TREASURY NOTE/BOND	08/19/2021	11/30/2024	5,888.61	5,791.07	(97.54)	5,700.00	AA+	Aaa	AAA	0.48%	1,065
UNITED STATES TREASURY NOTE/BOND	09/08/2021	11/30/2024	6,093,593.75	5,994,261.70	(99,332.05)	5,900,000.00	AA+	Aaa	AAA	0.47%	1,065
UNITED STATES TREASURY NOTE/BOND	09/13/2021	12/31/2024	5,727,323.11	5,626,972.67	(100,350.44)	5,500,000.00	AA+	Aaa	AAA	0.48%	1,096
UNITED STATES TREASURY NOTE/BOND	06/24/2019	09/30/2023	4,235,500.00	4,352,406.25	116,906.25	4,300,000.00	AA+	Aaa	AAA	1.74%	638
UNITED STATES TREASURY NOTE/BOND	10/13/2021	10/31/2023	4,819,152.34	4,779,496.08	(39,656.26)	4,700,000.00	AA+	Aaa	AAA	0.38%	669
UNITED STATES TREASURY NOTE/BOND	06/13/2019	08/31/2023	3,925,794.65	4,047,656.24	121,861.59	4,000,000.00	AA+	Aaa	AAA	1.84%	608
UNITED STATES TREASURY NOTE/BOND	06/24/2019	05/31/2023	4,980,078.13	5,075,585.95	95,507.82	5,000,000.00	AA+	Aaa	AAA	1.73%	516
UNITED STATES TREASURY NOTE/BOND	11/22/2021	11/30/2023	6,180,937.50	6,161,718.72	(19,218.78)	6,000,000.00	AA+	Aaa	AAA	0.61%	699
UNITED STATES TREASURY NOTE/BOND	09/27/2019	04/30/2024	5,091,423.00	5,136,523.45	45,100.45	5,000,000.00	AA+	Aaa	AAA	1.58%	851
UNITED STATES TREASURY NOTE/BOND	12/13/2021	09/15/2023	5,256,523.44	5,251,968.75	(4,554.69)	5,300,000.00	AA+	Aaa	AAA	0.60%	623
Total U.S. Agencies			$ 143,889,040.50	$ 144,168,262.39	$ 279,221.89	$ 142,305,700.00				1.24%	683
Corporate Medium Term Notes:											
BANK OF AMERICA CORP	10/14/2020	12/20/2023	$ 2,628,700.00	$ 2,551,824.50	$ (76,875.50)	$ 2,500,000.00	A-	A2	AA-	0.61%	719
BANK OF AMERICA CORP	03/23/2021	10/24/2024	4,012,600.00	3,973,773.04	(38,826.96)	4,000,000.00	A-	A2	AA-	0.69%	1,028
CATERPILLAR FINANCIAL SERVICES	03/14/2019	02/26/2022	4,019,240.00	4,014,705.68	(4,534.32)	4,000,000.00	A	A2	A	2.77%	57
CATERPILLAR FINANCIAL SERVICES	05/16/2019	12/07/2023	3,121,890.00	3,158,394.84	36,504.84	3,000,000.00	A	A2	A	2.69%	706
CHEVRON	05/15/2019	06/24/2023	5,118,900.00	5,148,476.50	29,576.50	5,000,000.00	AA-	Aa2	-	2.57%	540
CITIBANK	06/21/2021	01/23/2024	6,565,064.00	6,417,435.52	(147,628.48)	6,100,000.00	A+	Aa3	A+	0.67%	753
HOME DEPOT INC	03/14/2019	03/01/2022	4,275,054.00	4,218,801.85	(56,252.15)	4,200,000.00	A	A2	A	2.62%	60

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
HONEYWELL INTERNATIONAL	11/08/2019	08/15/2024	2,933,756.00	2,997,231.14	63,475.14	2,900,000.00	A	A2	A	2.04%	958
INTERNATIONAL BUSINESS MACHINES CORP	09/04/2019	08/01/2023	5,156,295.10	5,085,667.35	(70,627.75)	4,895,000.00	A-	A3	-	1.95%	578
JP MORGAN CHASE & CO	08/18/2021	03/16/2024	5,019,250.00	4,988,153.50	(31,096.50)	5,000,000.00	A-	A2	AA-	0.45%	806
JP MORGAN CHASE & CO	02/12/2021	04/23/2024	3,739,435.00	3,617,144.30	(122,290.70)	3,500,000.00	A-	A2	AA-	0.41%	844
MICROSOFT CORP	07/18/2019	02/06/2024	6,043,518.00	6,089,708.66	46,190.66	5,850,000.00	AAA	Aaa	AAA	2.11%	767
PFIZER INC	09/30/2019	05/15/2024	4,036,968.00	4,025,557.44	(11,410.56)	3,800,000.00	A+	A2	A	1.98%	866
PNC BANK	02/07/2020	07/25/2023	3,185,370.00	3,127,036.41	(58,333.59)	3,000,000.00	A-	A3	A	1.95%	571
WELLS FARGO AND CO	07/20/2020	01/24/2023	5,176,950.00	5,006,679.90	(170,270.10)	5,000,000.00	BBB+	A1	A+	0.70%	389
WELLS FARGO AND CO	07/09/2020	06/02/2024	2,546,750.00	2,521,371.60	(25,378.40)	2,500,000.00	BBB+	A1	A+	0.99%	884
Total Corporate Medium Notes			$ 67,579,740.10	$ 66,941,962.23	$ (637,777.87)	$ 65,245,000.00				1.56%	646
Supra-National Agency Bond/Note											
INT'L BANK FOR RECON AND DEVELOPMENT	03/08/2021	01/15/2025	$ 6,229,560.00	$ 6,102,922.86	$ (126,637.14)	$ 6,000,000.00	AAA	Aaa	-	0.62%	1,111
INTER-AMERICAN DEVELOPMENT BANK	04/15/2021	05/24/2023	6,739,396.00	6,692,414.93	(46,981.07)	6,700,000.00	AAA	Aaa	-	0.22%	509
INTER-AMERICAN DEVELOPMENT BANK	11/06/2020	02/21/2024	5,436,150.00	5,233,756.95	(202,393.05)	5,000,000.00	AAA	Aaa	AAA	0.32%	782
Total Supra-National Agency Bond/Notes			$ 18,405,106.00	$ 18,029,094.74	$ (376,011.26)	$ 17,700,000.00				0.38%	792
Certificates of Participation:											
(RTC) North County Transit District Certificates of Participation	12/02/2021	03/03/2022	$ 20,450,000.00	$ 20,450,000.00	$ -	$ 20,450,000.00	NR	A1	NR	0.12%	62
Total Certificates of Participation			$ 20,450,000.00	$ 20,450,000.00	$ -	$ 20,450,000.00				0.12%	62
Total investments			$ 250,323,886.60	$ 249,589,319.36	$ (734,567.24)	$ 245,700,700.00				1.17%	630
Total Portfolio:			$ 974,222,030.93	$ 974,932,726.94	$ 710,696.01	N/A				0.47%	302

Legend:

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

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity

TransNet EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2022 QUARTER: 2

	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income [1]	Total Allocation	Program Disbursements [2]			Debt Service [3]			Total Disbursements
PROGRAM & RECIPIENT	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	$2,000,921	$4,007,004	$38,679,224	$171,922	$38,851,146	$(2,300,000)	$(3,500,000)	$(37,941,488)	$0	$0	$0	$(37,941,488)
ITOC	$105,385	$210,771	$3,591,117	$46,723	$3,637,840	$0	$0	$(3,329,067)	$0	$0	$0	$(3,329,067)
Bicycle/Pedestrian/Neighborhood Safety	$2,000,921	$4,007,004	$73,351,443	$3,843,833	$77,195,276	$(6,869,305)	$(8,480,701)	$(147,303,598)	$(1,326,414)	$(2,652,117)	$(12,780,374)	$(160,083,972)
Major Corridor Capital Projects	$36,456,761	$73,007,668	$1,349,741,141	$(192,934,007)	$1,156,807,134	$(54,600,950)	$(14,308,806)	$(2,801,454,126)	$(20,447,211)	$(39,292,698)	$(1,109,573,743)	$(3,911,027,869)
Major Corridor Project EMP	$4,221,309	$8,453,519	$156,285,816	$152,604,067	$308,889,883	$(1,375,059)	$(1,851,999)	$(392,116,819)	$(4,326,505)	$(8,111,172)	$(206,489,698)	$(598,606,517)
Local Project EMP	$1,726,899	$3,458,258	$63,935,107	$2,852,263	$66,787,370	$616,468	$(284,014)	$(8,748,327)	$0	$0	$(54)	$(8,748,381)
Smart Growth Incentive Program	$2,014,716	$4,034,634	$74,590,958	$3,222,169	$77,813,127	$(730,837)	$(847,855)	$(45,075,596)	$0	$0	$0	$(45,075,596)
Local Streets and Roads												
City of Carlsbad	$1,034,838	$2,072,339	$36,922,044	$9,514,783	$46,436,827	$(263,043)	$(264,084)	$(24,556,121)	$0	$0	$0	$(24,556,121)
City of Chula Vista	$2,073,070	$4,151,506	$73,644,001	$5,050,878	$78,694,879	$(561,963)	$(2,395,060)	$(64,931,150)	$0	$0	$0	$(64,931,150)
City of Coronado	$190,537	$381,539	$7,594,924	$966,380	$8,561,304	$(182)	$(100,363)	$(5,985,688)	$0	$0	$0	$(5,985,688)
City of Del Mar	$64,078	$128,290	$2,647,410	$183,624	$2,831,034	$(53)	$(104)	$(4,847,928)	$(31,033)	$(61,059)	$(1,952,395)	$(6,800,323)
City of El Cajon	$813,130	$1,628,346	$30,428,141	$2,616,069	$33,044,210	$(212,817)	$(250,632)	$(26,085,836)	$0	$0	$0	$(26,085,836)
City of Encinitas	$547,803	$1,096,999	$21,161,517	$3,947,193	$25,108,710	$(1,133,799)	$(1,525,705)	$(23,419,922)	$0	$0	$0	$(23,419,922)
City of Escondido	$1,239,921	$2,483,039	$45,304,131	$5,817,400	$51,121,531	$(413,253)	$(414,502)	$(38,082,069)	$0	$0	$0	$(38,082,069)
City of Imperial Beach	$236,754	$474,091	$9,023,056	$570,116	$9,593,172	$(375,229)	$(375,457)	$(10,373,714)	$(72,749)	$(148,341)	$(518,654)	$(10,892,368)
City of La Mesa	$514,146	$1,029,597	$19,658,123	$3,416,923	$23,075,046	$(512)	$(528,261)	$(21,521,214)	$(83,632)	$(209,801)	$(3,797,104)	$(25,318,318)
City of Lemon Grove	$231,184	$462,937	$9,023,197	$632,828	$9,656,025	$(223)	$(4,022)	$(8,890,033)	$0	$(284)	$(284)	$(8,890,317)
City of National City	$475,216	$951,636	$17,808,612	$1,452,936	$19,261,548	$(473)	$(943)	$(16,836,798)	$(4)	$(4)	$(8,233,113)	$(25,069,911)
City of Oceanside	$1,501,763	$3,007,404	$57,817,716	$8,746,836	$66,564,552	$(1,520)	$(3,036)	$(60,521,577)	$(259,641)	$(651,255)	$(4,000,923)	$(64,522,500)
City of Poway	$480,611	$962,442	$19,027,977	$1,227,637	$20,255,614	$(596,030)	$(596,507)	$(18,100,138)	$0	$0	$0	$(18,100,138)
City of San Diego	$11,337,207	$22,703,910	$411,281,606	$27,576,658	$438,858,264	$(5,916,543)	$(11,973,506)	$(426,072,527)	$(7,357)	$(34,157)	$(177,035)	$(426,249,562)
City of San Marcos	$751,220	$1,504,364	$27,156,883	$3,744,142	$30,901,025	$(938,452)	$(939,204)	$(30,705,779)	$(84,008)	$(169,545)	$(6,799,960)	$(37,505,739)
City of Santee	$467,634	$936,454	$18,207,303	$1,188,900	$19,396,203	$(831,064)	$(831,527)	$(23,472,356)	$(191,244)	$(359,560)	$(12,814,076)	$(36,286,432)
City of Solana Beach	$137,723	$275,773	$5,552,257	$526,724	$6,078,981	$(21,057)	$(21,186)	$(8,201,644)	$(27,639)	$(55,268)	$(2,419,279)	$(10,620,923)

FISCAL YEAR: FY 2022 QUARTER: 2

	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income [1]	Total Allocation	Program Disbursements [2]			Debt Service [3]			Total Disbursements
PROGRAM & RECIPIENT	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
City of Vista	$775,669	$1,553,326	$29,036,223	$3,823,118	$32,859,341	$(149,663)	$(348,036)	$(28,177,788)	$0	$0	$0	$(28,177,788)
San Diego County	$5,045,700	$10,104,510	$192,322,434	$16,618,553	$208,940,987	$(5,137)	$(10,259)	$(151,792,650)	$(335,544)	$(660,640)	$(23,214,259)	$(175,006,909)
Total Local Streets and Roads	$27,918,204	$55,908,502	$1,033,617,555	$97,621,698	$1,131,239,253	$(11,421,013)	$(20,582,396)	$(992,574,932)	$(1,092,851)	$(2,349,914)	$(63,927,082)	$(1,056,502,014)
Transit Services												
MTS	$11,108,459	$22,245,605	$403,132,944	$607,517	$403,740,461	$(8,685,658)	$(16,623,038)	$(395,249,634)	$0	$0	$0	$(395,249,634)
NCTD	$4,206,978	$8,424,821	$163,891,533	$250,038	$164,141,571	$(4,729,452)	$(7,403,909)	$(160,881,701)	$(1,729)	$(12,124)	$(1,644,087)	$(162,525,788)
Senior Grant Program	$514,472	$1,030,273	$19,047,334	$171,711	$19,219,045	$(353,051)	$(375,899)	$(17,779,994)	$0	$0	$0	$(17,779,994)
Total Transit Services	$15,829,909	$31,700,699	$586,071,811	$1,029,266	$587,101,077	$(13,768,161)	$(24,402,846)	$(573,911,329)	$(1,729)	$(12,124)	$(1,644,087)	$(575,555,416)
New Major Corridor Transit Operations	$7,771,047	$15,562,161	$287,707,980	$15,338,281	$303,046,261	$(3,950,670)	$(16,321,927)	$(146,730,709)	$0	$0	$0	$(146,730,709)
TOTAL TRANSNET EXTENSTION	$100,046,072	$200,350,220	$3,667,572,152	$83,796,215	$3,751,368,367	$(94,399,527)	$(90,580,544)	$(5,149,185,991)	$(27,194,710)	$(52,418,025)	$(1,394,415,038)	$(6,543,601,029)

Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	$0	$(4,500,000)
City of Santee	$0	$(3,950,000)
NCTD	$0	$(34,000,000)
City of Imperial Beach	$0	$(1,807,000)
City of San Diego	$0	$(26,167,000)
City of La Mesa	$0	$(4,500,000)
City of Oceanside	$0	$(4,991,000)
City of Del Mar	$0	$(704,000)
Major Corridor Capital Projects	$0	$(99,899,679)
Major Corridor Project EMP	$0	$(16,052,321)
Total CP Disbursements	$0	$(196,571,000)

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Years	This Quarter	FY to Date	Program to Date
CP Program	$100,000,000	$0	$0	$100,000,000
NCTD	$(21,750,000)	$0	$(1,300,000)	$(20,450,000)
City of La Mesa	$(1,417,000)	$0	$(500,000)	$(917,000)
City of Oceanside	$(2,819,000)	$0	$(1,523,000)	$(1,296,000)
City of Imperial Beach	$(1,335,000)	$0	$(289,000)	$(1,046,000)
Major Corridor Capital Projects	$0	$0	$0	$0
City of San Diego	$(26,167,000)	$0	$0	$(26,167,000)
Major Corridor Project EMP	$0	$0	$0	$0
CP Outstanding	$(53,488,000)	[redacted]	[redacted]	$(49,876,000)
CP AVAILABLE FOR ISSUANCE	$46,512,000	[redacted]	[redacted]	$50,124,000

Other Activity

PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	$(151,839,904)	$0	$0	$(151,839,904)
Major Corridor Project EMP	$151,839,904	$0	$0	$151,839,904
Total Other Activity	$0	$0	$0	$0

2008 ABCD Sales Tax Revenue Bond Activity - $600,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [4]			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	$16,893,500	$0	$0	$16,893,500
Major Corridor Capital Projects	$392,721,119	$0	$0	$392,721,119
Major Corridor Project EMP	$45,517,182	$0	$0	$45,517,182
Total 2008 Bond Disbursement	$455,131,801	$0	$0	$455,131,801

2010 A Sales Tax Revenue Bond Activity - $338,960,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of San Marcos	$15,253,815	$0	$0	$15,253,815
City of Solana Beach	$5,515,065	$0	$0	$5,515,065
Major Corridor Capital Projects	$276,292,690	$0	$0	$276,292,690
Major Corridor Project EMP	$43,419,140	$0	$0	$43,419,140
Total 2010 A Bond Disbursement	$340,480,710	$0	$0	$340,480,710

2010 B Sales Tax Revenue Bond Activity - $11,040,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of National City	$3,383,956	$0	$0	$3,383,956
City of Santee	$8,519,844	$0	$0	$8,519,844
Total 2010 B Bond Disbursement	$11,903,800	$0	$0	$11,903,800

2020 A Sales Tax Revenue Bond Activity - 74,820,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Bike/Pedestrian	$44,152,093	$7,629,735	$12,462,474	$56,614,567
TOTAL TRANSNET EXTENSION	$44,152,093	$7,629,735	$12,462,474	$56,614,567

2021 B Sales Tax Revenue Bond Activity - $116,150,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	$0.00	$52,035,019.00	$52,323,513.00	$52,323,513.00
<i>Total 2021 B Bond Dibursement	$0.00	$52,035,019.00	$52,323,513.00	$52,323,513.00

2012 A Sales Tax Revenue Bond Activity - $420,585,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [4.5.6]			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	$5,706,500	$0	$0	$5,706,500
Major Corridor Capital Projects	$444,770,201	$0	$0	$444,770,201
Major Corridor Project EMP	$26,812,066	$0	$0	$26,812,066
Total 2012 A Bond	$477,288,767	$0	$0	$477,288,767

2014 A Sales Tax Revenue Bond Activity - $350,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [5.6]			
	Prior Years	This Quarter	FY to Date	Program to Date
City of Del Mar	$3,518,350	$0	$0	$3,518,350
City of San Marcos	$1,152,611	$0	$0	$1,152,611
City of Santee	$4,938,727	$0	$0	$5,397,979
Major Corridor Capital Projects	$343,906,117	$0	$0	$343,906,117
Major Corridor Project EMP	$52,162,768	$0	$0	$52,162,768
Total 2014 A Bond Disbursement	$405,678,573	$0	$0	$406,137,825

2016 A Sales Tax Revenue Bond Activity - $325,000,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Bicycle/Pedestrian/Neighborhood Safety	$31,224,192	$0	$0	$31,224,192
Major Corridor Capital Projects	$322,425,541	$0	$0	$322,425,541
Major Corridor Project EMP	$54,042,182	$0	$0	$54,042,182
Total 2016 A Bond Disbursement	$407,691,915	$0	$0	$407,691,915

2018 A Sales Tax Revenue Bond Activity - $537,480,000

PROGRAM & RECIPIENT	Bond Proceeds Disbursements [6]			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	$543,553,909	$29,899,333	$29,899,333	$573,453,241
Total 2018 A Bond Disbursement	$543,553,909	$29,899,333	$29,899,333	$573,453,241

FOOTNOTES:

1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.

2. Program Disbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.

3. Debt Service includes principal and interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interest earnings.

4. 2008 Bond Proceeds have been fully disbursed, net of Reserve Requirement of $17.1 million. The Program to Date total includes interest earnings. The 2008 Bonds were partially defeased with the issuance of the 2012Bonds on June 14, 2012, thereby reducing the 2008 Bond Proceed Disbursement.

5. 2010, 2012,2014, 2016,and 2018 Bond Proceeds have been fully disbursed and the Program to Date includes interest earnings.

6. The 2012 Bond total includes a premium of $55.8 million, the2014 Bond total includes a premium of $55.3 million, the 2016 Bond total includes a premium of $78.8 million, the 2018 Bond includes a premium of $31.6 million and the 2020 bond includes a premium of $20 million.

7. On March 25, 2021 the Commission issued $265.9 million in 2021AB bonds of which $170 million was used to refund the 2014A bonds. The bonds were issued at a premium of $36 million with $130 million in project funds available to be used on Major Corridor projects. No project funds as of June 30 have been expended.

Youth Opportunity and SPRINTER/BREEZE Passes: Program Updates and Equity Analysis

Overview

SANDAG, MTS, and NCTD have teamed up to connect youth to opportunity by providing free transit to anyone aged 18 and under. The Youth Opportunity Pass is funded by SANDAG as part of an effort to make transit accessible for everyone, and make our region more equitable, efficient, and connected.

Starting May 1, 2022, Youth monthly transit passes will be replaced by the Youth Opportunity Pass through June 30, 2023.

In parallel, starting October 1, 2022, NCTD will make permanent the SPRINTER/BREEZE pass, which is currently offered as a promotional fare product. Both of these fare changes require a Title VI equity analysis to comply with Federal Transit Administration regulations.

Action: **Approve**

The Board of Directors is asked to approve the Title VI equity analysis for SANDAG's Youth Opportunity Pass pilot program and NCTD's SPRINTER/BREEZE fare pass.

Fiscal Impact:

$6,134,480 of Board-approved CMAQ funds through OWP 3505000 for Youth program. No fiscal impact to SANDAG for SPRINTER/BREEZE program.

Schedule/Scope Impact:

Pending approval, the fare changes will go into effect as scheduled on May 1 for the Youth Opportunity Pass pilot program and October 1 for the SPRINTER/BREEZE program.

Key Considerations

Since Board approval in October 2021, SANDAG staff have been working with MTS, NCTD, and community partners to define the scope of the Youth Opportunity Pass pilot program. Due to additional funding from the County of San Diego, SANDAG has been able to extend the program from a year to a total of 14 months.

For both the Youth Opportunity Pass and SPRINTER/BREEZE fare pass, the Title VI analysis found that the fare changes do not present a disparate impact for minority riders or a disproportionate burden for low-income riders. On the contrary, both fare programs will allow greater access for low-income riders who will have less expensive options for traveling throughout San Diego County.

Additionally, SANDAG, MTS, and NCTD are conducting significant outreach along with community partners on the Youth Opportunity Pass throughout the county.

Next Steps

After Board approval of the Title VI analysis, SANDAG, MTS, and NCTD will be able to move forward with the proposed fare changes as scheduled in May for the Youth Opportunity Pass and in October for SPRINTER/BREEZE passes. The agencies and its partners will launch major outreach for the Youth Opportunity Pass in early April.

Antoinette Meier, Director of Regional Planning

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Attachment: 1. SANDAG Title VI Fare Equity Analysis for Fare Changes Proposed for 2022

SANDAG Title VI Fare Equity Analysis for Fare Changes Proposed for 2022

March 25, 2022

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Purpose of Analysis

Pursuant to the San Diego Association of Government's (SANDAG) Board Policy No. 018, and in accordance with federal Title VI civil rights requirements (FTA Circular 4702.1B, October 1, 2012), SANDAG is responsible for evaluating whether any proposed change to the Fare Ordinance will have a disparate impact on minorities (based on race, color, or national origin) or result in a disproportionate burden on low-income persons. Pursuant to the FTA Circular and the FTA Title VI FAQ dated December 2012, the Fare Equity Analysis is conducted for fixed route transit, including both bus and rail services.

SANDAG Title VI Requirements

Pursuant to SANDAG's Board Policy No. 018, section 1.2, the process to be followed in determining whether a fare change has a disparate impact on minorities or a disproportionate burden on low-income individuals is as follows:

1.2.1.1 SANDAG will determine the existence of disparate impacts to minority populations for all Fare Ordinance changes. Pursuant to Title VI of the Civil Rights Act, disparate impacts are found when there is a difference in adverse effects between minority and non-minority areas of ten percent (10%) or more. Minority populations will be deemed adversely affected when the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area. If SANDAG, in consultation with the transit operators, chooses to implement a proposed fare change in the Fare Ordinance despite a finding of disparate impact on minority populations, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that minority populations will continue to bear a disproportionate share of the adverse effects of a proposed fare change, SANDAG may implement the fare change only if:

1.2.1.1.1 There is a substantial legitimate justification for the proposed fare change, and

1.2.1.1.2 A finding is made that there are no alternatives that would have a less disparate impact on minority populations and still accomplish the legitimate goals of the fare change.

1.2.1.2 SANDAG will determine the existence of disproportionate burdens on low-income populations for all Fare Ordinance changes. Pursuant to Executive Order 12898 (Clinton 1994), disproportionate burdens are found when there is a difference in adverse effects between low-income and

non-low-income populations of ten percent (10%) or more. Low-income populations will be deemed adversely affected when the proportion of low-income persons (using a threshold of at or below 200 percent of the U.S. Department of Health and Human Services poverty guidelines) adversely affected exceeds the average proportion of low-income persons in the analysis service area. If SANDAG chooses, in consultation with the transit operators, to implement a proposed fare change in the Fare Ordinance despite a finding of disproportionate burden on low-income ridership, or if SANDAG finds, in consultation with the transit operators, even after the revisions, that low-income riders will continue to bear a disproportionate burden due to the proposed fare change, SANDAG may implement the fare change only if the transit agency(ies) show that they will:

1.2.1.2.1 Take steps to avoid, minimize, or mitigate impacts where practicable, and

1.2.1.2.2 Provide a description of alternatives available to low-income populations affected by the fare changes.

This process is not intended by SANDAG, MTS, NCTD or the FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that are otherwise not required.

In accordance with FTA guidance, this analysis does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of whether the proposed changes are themselves equitable.

Description of Proposed Fare Changes

SANDAG and the North County Transit District (NCTD) are proposing to make permanent the SPRINTER/BREEZE pass, which is currently offered as a promotional fare product. This fare product was implemented on October 1, 2021, and provides riders unlimited monthly access to all SPRINTER rail service and BREEZE bus service in NCTD's service area. This provides a discounted option for North County riders who do not regularly utilize MTS service compared to the regional monthly pass. This fare product is proposed to be implemented as a permanent change upon the conclusion of its promotional period on October 1, 2022.

SANDAG, the Metropolitan Transit System (MTS), and NCTD are proposing a new fare product, the *Youth Opportunity Pass*, that will be made available as a limited-term pass for all youth riders aged 18 and under and provide no-cost transit to that group.

This fare product will replace the option to purchase a Youth day pass or monthly pass and will be made available exclusively through the PRONTO system (including PRONTO fare cards and the PRONTO mobile app) for eligible riders. This change is proposed to be implemented May 1, 2022, and will be available as an extended pilot program through June 30, 2023. One-way Youth cash fares will still be available for purchase for those not registered for the program.

The SPRINTER/BREEZE pass is not likely to impose disparate impacts to minority riders or disproportionate burden to low-income riders, as it provides a lower-fare option for all riders that will be especially useful for low-income and minority riders.

The Youth Opportunity Pass program is not likely to impose disparate impacts to minority riders or disproportionate burden to low-income riders, as it eliminates fares for youth riders, the majority of whom are low-income persons, minority persons, or both. In fact, it is likely to provide the largest benefit to low-income and minority youth and their families who currently spend a large proportion of their income on transportation costs.

Additionally, collaboration between SANDAG, MTS, NCTD, and several community partners (as detailed in the Analysis of Community Outreach Program section) will ensure that proper fare media and informational materials are distributed to low-income and minority populations throughout the region about the Youth Opportunity Pass program. This will ensure that eligible youth are aware of and able to use the program.

The analysis finds that each of the fare changes proposed for 2022 imposes no disparate impact or disproportionate burden. Instead, each fare change decreases the financial burden of transit for all riders, increasing equity across San Diego's public transportation services.

Table 1: Current Fare Structure and Proposed Changes

Fare Type	Proposed Change	Fare		Change	
		Existing	Proposed	Absolute	Percent
Regional Adult One-Way	No change	$ 2.50	$ 2.50	$ -	0%
Regional Youth One-Way	No change	$ 1.25	$ 1.25	$ -	0%
Regional SDM One-Way	No change	$ 1.25	$ 1.25	$ -	0%
Premium Regional Adult One-Way	No change	$ 5.00	$ 5.00	$ -	0%
Premium Regional Youth One-Way	No change	$ 2.50	$ 2.50	$ -	0%
Premium Regional SDM One-Way	No change	$ 2.50	$ 2.50	$ -	0%
MTS Rural Adult One-Way	No change	$ 8.00	$ 8.00	$ -	0%
MTS Rural Youth One-Way	No change	$ 4.00	$ 4.00	$ -	0%
MTS Rural SDM One-Way	No change	$ 4.00	$ 4.00	$ -	0%
Coaster Zone 1 Adult One-Way	No change	$ 5.00	$ 5.00	$ -	0%
Coaster Zone 1 Youth One-Way	No change	$ 2.50	$ 2.50	$ -	0%
Coaster Zone 1 SDM One-Way	No change	$ 2.50	$ 2.50	$ -	0%
Coaster Zone 2 Adult One-Way	No change	$ 5.75	$ 5.75	$ -	0%
Coaster Zone 2 Youth One-Way	No change	$ 2.75	$ 2.75	$ -	0%
Coaster Zone 2 SDM One-Way	No change	$ 2.75	$ 2.75	$ -	0%
Coaster Zone 3 Adult One-Way	No change	$ 6.50	$ 6.50	$ -	0%
Coaster Zone 3 Youth One-Way	No change	$ 3.25	$ 3.25	$ -	0%
Coaster Zone 3 SDM One-Way	No change	$ 3.25	$ 3.25	$ -	0%
MTS Access One-Way	No change	$ 5.00	$ 5.00	$ -	0%
NCTD Lift One-Way	No change	$ 5.00	$ 5.00	$ -	0%
Regional Adult Day Pass	No change	$ 6.00	$ 6.00	$ -	0%
Regional Youth Day Pass	**Eliminate**	$ 3.00	Eliminate	N/A	N/A
Regional SDM Day Pass	No change	$ 3.00	$ 3.00	$ -	0%
Premium Regional Adult Day Pass	No change	$ 12.00	$ 12.00	$ -	0%
Premium Regional Youth Day Pass	**Eliminate**	$ 6.00	Eliminate	N/A	N/A
Premium Regional SDM Day Pass	No change	$ 6.00	$ 6.00	$ -	0%
Coaster Adult Day Pass	No change	$ 15.00	$ 15.00	$ -	0%
Coaster Youth Day Pass	**Eliminate**	$ 7.50	Eliminate	N/A	N/A
Coaster SDM Day Pass	No change	$ 7.50	$ 7.50	$ -	0%
Regional Adult Monthly Pass	No change	$ 72.00	$ 72.00	$ -	0%
Regional Youth Monthly Pass	**Decrease**	$ 23.00	$ -	$ (23.00)	-100%
Regional SDM Monthly Pass	No change	$ 23.00	$ 23.00	$ -	0%
Premium Regional Adult Monthly Pass	No change	$ 100.00	$ 100.00	$ -	0%
Premium Regional Youth Monthly Pass	**Decrease**	$ 32.00	$ -	$ (32.00)	-100%
Premium Regional SDM Monthly Pass	No change	$ 32.00	$ 32.00	$ -	0%
Coaster Zone 1 Adult Monthly Pass	No change	$ 140.00	$ 140.00	$ -	0%
Coaster Zone 2 Adult Monthly Pass	No change	$ 161.00	$ 161.00	$ -	0%
Coaster Zone 3 Adult Monthly Pass	No change	$ 182.00	$ 182.00	$ -	0%
Coaster Youth Monthly Pass	**Decrease**	$ 58.00	$ -	$ (58.00)	-100%
Coaster SDM Monthly Pass	No change	$ 58.00	$ 58.00	$ -	0%
Sprinter/Breeze Adult Monthly Pass	**New fare**	N/A	$ 59.00	N/A	N/A
Sprinter/Breeze Youth Monthly Pass	**New fare**	N/A	$ -	N/A	N/A
Sprinter/Breeze SDM Monthly Pass	**New fare**	N/A	$ 19.00	N/A	N/A

Dataset and Methodology

As required by this policy and FTA Circular 4702.1B, SANDAG has calculated the number of minority and low-income boardings taken with each fare product that is currently offered by MTS or NCTD. This data was obtained from the 2015 SANDAG On-Board Transit Survey and annual calculations of ridership by fare product. More recent data was scheduled to be collected in 2020, but that survey was postponed due to the COVID-19 pandemic and has not yet been completed.

This On-Board Survey effort involved two types of surveys with bus and rail riders in the San Diego Service area: on-to-off counts and an origin-destination survey. Surveys were conducted on the Metropolitan Transit System (MTS) Bus, MTS Rail (Trolley), NCTD BREEZE, NCTD COASTER, and NCTD SPRINTER. Overall, over 88,000 On-to-Off Counts Surveys and nearly 33,900 Origin-Destination Surveys were completed. Both surveys were carried out by ETC Institute on behalf of SANDAG between February 2015 and December 2015. The demographic and fare payment information in the survey provided SANDAG with the percentage of riders for each fare product who are considered to be a minority or a low-income rider.

The information from the On-Board Survey is combined with calculations on the boardings by fare product based on farebox data, APC data, and annual surveys of fare use. This provides information on the boardings by fare product and allows calculation of the number of boardings by fare product for minority and low-income individuals.

Effects of Youth Opportunity Pass

As the *Youth Opportunity Pass* will only be available to riders currently eligible for the MTS/NCTD *Youth* fare, its specific effects on the population of concern were assessed. The Comprehensive Fare Ordinance and the 2004 TransNet Extension Ordinance define a youth rider as any transit rider between the ages of 6 and 18 (inclusive). Riders under 6 years old already receive free rides with an accompanying adult, whereas riders aged 19 and older must pay the full Adult fare. This fare change does not include any increased fares, and the analysis finds that there is no disparate impact or disproportionate burden, as detailed below.

As defined by SANDAG's policy, the existence, or non-existence, of disparate impacts to the minority populations is determined by whether the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area by more than 10%. To determine this,

individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of minority persons adversely affected by the change was calculated based on the number of minority persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of minority persons in the analysis service area was calculated as the proportion that minority persons made up of all riders.

A second analysis estimates the proportion of the fare increase burden born by minority persons compared with the proportion that minority persons make up of all riders. A fare change which has a price reduction (such as the Youth Opportunity Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare change which has a price increase shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for minority persons, and these totals were then used to estimate the proportion of the fare increase burden born by minority persons. This was compared with the average proportion of minority persons in the analysis service area, as discussed above.

The key results are as follows:

- The Youth Opportunity Pass program is proposed to be free for eligible riders, so no fare increase is associated with the proposal.
- The proportion of minority persons adversely affected by the change is 0%, and the proportion of the fare increase burden born by minority persons is 0%
- The average proportion of minority persons in the analysis service area is: 84.39%
- As the proportion of minority persons adversely affected by the change does not exceed the average proportion of minority persons in the analysis service area by more than 10%, there is **no disparate impact**.
- As the proportion of the fare increase burden born by minority persons does not exceed the average proportion of minority persons in the analysis service area by more than 10%, this confirms that there is **no disparate impact**.

As defined by SANDAG's policy, the existence, or non-existence, of a disproportionate burden on low-income riders is determined by whether the proportion of low-income persons adversely affected by the change exceeds the average proportion of low-income persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of low-income persons adversely affected by the change was calculated based on the number of low-income persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of low-income persons in the analysis service area was calculated as the proportion that low-income persons made up of all riders.

A second analysis estimates the proportion of the fare increase burden born by low-income persons compared with the proportion that low-income persons make up of all riders. A fare change which has a price reduction (such as the Youth Opportunity Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare change which has a price increase shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for low-income persons, and these totals were then used to estimate the proportion of the fare increase burden born by low-income persons. This was compared with the average proportion of low-income persons in the analysis service area, as discussed above.

The key results are as follows:

- The Youth Opportunity Pass program is proposed to be free for eligible riders, so no fare increase is associated with the proposal.
- Therefore, the proportion of low-income persons adversely affected by the change is 0%, and the proportion of the fare increase burden born by low-income persons is 0%
- The average proportion of low-income persons in the analysis service area is: 76.36%
- As the proportion of low-income persons adversely affect by the change does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, there is **no disproportionate burden**.
- As the proportion of the fare increase burden born by low-income persons does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, this confirms that there is **no disproportionate burden**.

Effects of SPRINTER/BREEZE Pass

As the *SPRINTER/BREEZE Pass* will only be available to riders on NCTD's BREEZE bus service and SPRINTER hybrid rail service, its specific effects on the population of concern were assessed. The new fare is a discounted monthly pass for riders who do not utilize the MTS services included in the Regional Monthly Pass. This fare change does not include any increased fares, and the analysis finds that there is no disparate impact or disproportionate burden, as detailed below.

As defined by SANDAG's policy, the existence, or non-existence, of disparate impacts to the minority populations is determined by whether the proportion of minority persons adversely affected by the change exceeds the average proportion of minority persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the

fare change. The proportion of minority persons adversely affected by the change was calculated based on the number of minority persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of minority persons in the analysis service area was calculated as the proportion that minority persons made up of all riders.

A second analysis estimates the proportion of the fare increase burden born by minority persons compared with the proportion that minority persons make up of all riders. A fare change which has a price reduction (such as the SPRINTER/BREEZE Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare change which has a price increase shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for minority persons, and these totals were then used to estimate the proportion of the fare increase burden born by minority persons. This was compared with the average proportion of minority persons in the analysis service area, as discussed above.

The key results are as follows:

- The SPRINTER/BREEZE pass reduces the fare for riders who purchase a monthly pass, so no fare increase is associated with the proposal, and the proportion of minority persons adversely affected by the change is 0%
- The proportion of the fare increase burden born by minority persons is 0%
- The average proportion of minority persons in the analysis service area is 66.89%
- As the proportion of minority persons adversely affected by the change does not exceed the average proportion of minority persons in the analysis service area by more than 10%, there is **no disparate impact**.
- As the proportion of the fare increase burden born by minority persons does not exceed the average proportion of minority persons in the analysis service area by more than 10%, this confirms that there is **no disparate impact**.

As defined by SANDAG's policy, the existence, or non-existence, of a disproportionate burden on low-income riders is determined by whether the proportion of low-income persons adversely affected by the change exceeds the average proportion of low-income persons in the analysis service area by more than 10%. To determine this, individuals facing a fare increase were considered to be adversely affected by the fare change. The proportion of low-income persons adversely affected by the change was calculated based on the number of low-income persons who faced a fare increase and the total number of riders who faced a fare increase. The average proportion of low-income persons in the analysis service area was calculated as the proportion that low-income persons made up of all riders.

A second analysis estimates the proportion of the fare increase burden born by low-income persons compared with the proportion that low-income persons make up of all riders. A fare change which has a price reduction (such as the SPRINTER/BREEZE Pass) shows a negative number in these columns as it reduces the burden on riders, while a fare change which has a price increase shows a positive number as it increases the burden on riders. The calculations were performed separately for all riders and for low-income persons, and these totals were then used to estimate the proportion of the fare increase burden born by low-income persons. This was compared with the average proportion of low-income persons in the analysis service area, as discussed above.

The key results are as follows:

- The SPRINTER/BREEZE pass reduces the fare for riders who purchase a monthly pass, so no fare increase is associated with the proposal, and the proportion of low-income persons adversely affected by the change is 0%
- The proportion of the fare increase burden born by low-income persons is 0%
- The average proportion of low-income persons in the analysis service area is: 71.11%
- As the proportion of low-income persons adversely affect by the change does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, there is **no disproportionate burden**.
- As the proportion of the fare increase burden born by low-income persons does not exceed the average proportion of low-income persons in the analysis service area by more than 10%, this confirms that there is **no disproportionate burden**.

Analysis of Community Outreach Program

SANDAG, MTS, and NCTD are working proactively with community-based organizations from throughout the region to distribute fare media for and disseminate information about the *Youth Opportunity Pass* program to eligible riders who may have difficulty obtaining fare media otherwise.

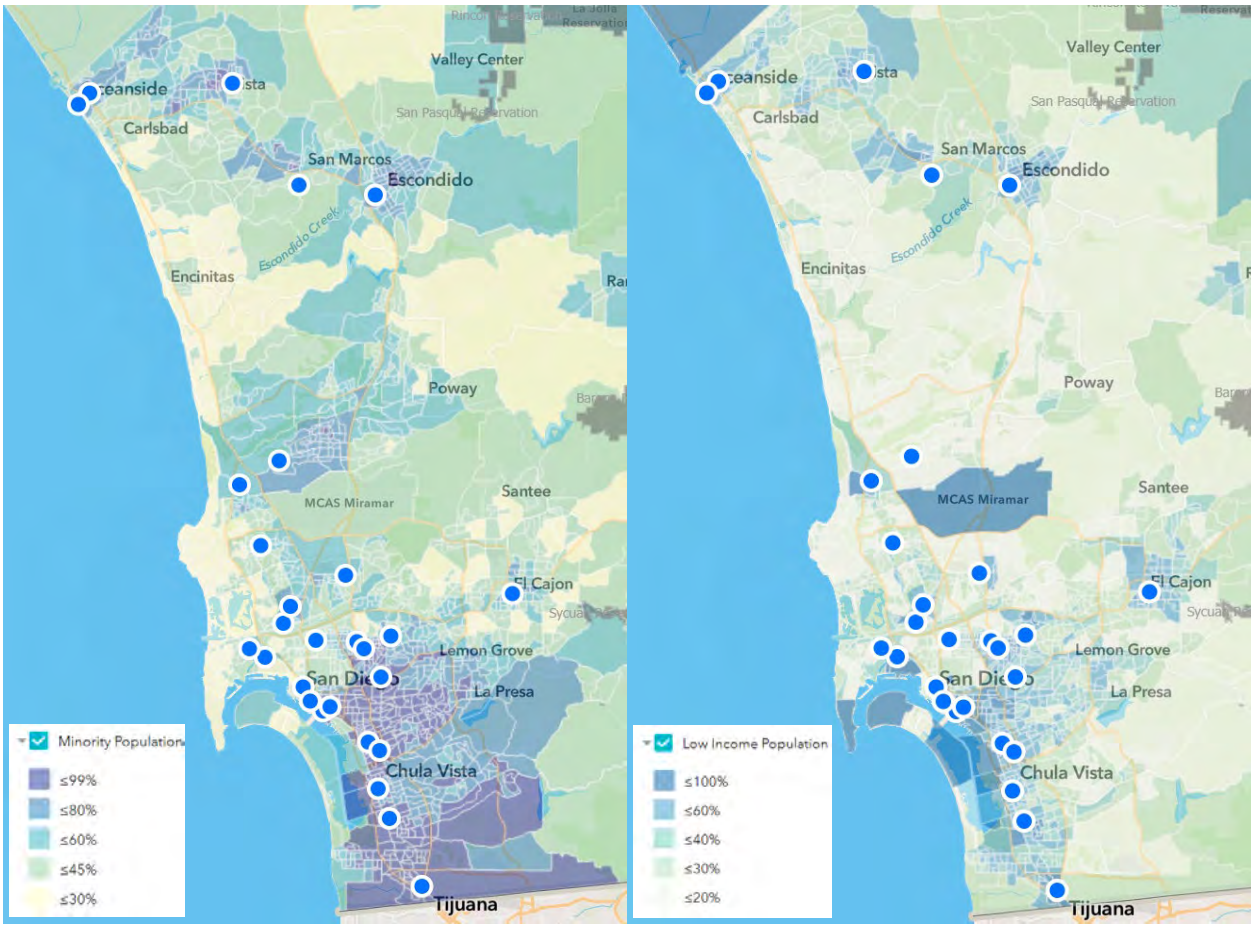
Through the PRONTO system, riders can validate their fare by tapping a physical fare card on buses or on rail platforms, or by scanning a virtual fare card from the PRONTO mobile app. SANDAG and its partners are working collaboratively to teach eligible riders how to use the PRONTO mobile app and distribute physical fare cards to eligible riders who need them. Through partnerships with regional transit operators, schools, and community-based organizations, we can effectively reach eligible youth from across the county.

Participating outreach partners include, but are not limited to:

- SANDAG
- MTS
- NCTD
- San Diego County Office of Education
- San Diego County Department of Child and Welfare Services
- Office of County Supervisor Nora Vargas
- San Diego Unified School District
- Sweetwater Union High School District
- Environmental Health Coalition
- Mid-City CAN
- Alliance for Regional Solutions
- Bayside Community Center
- Casa Familiar
- Chula Vista Community Collaborative
- City Heights Community Development Corporation
- El Cajon Collaborative
- National Latino Research Center (California State University San Marcos)
- Nile Sisters Development Initiative
- Olivewood Gardens
- Samahan Health Centers
- Urban Collaborative Project
- Vista Community Clinic
- Kind Hearts
- Barrio Logan College Institute
- San Diego Youth Services
- Altus Schools
- The Preuss School, UCSD
- Bike Clairemont
- The Children's Initiative
- Doors of Change
- Marine Corps Community Services, MCRD San Diego

To determine whether a disparate impact or disproportionate burden is anticipated, the percentages of minority and low-income block groups with access to outreach partners were compared to the percentages of non-minority and non-low-income block groups with access to outreach partners.

The analysis found that there is no disparate impact or disproportionate burden found with the proposed outreach partners as non-minority or non-low-income block groups did not have greater access to the proposed outreach partners than minority and low-income block groups. In fact, higher percentages of minority and low-income block groups will have access to the proposed outreach partners once they are fully engaged. See maps attached below for more detail.



As is evident through the maps and analysis, almost all of SANDAG's outreach partners serve communities with high concentrations of minority residents and/or low-income residents. Additionally, many of these organizations operate within a wider sphere of influence than one location. Providing these additional options for minority and low-income communities ensures that there is no disparate impact or disproportionate burden. SANDAG's partnership with these groups will make it easier than ever for youth in low-income and minority neighborhoods to access transit.

Board of Directors

March 25, 2022

Draft FY 2023 SANDAG Program Budget

Overview

The Draft FY 2023 SANDAG Program Budget (summarized in Attachment 1), totaling $960 million, reflects direction received from the Board of Directors during the last year. As part of this process, staff have considered the strategic direction of the agency, including progress on prioritized projects and initiatives (Attachment 3); the current funding environment and economic outlook for the region, state, and nation; as well as recent legislative developments related to transportation funding.

Action: **Approve**

The Executive Committee recommends that the Board of Directors approve the Draft FY 2023 Program Budget.

Fiscal Impact:

The Draft FY 2023 Program Budget includes $960 million in local, state, and federal funding for SANDAG activities, including $441 million of capital project delivery.

Schedule/Scope Impact:

SANDAG Bylaws require Board of Directors to consider a draft budget no later than April 1 of each year, and again during the month of May, with the final budget adopted no later than June 30.

Key Considerations

The annual Program Budget (Attachment 2) reflects the programs, projects, services, and activities that SANDAG intends to carry out in the upcoming year to support implementation of the agency's strategic plan and the recently approved 2021 Regional Plan.

There are three primary components of the Program Budget: Overall Work Program, Regional Operations, and the Capital Budget.

Budget Comparison	Draft FY 2023 (in $millions)	FY 2022 (in $millions)
Overall Work Program (Chapter 2 and 3)	$73.1	$52.1
Regional Operations and Services (Chapter 4)	$61.4	$60.9
Capital Budget (Chapter 9)*	$441.4	$686.7

*The FY 2023 multi-year capital budget is $8.8 billion.

Comparing year over year budgets, the $21 million increase in the OWP budget is due to several new programs, and projects getting underway to implement the 2021 Regional Plan. New programs include the Regional Housing Incentive Program (3321900 and 3321901) and Access for All (3322100). In addition, several new projects have been added to implement the 2021 Regional Plan such as the Early Action Transit Pilot (3505000), Purple Line Conceptual Studies (3322500), and the Rail Regional Infrastructure Accelerator (3401700).

For the Capital Program, the annual spending decreased $245 million due to the opening of Mid-Coast (1257001) and the completion of much of the I-5 North Coast Corridor (1200504) and Border (1201104, 1390506) projects.

Attachment 4 provides an overview of the current funding environment, including the source of most funding, which includes local sales tax, federal and state revenue, and other revenue and grants. Attachment 5 provides an overview of the Staffing Resources, Compensation Program, and Employee Benefits.

Next Steps

Pending approval of the Draft FY 2023 SANDAG Program Budget by the Board of Directors, staff will incorporate feedback from the Board, member agencies, funding agencies and other interested parties. The proposed Final FY 2023 SANDAG Program Budget is scheduled for review and adoption by the Executive Committee and Board in May 2022.

André Douzdjian, Chief Financial Officer

Key Staff Contact: Sandi Craig, (619) 699-6998, sandi.craig@sandag.org

Attachments:
1. Budget in Brief
2. Draft FY 2023 SANDAG Program Budget
3. Strategic Planning and Budget Framework
4. Current Funding Environment
5. Program Budget – Staffing Resources, Compensation Program, and Employee Benefits

Five strategic **initiatives** are the focus in FY 2023. will drive improvements to the capacity and overall performance of the agency. These strategic initiatives establish a strong foundation to ensure our success as an organization, and build the capacity needed to effectively deliver priority projects.

Initiatives

- **Establish an organizational structure and systems that allow us to dynamically assemble resources and mobilize teams to advance and complete priority projects**
- **Ensure that necessary technology and systems are in place**
- **Communicate internally and externally in a clear, authentic, and transparent manner**
- **Adopt practices that attract and retain highly qualified and motivated employees**
- **Establish processes that allow quick access to needed talent and expertise**

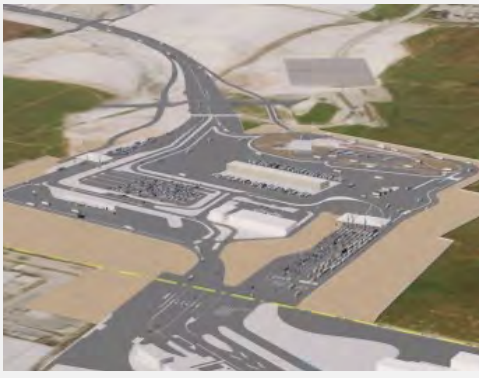
In addition to implementing the strategic initiatives, the FY 2023 budget reflects a focused investment in four regionally significant **priority projects**:

Implement the 2021 Regional Plan

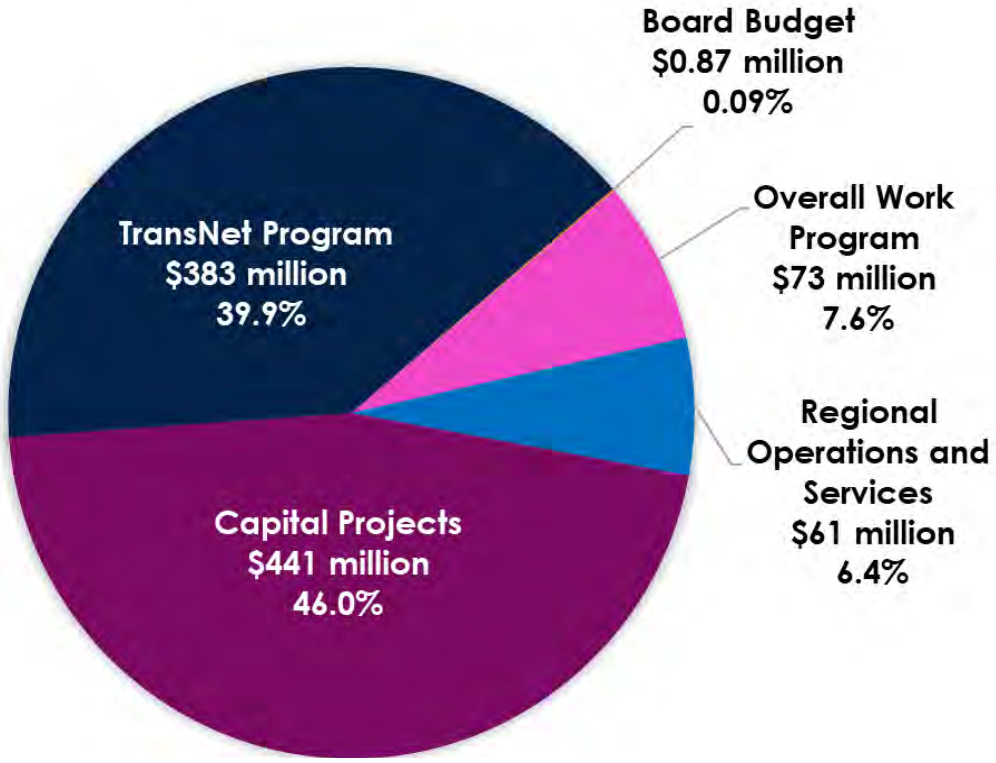
Del Mar Bluffs Stabilization and LOSSAN Corridor

Central Mobility Hub

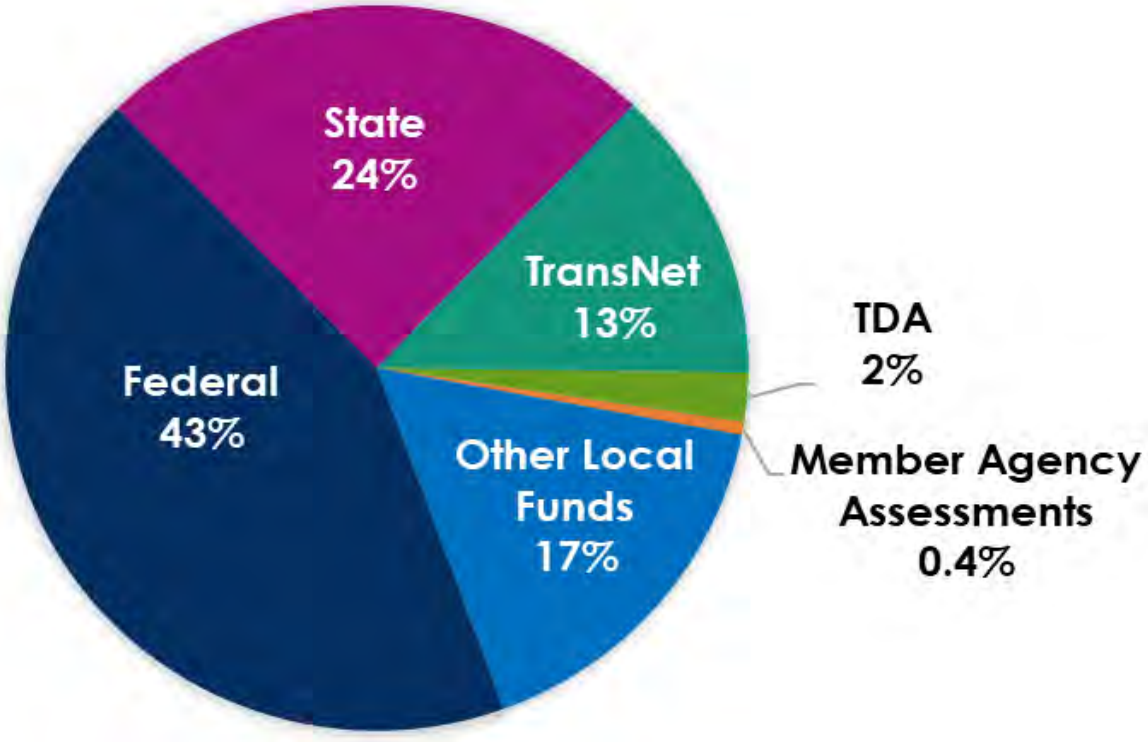
Otay Mesa East Port of Entry and State Route 11



The budget is organized into five categories, with Capital Projects representing 46% of the $960 million budget.



The main budget categories are Capital Projects, Overall Work Program, and Operating. State and Federal funds represent about 67% of these revenue with TransNet sales tax accounting for 13% and Local funds making up the balance.

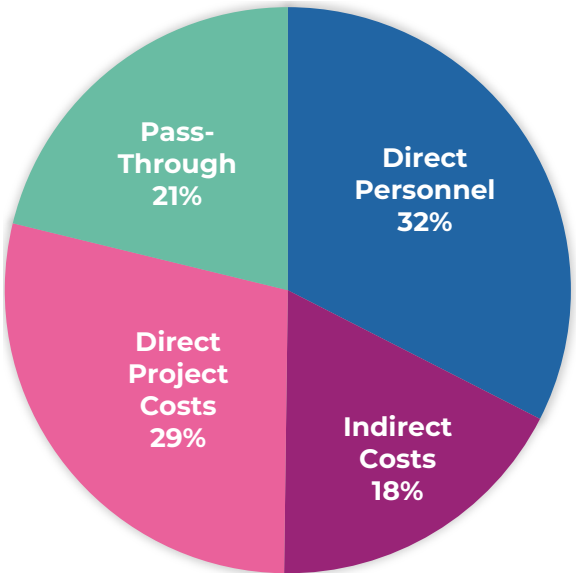


Overall Work Program

The Overall Work Program (OWP) is an inventory of the regional planning and data projects that will be undertaken during the fiscal year (July 1, 2022 – June 30, 2023). Primarily funded with Federal transportation planning funds, it also includes; sales tax from the TransNet program and Transportation Development Act (TDA), Member Assessments, State grants, and other revenue.

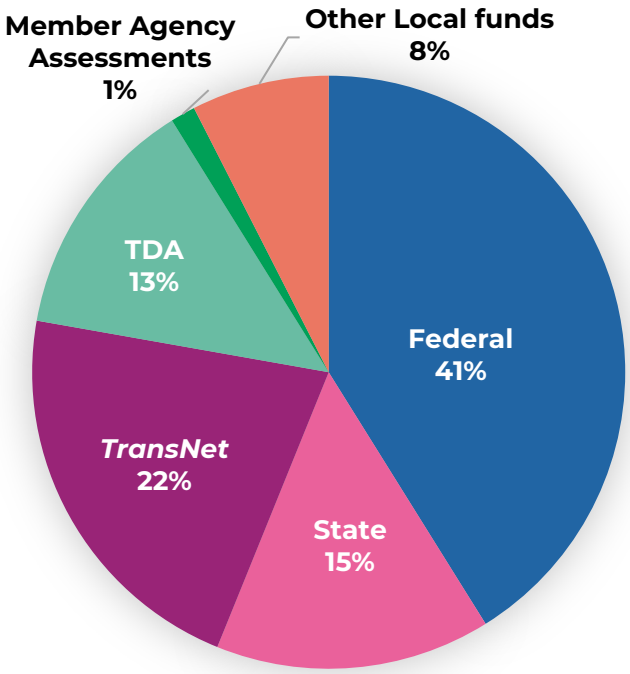
EXPENSES

Direct Personnel		23,767,415
Indirect Costs		12,939,918
Direct Project Costs		20,904,151
Pass-Through		15,497,409
Total OWP Expenses	**$**	**73,108,894**



REVENUE

Federal		30,066,122
State		10,969,788
TransNet		15,832,302
TDA		9,760,292
Member Agency Assessments		992,348
Other Local funds		5,488,042
Total OWP Revenue	**$**	**73,108,894**



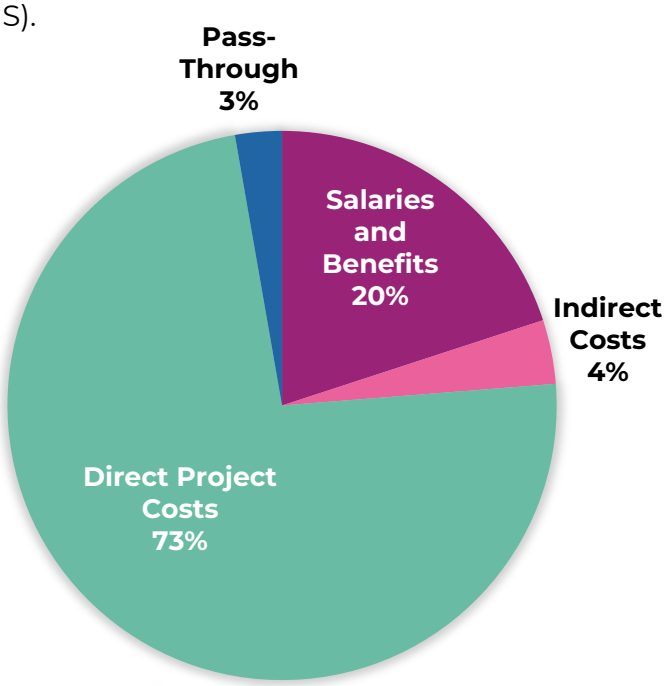
Begin projects to implement the 2021 Regional Plan and launch new Regional Housing Incentive Program

Regional Operations and Services

The Regional Operations and Services is a collection of projects that provide management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services to the region. Regional Operations include projects such as the SR 125 toll facilities, I-15 FasTrak Managed Lanes, Freeway Service Patrol, Call Box Program, and the Automated Regional Justice Information System (ARJIS).

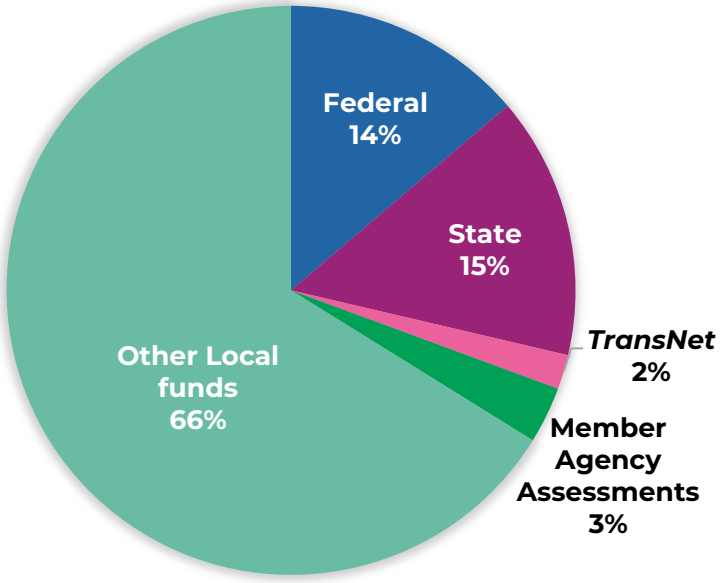
EXPENSES

Salaries and Benefits	12,180,837
Indirect Costs	2,420,275
Direct Project Costs	44,851,773
Pass-Through	1,938,000
Total Operations Expenses	**$ 61,390,885**



REVENUE

Federal	8,339,092
State	9,115,095
TransNet	1,345,902
Member Agency Assessments	1,936,608
Other Local funds	40,654,188
Total Operations Revenue	**$ 61,390,885**

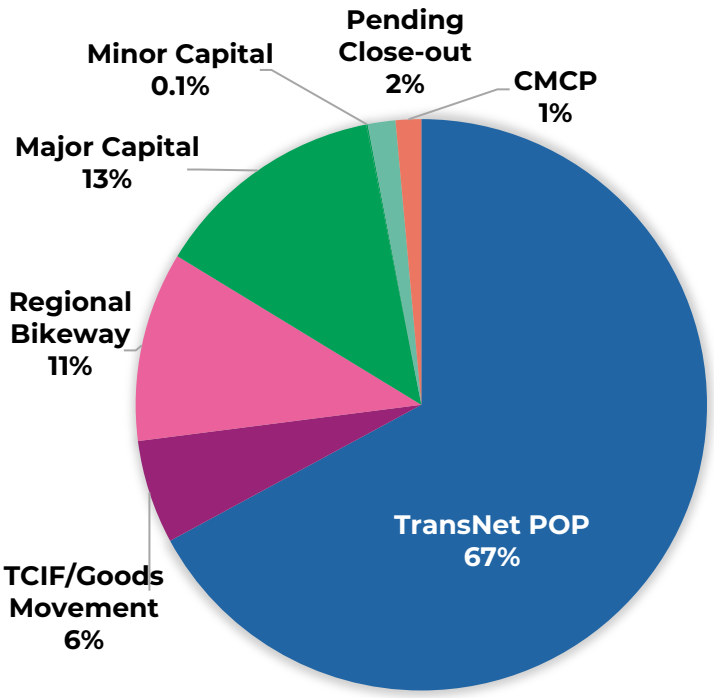


Capital Budget

The Capital Budget includes the multi-year TransNet Program of Projects, transit, and other capital improvements for which SANDAG has implementing authority, and the Comprehensive Multimodal Corridor Plan (CMCP) projects.

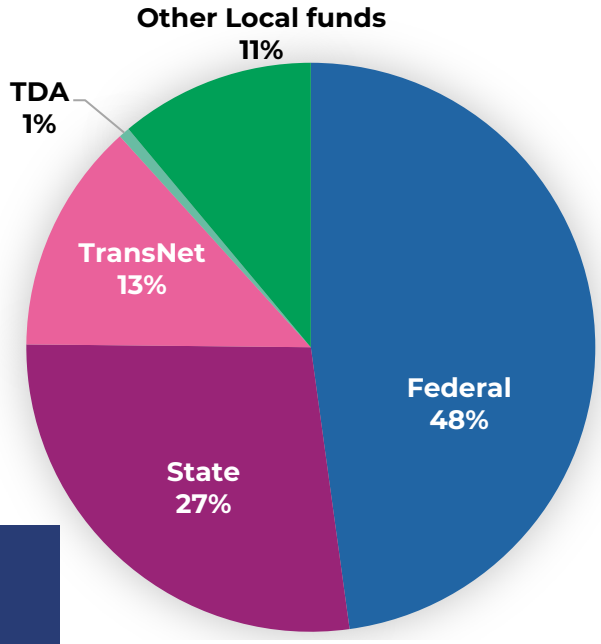
EXPENSES

TransNet POP	296,205,000
TCIF/Goods Movement	25,915,000
Regional Bikeway	47,386,000
Major Capital	58,263,000
Minor Capital	374,000
Pending Close-out	6,910,000
CMCP	6,372,000
Total Capital Budget	**$ 441,425,000**



REVENUE

Federal	211,100,000
State	120,676,000
TransNet	57,969,000
TDA	2,779,000
Other Local funds	48,901,000
Total Capital Revenue	**$ 441,425,000**



Projects Opening to Public in FY 23

- SR 11 and Otay Mesa POE: Siempre Viva Interchange
- SR 125/905 Southbound to Westbound Connector
- I-5 HOV: Carlsbad
- UCSD Mid-Coast Improvements – Pepper Canyon
- Regional Tolling Back Office System
- ERP System

SANDAG

Draft Program Budget

FISCAL YEAR 2023

Draft FY 2023
SANDAG Program Budget

(Including the Overall Work Program)

March 25, 2022

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

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

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

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sandag.org

SANDAG Board of Directors

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

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Abstract

Title:	Draft FY 2023 SANDAG Program Budget (including Overall Work Program)
Author:	San Diego Association of Governments (SANDAG)
Subject:	SANDAG Program Budget and Overall Work Program
Date:	March 25, 2022
Local Planning Agency:	San Diego Association of Governments
Source of Copies:	San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101
Abstract:	The SANDAG Program Budget and Overall Work Program contain a description of the SANDAG work program on a project-by-project basis for FY 2023, as well as other budget components.
Funding:	This program is primarily financed with federal funds from the Federal Transit Administration and Federal Highway Administration; state funds from the California Department of Transportation; and transportation sales tax and local funds from SANDAG member jurisdictions.

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Chapter 1

Overview

Chapter 1
Overview

The San Diego region is entering a new era of innovation, driven by exciting advances in technology, biotechnology, renewable energy, cybersecurity, and automation that will change the way people live around the world.

Our region's future prosperity depends on mobility – the ability of people in all communities to connect quickly and easily to centers of innovation and opportunity. As a hub for innovation, the San Diego region will continue to attract innovators and investors. The region is a point of convergence for personal mobility, affordability, and widely shared opportunities for advancement that support a high quality of life for more than three million residents.

SANDAG provides local governments in the San Diego region with a forum to plan and execute projects that promote economic growth, sustainable communities, personal mobility, and equity for the region's residents. We build consensus; make strategic plans; obtain and allocate resources; plan, engineer, and build public transportation projects; analyze and disseminate data; and publish information on a broad range of topics related to the region's quality of life. SANDAG is responsible for responding to most state and federal mandates that apply to the region, and to many locally generated mandates that must be handled regionally.

This budget document reflects FY 2023 priorities for SANDAG and the implementation of projects in the 2021 Regional Plan. The plan is built from a bold new vision, which completely rethinks how people get around, so that mobility is faster, fairer, and cleaner. Mobility reimagined will make our region more environmentally sustainable and place us on a path to meet state mandates to reduce greenhouse gas emissions, thereby creating a healthier environment for future generations.

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 affected by actions and inactions at all levels of our government and society.

We have an obligation to end disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone. SANDAG has developed an equity action plan that 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.

Organizational Structure

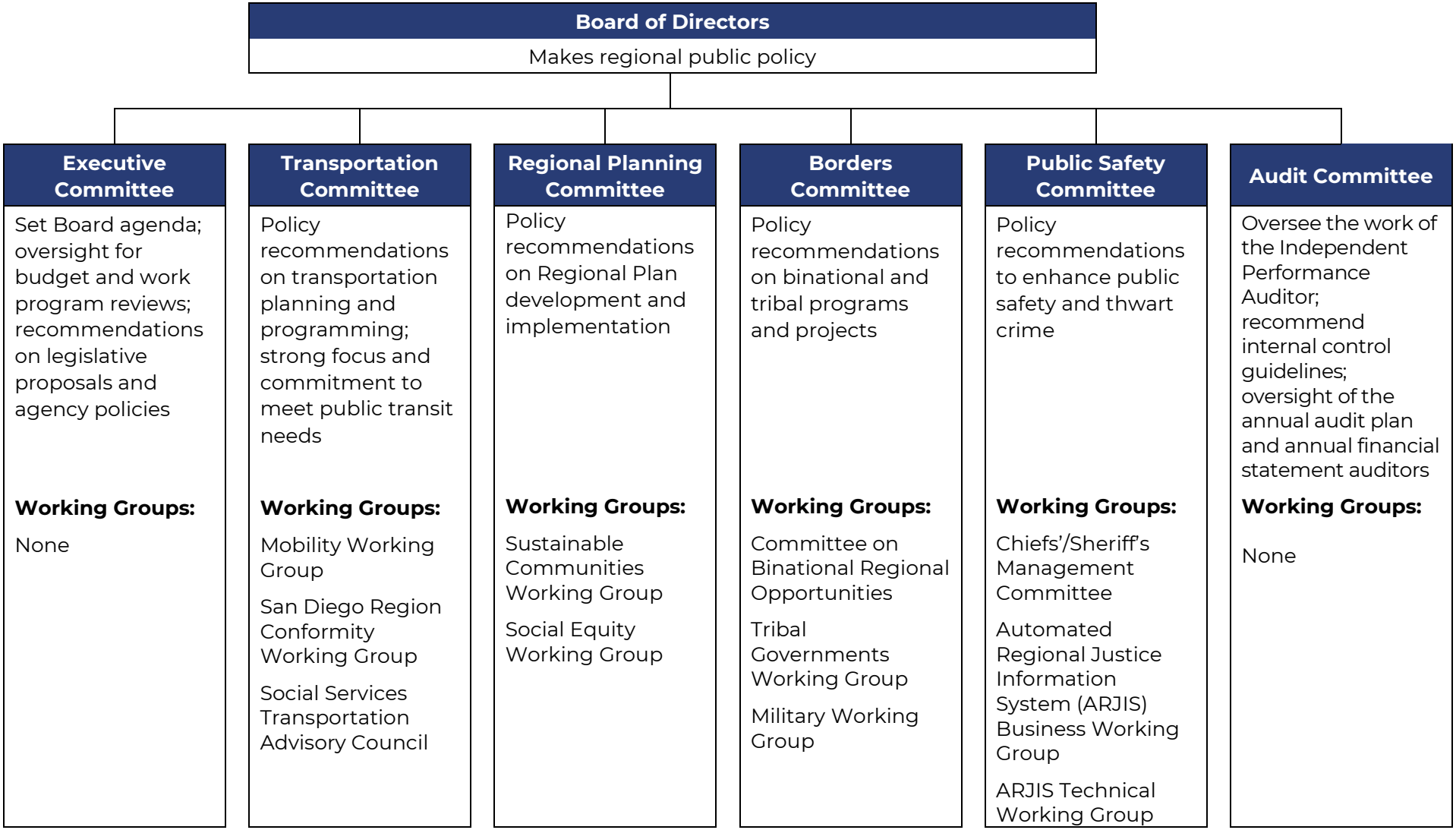
The Board of Directors, made up of elected officials from the region's 18 city councils and the County Board of Supervisors, is the governing body responsible for establishing the agency's policies and programs. Board members are elected officials—mayors, city councilmembers, and county supervisors—selected by their peers from each of the region's 18 incorporated cities and the County of San Diego.

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

Most matters are decided by a simple tally vote; however, under some circumstances, the Board may take a weighted vote based on population that can supersede the tally vote. Each of the 19 local jurisdictions has one tally vote. The weighted vote is proportional to each jurisdiction's population as a percentage of San Diego County as a whole. Pursuant to Public Utilities Code Section 132351.2, each agency must have at least one vote, there are no fractional votes, and no agency may have more than 50 votes. The weighted vote distribution must equal 100 votes in total and is calculated based on California Department of Finance population figures each year. Below is the distribution of weighted votes as of July 1, 2021:

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

Committee Structure



Strategic Planning and Budget Framework

In FY 2022, SANDAG embarked on a strategic planning process to become a more effective organization. This work builds upon the organization assessment conducted in 2019 and incorporates feedback provided by stakeholders, Board members, and employees.
The FY 2023 Program Budget is shaped by the strategic plan and is designed to better align our organization to achieve our vision, mission, guiding principles, and core values:

Vision

Pursuing a brighter future for all

Mission

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

Our Guiding Principles:

Imagine the possibilities, partner for success, make it happen.

Core Values:

The advancement of equity and inclusion is embedded in everything we do.
Our organizational culture inspires people to do their best work.
We effectively use data and analytics to inform decision making.

Strategic Initiatives

Five strategic initiatives are the focus in FY 2023. These strategic initiatives establish a strong foundation to ensure our success as an organization, and build the capacity needed to effectively deliver priority projects.

1. *Establish an organizational structure and systems that allow us to dynamically assemble resources and mobilize teams to advance and complete priority projects*
2. *Ensure that necessary technology and systems are in place*
3. *Communicate internally and externally in a clear, authentic, and transparent manner*
4. *Adopt practices that attract and retain highly qualified and motivated employees*
5. *Establish processes that allow quick access to needed talent and expertise*

In addition to implementing the strategic initiatives, the FY 2023 budget reflects a focused investment in four regionally significant priority projects:

Priority Projects

Implement the 2021 Regional Plan

The 2021 Regional Plan was adopted by the Board, and it is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system that addresses traffic congestion, social equity, and state and federal mandates. A focus of FY 2023 is to accelerate the delivery of near-term projects in the 2021 Regional Plan; including the ongoing delivery of major capital projects throughout the region, advanced planning for the Purple Line and Blue Line Express/ San Ysidro Mobility Hub; mobility hub coordination with partner agencies; updating the Regional Bike Plan; deploying flexible fleet pilot projects; implementing and monitoring the Social Equity Early Action Transit Pilot; Zero Emission Vehicle incentive programs; carrying out a Request for Innovative Concepts for Connector Services; Vision Zero strategy development; and implementing the regional Digital Equity Strategy and Action Plan.

Del Mar Bluffs Stabilization and Los Angeles – San Diego – San Luis Obispo Rail Corridor

As an integral part of the San Diego region, the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor is the second busiest intercity rail corridor in the nation and the only viable rail freight link to the rest of the country, moving more than 7.6 million passengers and $1 billion in goods and services annually. This corridor is also part of the Strategic Rail Corridor Network, identified by the U.S. Department of Defense for its importance in providing access to the Marine Corps Base Camp Pendleton and the Port of San Diego. The Del Mar Bluffs stabilization project protects the LOSSAN corridor from erosion and will continue through FY 2023. The San Diego Regional Rail Alternative Alignment Study to determine how to move the tracks off of the bluffs is scheduled to be completed in late 2022.

Central Mobility Hub

SANDAG has made it a priority to identify a solution for a direct transit connection to the San Diego International Airport. SANDAG envisions this solution to be the Central Mobility Hub, a multimodal transportation center that could connect all regional public transit in addition to providing a direct connection to the airport. In April 2021, SANDAG released a Notice of Preparation for a proposed Central Mobility Hub at the Navy's Old Town Campus as well as alternatives including a Central Mobility Hub at the previously proposed Intermodal Transportation Center, and a separate trolley connection to the airport. In response to the public comments received from the release of the Notice of Preparation, SANDAG is reviewing the potential to locate the Central Mobility Hub at the current Port of San Diego's headquarters or in Downtown San Diego. In FY 2023, SANDAG will perform technical studies on a direct transit connection to the airport while continuing to explore potential locations for the Central Mobility Hub.

State Route 11/Otay Mesa East Port of Entry

The State Route 11/Otay Mesa East Port of Entry Project is a joint venture between SANDAG and Caltrans, in collaboration with state and federal partners in the U.S. and Mexico, to create a third border crossing for the San Diego-Baja California mega-region that will enhance regional mobility and fuel economic growth and binational trade. FY 2023 will focus on technical coordination with Mexico on the port of entry and Intelligent Transportation Systems design and executing financing and toll revenue agreements. Construction activities also will continue, including installation and relocation of site utilities, site preparation and grading, and finalizing agreements to enable design and construction of the port of entry.

Areas of Emphasis

The FY 2023 budget is organized under the six areas of emphasis that embody the spectrum of project development and delivery activities:

- **Use data and analytics to support innovation and inform decision-making.** Ensure data integrity and transparency; continue to improve research and analysis that equips team members with the data and information they need to plan, implement, and operate effectively.
- **Plan for a vibrant future.** Conduct advanced planning to prepare projects in the 2021 Regional Plan for implementation; seek funding opportunities and partnerships that will expedite the next phase of project planning; initiate development of the 2025 Regional Plan.
- **Bring plans and projects to life.** Develop the foundation for a world-class transportation system by implementing the early actions in the 2021 Regional Plan; identify partnerships and funding models that accelerate project delivery. Deploy pilot projects and demonstrations that inform long-term investments.
- **Operate programs and services.** Deliver high-quality mobility and public safety services for the region; operate and maintain regional transportation facilities and law enforcement data systems that support travelers, employers, and public safety agencies in San Diego County.
- **Engage with the communities we serve.** Cultivate positive relationships with stakeholders and communities, giving special attention to those who are marginalized; create opportunities for meaningful participation in agency activities; and communicate information regarding regional plans, policies, programs and services.
- **Provide outstanding business advisory services.** Develop and operate internal business teams that partner throughout the organization and provide a full spectrum of professional services essential to SANDAG's success.

Economic and Funding Outlook

The SANDAG financial outlook is tied to the health of the regional, state, national, and global economy. How the overall economy in the world fares can have ripple effects on sales tax receipts and other sources of revenue that the agency depends on to carry out its projects and programs. Sales tax-based sources, such as Transportation Development Act and TransNet, are a significant source of funding for both the Capital Program and the Overall Work Program (OWP).

The longest U.S. economic expansion on record was put to an end by the COVID-19 pandemic. Necessary protection measures related to the pandemic plunged the world and the U.S. economies into recession in the first quarter of calendar year 2020. Quick and strong monetary and fiscal stimulus reduced the immediate depth of the contraction. The U.S. real gross domestic product (GDP) contracted by 31.4%, annualized, in the second quarter of 2020; after a strong 33% rebound in the third quarter, U.S. GDP overall contracted by 3.5% in calendar year 2020. 2021 featured robust growth in three of four quarters (modest growth in Quarter 3), and ended the year with a 5.7% real gain, the highest rate of growth since 1984. Forecasts from the Federal Reserve, as well as their survey of professional forecasters, point to 4% growth during calendar year 2022, but risks remain high. The most recent indicators suggest some easing of the growth momentum as consumer spending and confidence weaken amid a resurgence of COVID-19 cases and high inflation, compounded by supply-chain issues and worker shortages.

SANDAG is closely monitoring economic developments and will update its economic and financial forecasts as needed.

The COVID-19 recession hit a strong and healthy San Diego economy, leading to massive job and income losses in 2020. With the progress of the vaccination campaign and the reopening of the economy, the recovery continues. The unemployment rate of 4.6% in November is well below its 15.9% peak in April 2020 but remains higher than in 2019 (3.2%). As elsewhere in the country, local companies are facing labor shortages resulting from a lack of childcare options, persistent fears of contracting the virus, and generous unemployment benefits that recently ended.

In the long-term, the region retains key assets such as a highly skilled workforce and a well-diversified economic fabric where only about 43% of jobs are in traditional sectors (e.g., manufacturing, construction, finance, and retail and wholesale trade), and no sector accounts for more than 17% of the regional economy. While no sector has been shielded from the recession and the tourism and retail sectors have taken a sharp hit, the impact has been somewhat cushioned by the strong innovation sector and the military sector.

The military is pivoting toward Asia and has committed to San Diego, as have many military contractors, like General Dynamics NASSCO and ViaSat. Roughly 1 of every 12 San Diegans is directly employed by the military or Department of Defense. The military also attracts $10 billion in government contracts each year and generates indirect employment in many other sectors throughout the economy, including innovation. During the next few years, more ships will be berthed in San Diego, and the U.S. Navy will invest billions of dollars in infrastructure.

Innovation will continue to drive the regional economy, with forward-looking technologies and massive growth potential from companies like ViaSat (telecommunication technology), Illumina (DNA sequencing), and ESET (cybersecurity). San Diego's innovation sector represents roughly 11% of our local economy, and it employs roughly 170,000 people. The innovation sector itself is also diverse, featuring information and communication technology (46% of innovation jobs), biotechnology and biomedical (22%), aerospace and navigation (19%), and CleanTech (13%). San Diego is among the most patent-intensive regions in the United States and the world, the top destination for National Institutes of Health research funding, first in life-sciences laboratory space, and one of the best places in the United States to launch a start-up. The contribution of several regional institutions to COVID-19 epidemiology research and vaccine development confirms the strength and high contribution of the sector to our economy.

San Diego also fares well in industries like healthcare, education, and government. These sectors are population-driven (rising in tandem with population). Together these sectors account for nearly 27% of the San Diego region's economy.

Current Funding Environment

Considering these broader economic conditions, SANDAG has conducted the following analysis of funding trends:

Local Sales Tax Revenue – Revenues rebounded strongly in FY 2021, growing 9.2% to $334.0 million, compared to an essentially flat 2020.

Despite the lingering pandemic, sales tax revenue collections have continued robust growth in the first half of FY 2022, coming in over 20% higher than the prior year to this point. This partly results from the COVID-19-related surge in online sales, and the higher-than-expected spending on taxable items as a result of public income support (stimulus check and supplemental unemployment benefits), the fast recovery in high-paying jobs, and the strong stock market. Behavior changes also have led to strong increases in spending on taxable goods, when spending on services decreased due to COVID-19-related restrictions. This shift has more than offset the revenue losses in the service sector, particularly tourism and hospitality.

Overall sales tax revenues are expected to increase by 11.7% in FY 2022. Revenue growth is expected to slow in the third quarter, as the Omicron variant wave, inflation concerns, and tighter federal policies slow consumer demand. For FY 2023, as the economy reopens and confidence returns, we are expecting a return to spending patterns that more closely resemble pre-COVID-19, meaning a shift back toward non-taxable service spending. This results in modest revenue growth for FY 2023 of only 0.7%. This forecast for the remainder of FY 2022 and FY 2023 remains conservative because of the short-term economic uncertainty and a desire to be cautious with revenue projections.

Federal and State Revenue – Current revenue projections are expected to increase from FY 2022 based on preliminary estimates received from the state and federal governments (which are subject to both the state and federal governments approving annual budgets). Actual appropriation of metropolitan planning organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

Federal formula funds for capital projects are expected to increase pursuant to the Infrastructure Innovation and Jobs Act (IIJA) and based on the region's air quality redesignation from moderate to severe which increased the share of the annual Congestion Mitigation and Air Quality program apportionment. SANDAG and the transit agencies are also eligible for formula funds under several state programs that include planning, operations, and capital funding. Additional funding may become available through formula appropriation depending on how the State of California distributes the additional funds made available through the passage of the IIJA.

The COVID-19-related disruption did not result in a reduction in federal revenues nor most state revenues available to SANDAG. Congress extended the FAST Act multiple times in FY 2022 and the IIJA was signed into law by President Biden on November 15, 2021, significantly increasing transportation funding for core programs and creating several new programs. At the state level, the California Transportation Commission monitored the state's financial situation closely and did not recommend any slowing of fund allocations for capital projects.

Other Revenue and Grants – Dedicated grants, enterprise revenue, and ongoing multi-year state and federal grant programs provide funding for projects and programs in the OWP, capital, and regional operations budget components. In particular, SANDAG and the transit agencies are eligible for discretionary funds under many federal and state programs with awards expected to be made in 2022

COVID-19 also impacted revenue generated on the State Route 125 (SR 125) toll road and Interstate 15 (I-15) Express Lanes. Traffic and revenue began to rebound during the first quarter of FY 2022 on both roadways; SR 125 traffic reached pre-pandemic levels in Quarter 2 of FY 2022, but a slowdown is expected in Quarter 3 due to the Omicron variant wave. While it is challenging to predict when revenue from these tolled roadways will return to pre-pandemic norms, it is estimated that SR 125 revenue will increase by 13% in FY 2023 from the current FY 2022 forecast, and that I-15 Express Lanes revenue will increase by 54% as travel behavior and dynamically priced tolls normalize.

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

Member assessments, user fees, and discretionary grants from the Department of Homeland Security, along with reserve funding for equipment refresh continue to provide sufficient funding for ARJIS activities.

Contingency Reserves

The ending balance of the agency's uncommitted OWP contingency reserve as of June 30, 2023, is expected to be approximately $7.3 million, representing 10% of the FY 2023 OWP Budget, which meets the minimum target of 10% as required by SANDAG Board Policy No. 030, Contingency Reserve Policy. In addition, consistent with Board Policy No. 030, recommended levels of contingency reserves for other SANDAG programs, including the SR 125 Toll Road, Motorist Aid-Call Box, I-15 FasTrak®, ARJIS, administration services, and the Capital Program, have been developed. Projections of contingency reserve balances can be found in Chapter 12 of this Program Budget.

Local, State, Tribal, Transit Agency, and Federal Agency Coordination and Participation

As SANDAG adopts and begins to implement the transformational vision outlined in the 2021 Regional Plan during the upcoming fiscal year, tribal governments and local, state, transit agency, and federal agency staff will be key partners to ensure we achieve regional goals.

SANDAG has been designated as the sole state and federal grant clearinghouse for the San Diego region. Agency consultation, cooperation, and coordination with major regional, state, tribal, transit agency, and federal work efforts are carried out primarily through our responsibilities as the state mandated clearinghouse. Through working agreements with local, state, transit agency, and tribal governments, as well as federal agencies, SANDAG, serving as the consolidated agency, its member local governments and transit agency representatives have the opportunity to ensure the consistency of individual agency plans and programs regionwide.

This approach means better coordination and assurance of the best local technical expertise available. It also results in plans that more accurately reflect the needs of everyone in our region and foster support when completed. Many of the work efforts outlined in this Program Budget employ working groups and task forces comprised of residents, stakeholders, and community organizations, along with local, state, and federal staff participation. An example of this coordination and collaboration with the transit agencies in the San Diego Region includes the SANDAG Regional Short Range Transit Planning Task Force, which meets quarterly and is made up of transit planners from SANDAG, MTS, NCTD, and Facilitating Access to Coordinated Transportation and discusses transit planning efforts and activities of regional significance.

Additionally, SANDAG regularly collaborates with the state via standing meetings with the California Air Resources Board in support of the development, submission, and review of the Regional Plan. In terms of project development, programming, and long-range planning, SANDAG coordinates with Caltrans District 11 in addition to bordering Caltrans districts, regional transportation agencies, and peer MPOs (Southern California Association of Governments[SCAG]) through the interregional coordination OWP, which includes quarterly meetings with Orange County partners (SCAG, Caltrans Districts 7, 11, and 12, and the Orange County Transportation Authority), Riverside County partners (Riverside County Transportation Commission, Western Riverside Council of Governments, SCAG, and Caltrans) and Imperial County partners (Imperial County Transportation Commission, SCAG, and Caltrans) on planning and project related issues of mutual interest.

Public Involvement

The success of SANDAG and its many regional projects and initiatives depends on fostering a close relationship with communities throughout our region, including those that have been historically underserved and systemically marginalized.

During FY 2023, SANDAG will continue to adjust to necessary health requirements and will develop plans that encourage virtual outreach in addition to in-person meetings, should they be allowed. As affirmed by our Commitment to Equity Statement, SANDAG has an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities are available to everyone.

SANDAG ensures equitable public involvement in its work by providing a variety of opportunities to connect:

- Serving on committees or working groups
- Attending public hearings or workshops
- Providing feedback through surveys
- Engaging with us through our website and social media pages
- Learning more through fact sheets, reports, and other publications

To ensure that plans and programs reflect the diversity of interests across the region, residents and organizations representing all segments of the population are directly involved in SANDAG work. This effort includes formal outreach to groups who historically have been underrepresented and underserved, including minorities, seniors, disabled, and low-income, to name just a few. The goal is that all members of the public from a wide variety of backgrounds have the opportunity to weigh in on projects, programs, and policies, and are informed about how SANDAG work efforts affect them.

SANDAG also reaches the public through the news media, social media (Facebook, Twitter, LinkedIn, Instagram, and YouTube), agency publications, community meetings and public workshops (virtual during the pandemic), email blasts and newsletters, phone hotlines, signage, videos, partnerships with community-based organizations, and special presentations.

In addition to websites and social media platforms, SANDAG presents technical and policy issues in approachable terms to a broad audience through newsletters, report summaries, and news releases.

SANDAG staff regularly make presentations about specific issues to local community, civic, and business groups. Additional information regarding individual topics and copies of full reports are available through the agency's public information office or at sandag.org.

All SANDAG public outreach efforts are guided by SANDAG Board Policy No. 025, Public Participation Plan Policy, which is available at sandag.org/legal. The SANDAG Public Participation Plan establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and funding. The strategies and tactics outlined in the participation plan guide the agency's public outreach and involvement efforts for highway projects; transit fare changes and construction; smart growth, environmental review, and planning efforts; growth forecasts; the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP); Tribal Consultation; and other initiatives. The plan addresses Title VI and related nondiscrimination requirements and reflects the principles of social equity and environmental justice. Included in the Public Participation Plan are procedures, strategies, and outcomes associated with the ten requirements listed in 23 CFR 450.316. The plan also fulfills various state and federal requirements pertaining to public involvement. It reflects the agency's commitment to transparency, and to involving the public (including all residents and stakeholders) in the regional planning process, project development, project implementation, and the agency's many other initiatives. The Public Participation Plan was created in 2009 and updated in 2012 and 2018, and it is scheduled to be updated in FY 2023.

Federal Certification Process

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

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

SANDAG Program Budget Components

The SANDAG Program Budget is a comprehensive financial summary of all the activities of the organization. The capital improvement program is the largest component of the Program Budget, directly resulting from state legislation that made SANDAG the responsible agency for construction of major regional transit facilities. The TransNet Program itemizes the funds we manage as the administrator of the TransNet Extension. Other components detailed in this document include the OWP, the Administration and Board budgets, Member Agency Assessments, and Regional Operations and Services.

OWP

The OWP is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year (July 1, 2022 - June 30, 2023). The OWP reflects consideration of the regional goals and objectives to be accomplished over the coming years. It provides a list of projects to be done in the region, which conforms to state and federal requirements, and is considered necessary by locally elected officials and the residents they represent. Federal Planning Emphasis Areas are listed in Chapter 6 with OWP projects demonstrating how we address these planning areas. The OWP includes a summary of local, state, and federal funding sources to support these work efforts.

Regional Operations and Services

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

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[1] *23 U.S.C. 134, 49 U.S.C. 1607*

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

Administration and Board Budgets

The Administration budget, including the Information Technology Services (IT) budget, provides for the general services necessary to produce agency programs and activities. The Office of the Independent Performance Auditor budget shows the costs to implement the Business and Audit Plan approved each year by the Audit Committee. The Board budget accounts for expenses relating to the functions of the Board and Policy Advisory Committees.

TransNet Program

As regional administrator of TransNet funds, we manage funding for Administration; Independent Taxpayer Oversight Committee; Bicycle, Pedestrian, and Neighborhood Safety Program; Major Corridors Program; Environmental Mitigation Program; New Major Corridor Transit Operations Program; Transit System Improvement Program (including providing for senior and Americans with Disabilities Act–related services); Local System Improvement Program (Local Street and Road formula funds); and Smart Growth Incentive Program.

Capital Program

The Capital Program budget includes the multi-year TransNet Program of Projects (POP), transit and other capital improvements for which SANDAG has the implementing authority, and the CMCP projects. Much of the TransNet POP is done in conjunction with Caltrans, with their expenditure plan and funding shown separately within each project. The proposed Capital budget continues the Board's goal of implementing the TransNet POP and accelerating projects wherever possible. The proposed FY 2023 Capital budget is funded with local, state, and federal revenues, including TransNet bond proceeds.

Member Agency Assessments

As a SANDAG member, the 18 cities and county government are assessed a fee according to population to fund Board expenses, the Office of the Independent Performance Auditor, government relations, criminal justice clearinghouse reporting, and other regional planning efforts.

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

The annual Program Budget outlines the proposed work activities and serves as a management tool for the Board, Policy Advisory Committees, working groups, and staff. It provides local and state agencies a focal point for improving regional coordination and reducing duplication of work efforts at all levels.

As part of the process, we will monitor its effectiveness in achieving the objectives outlined in the Program Budget and OWP. By developing and updating the Program Budget annually and throughout the year as necessary, we improve our ability to identify the needs of the region and the specific programs to meet those needs.

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

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

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

The Program Budget is available at sandag.org/budget under "About SANDAG – Overall Work Program and Budget," by calling the public information office at (619) 699-1950, or by emailing pio@sandag.org. The SANDAG website includes a summary of our functions and history; a list of Board members and the jurisdictions/agencies they represent; directions to get to SANDAG's Downtown San Diego office; transportation, regional planning, and public safety information; interregional planning efforts; budgets from previous years; regional information systems; and information about the SANDAG Service Bureau. In addition, there is up-to-date information concerning meeting agendas, requests for consultant proposals, public workshops, and job openings at SANDAG. SANDAG publications, reports, and most SANDAG demographic and economic data, along with geographic information system layers and interactive mapping applications, is also available on our website.

FY 2023 Revenue and Expenditure Summary

Line Item No.	Description	OWP Projects	Regional Operations and Services	Regional Capital Projects*: SANDAG	Regional Capital Projects*: Caltrans and Other Local Agencies	TransNet Program	Board Budget and Administrative Reserve	Total Program Budget	Chapter Reference
	Revenue Summary								
1	Federal Grants	$ 30,066,122	$ 8,339,092	$ 149,683,000	$ 61,417,000	$ -	$ -	$ 249,505,214	3, 4, and 9
2	State Grants	10,969,788	9,115,095	44,944,000	75,732,000	-	-	$ 140,760,883	3, 4, and 9
3	TransNet Sales Tax Revenue	-	-	-	-	375,556,376	-	$ 375,556,376	8
4	Interfund TransNet Transfers (including debt proceeds)	15,832,302	1,345,902	7,558,000	50,411,000	-	433,250	$ 75,580,454	3, 4, 7, and 9
5	Transportation Development Act Funds	9,760,292	-	2,779,000	-	-	14,000	$ 12,553,292	3 and 9
6	Member Agency Assessments	992,348	1,936,608	-	-	-	433,250	$ 3,362,206	3, 4, 7, and 10
7	Other Funds	5,488,042	40,654,188	24,887,000	24,014,000	-	-	$ 95,043,230	3, 4, and 9
8	Interest Income	-	-	-	-	7,543,709	-	$ 7,543,709	8
	Total Revenues	**$ 73,108,894**	**$ 61,390,885**	**$ 229,851,000**	**$ 211,574,000**	**$ 383,100,085**	**$ 880,500**	**$ 959,905,364**	
									$ 2,722,215
	Expenditure Summary								
9	Direct Personnel Costs	$ 23,767,415	$ 12,180,837	$ 14,528,600	$ -	$ 254,222	$ -	$ 50,731,075	3, 4, 8, 9, and 11
10	Administration (Indirect) Costs	12,939,918	2,420,275	7,727,779	-	139,893	125,000	$ 23,352,865	3, 4, 8, and 9
11	Direct Project Costs	20,904,151	44,851,773	207,594,621	211,574,000	-	14,000	$ 484,938,546	3, 4, 7, and 9
12	Board Related Functions	-	-	-	-	-	741,500	$ 741,500	7
13	Pass-Through Expenditures	15,497,409	1,938,000	-	-	-	-	$ 17,435,409	3 and 4
14	TransNet:								
15	TransNet Administrative Allocations	-	-	-	-	7,511,128	-	$ 7,511,128	8
16	TransNet Bicycle, Pedestrian, and Neighborhood Safety	-	-	-	-	7,511,128	-	$ 7,511,128	8
17	TransNet Independent Taxpayer Oversight Committee	-	-	-	-	188,996	-	$ 188,996	8
18	TransNet Major Corridors Program	-	-	-	-	152,670,745	-	$ 152,670,745	8
19	TransNet New Major Corridor Transit Operations	-	-	-	-	29,044,371	-	$ 29,044,371	8
20	TransNet Transit System Improvements	-	-	-	-	59,411,964	-	$ 59,411,964	8
21	TransNet Local System Improvements	-	-	-	-	118,823,928	-	$ 118,823,928	8
22	Allocable Interest	-	-	-	-	7,543,709	-	$ 7,543,709	8
	Total Expenditures	**$ 73,108,894**	**$ 61,390,885**	**$ 229,851,000**	**$ 211,574,000**	**$ 383,100,085**	**$ 880,500**	**$ 959,905,364**	

Line Item Notes:

[1, 2] Multiple grant sources - see Program Revenues in Chapters 3 and 4 and Funding Sources in Chapter 9.

[3] TransNet is both a funding source and a programmed expenditure on Administrative Allocations; Bicycle, Pedestrian, and Neighborhood Safety; Independent Taxpayer Oversight Committee; Major Corridors Program; New Major Corridor Transit Operations; Transit System Improvements; and Local System Improvements Program.

[3,4] TransNet sales tax revenue shown at 100% of receipts; not net of interfund transfers, which are itemized on Line Item No. 4.

[6] Member Agency Assessments are the total of member assessments resulting from SANDAG membership ($1,181,717), Criminal Justice Clearinghouse ($243,881), and ARJIS ($1,936,608) = $3,362,206 (Chapter 10).

[10] Administrative (Indirect) Costs include the Administration, Business Information and Techology Services, and the Office of the Independent Performance Auditor budgets.

[*] Regional Capital Projects include Comprehensive Multimodal Corridor Plan - Advanced Planning projects as seen in Chapter 9.

Chapter 2

Detailed Work Element Descriptions

Chapter 2.1
Use data and analytics to support innovation and inform decision making

Ensure data integrity and transparency; continue to improve research and analysis that equips team members with the data and information they need to plan, implement, and operate effectively.

Work Element: **2300000 Data Science, Analytics, and Modeling**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$5,329,718	$6,704,527	$8,475,584
Other Direct Costs	$259,774	$722,097	$437,400
Contracted Services	$3,013,938	$4,752,934	$3,655,000
Materials and Equipment	$102,000	$25,000	$0
Total	**$8,705,430**	**$12,204,558**	**$12,567,984**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5303) MPO Planning	$150,000	$588,577	$0
FHWA Metropolitan Planning (PL)	$1,707,310	$1,600,000	$460,000
TDA Planning/Administration	$2,355,789	$2,881,190	$3,056,431
SANDAG Service Bureau Fees	$87,045	$7,955	$0
SANDAG Member Assessments	$12,000	$12,000	$0
TransNet Administration	$146,881	$723,621	$1,869,360
TransNet / FasTrak swap	$476,615	$2,300,400	$3,438,787
FTA (5307) Transit Planning	$3,769,790	$4,090,815	$3,743,406
Total	**$8,705,430**	**$12,204,558**	**$12,567,984**

Note: This work element is a combination of efforts from the following previous year projects: 2300400, 2300600, 2300800, 2301100, 2301400, 2301700, 2302100, 2302200, 3320300. FY 2021 and FY 2022 figures are the combined total of these projects.

Objective

This work element includes the combination of 11 separate elements from the FY 2021-2022 work program. The Objective of this work element is to conduct data analysis and modeling that inform regional planning and policy development. This work element will develop, maintain, and operate analytical tools that allow SANDAG and its member agencies to transform data into actionable information related to mobility, the economy, the environment and social equity in the San Diego region. These tools are needed to conduct analysis required by federal and state laws.

Emphasis in FY 2023 will include the development of forecasts and modeling tools for the 2025 Regional Plan; conducting research and surveys required for the Activity Based Model (ABM 3); streamlining performance monitoring activities, disseminating data products, including those with Census 2020 data; and making data more easily accessible to member agencies and the public.

Previous Accomplishments

Previous Accomplishments include modeling and analysis for the 2021 Regional Plan, modernizing modeling tools and GIS applications, and disseminating data products using new data sets and analytics.

Justification

SANDAG is required by state and federal law to have a transportation model that addresses the planning needs of the region and can be used for air quality conformity determinations, including those related to California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008 (Steinberg, 2008). These laws require the transportation model assumptions and data to be current and to properly reflect the associated behavior in making travel choices. The transportation model must be validated, properly documented, and as transparent to the public as possible. This work element provides all data, analysis, models, and GIS technology framework that supports development of the Regional Plan, the TransNet capital improvement program, and other SANDAG priority projects and ensures the necessary technology and systems are in place to support a broad range of agency projects and initiatives.

Project Manager: Michael Duncan, Program Management

Committee(s): Regional Planning Committee
Transportation Committee

Working Group(s): Cities/County Transportation Advisory Committee
Regional Planning Technical Working Group
San Diego Regional GIS Council
San Diego Traffic Engineers' Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	15	**Task Description:** Use a variety of analytical techniques to make data more available to the public **Product:** Written publications, Open Data Portal, Data Dashboards **Completion Date:** 6/30/2023
2	30	**Task Description:** Transportation modeling development, maintenance, and enhancements (Staff/Consultant Task) **Product:** Transportation models, data and documentation **Completion Date:** 6/30/2023
3	15	**Task Description:** Economic and Demographic Analysis and Modeling (Staff/Consultant Task) **Product:** Population and economic foresting and land use modeling system, creation of estimates and other custom analysis of socioeconomic data to support SANDAG initiatives **Completion Date:** 6/30/2023
4	15	**Task Description:** Enterprise Geographic Information Systems maintenance, upgrades, and support (Staff/Consultant Task) **Product:** GIS analysis mapping, visualization and dissemination products **Completion Date:** 6/30/2023
5	15	**Task Description:** Transportation Surveys and Other Primary Data Collection (Staff/Consultant Task) **Product:** Data sets and completed reports **Completion Date:** 6/30/2023
6	5	**Task Description:** Support policymakers, practitioners, and community members with crime-related and SAM data **Product:** Presentations **Completion Date:** 6/30/2023
7	5	**Task Description:** Regional Land Inventory System **Product:** Annual regional land inventory, employment, building and parking information updates. **Completion Date:** 6/30/2023

Future Activities

Future Activities include the ongoing data collection, analysis, and creation of model inputs necessary to be able to prepare the 2025 Regional Plan, modeling, analysis and GIS support for agency plans and programs, performance monitoring activities, efforts to maintain and continue to improve the agency's GIS mapping capabilities, and data dissemination through an Open Data Portal and specialized data products.

Work Element: **2301200 Regional Economic Research & Analyses**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$526,276	$767,395	$2,060,750
Other Direct Costs	$74,000	$77,000	$23,500
Contracted Services	$394,743	$630,257	$200,000
Total	**$995,019**	**$1,474,652**	**$2,284,250**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5307) Transit Planning	$300,000	$225,000	$400,000
TDA Planning/Administration	$695,019	$627,152	$1,086,851
TransNet Administration	$0	$622,500	$797,399
Total	**$995,019**	**$1,474,652**	**$2,284,250**

Note: This work element is a combination of efforts from the following previous year projects: 2301200 and 2401000. FY 2021 and FY 2022 figures are the combined total of these projects.

Objective

This work element includes the combination of two separate elements from the FY 2021-2022 work program. The objectives of this work element are to provide intellectual leadership for the agency's economic and financial data and strategies related to the development, coordination, and production of economic and financial analyses; and ensure that necessary technology and systems are in place by implementing state of the art modeling systems and processes.

Emphasis in FY 2023 will be to enhance current analytical techniques to support economic impact studies for high priority projects and other key regional projects.

Previous Accomplishments

Previous Accomplishments include completion of complex economic analyses and reports related to the COVID-19 pandemic, economic analysis for the 2021 Regional Plan, and technical assistance and support to local jurisdictions, economic development organizations, and other agencies.

Justification

Understanding the San Diego regional economy is critical for making intelligent transportation investments. This work element will provide a wide range of complex economic analyses for SANDAG priority projects and initiatives to promote economic, social, and environmental prosperity. businesses needed in the various social equity analyses.

Project Manager: Michelle Posada, Data Science and Analytics
Committee(s): None
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	30	**Task Description:** Economic Impact Model: (1) Maintain/update process to move data from SANDAG DB into modeling tool (Transight), (2) Run analyses as requested/needed, (3) Support use of tool **Product:** Research, benefit-cost analysis, revenue estimates, scenario simulations, presentations, and internal memos, etc., as needed **Completion Date:** 6/30/2023
2	30	**Task Description:** Benefit Cost Analyses (BCA): (1) Maintain/update tool to support ABM 3 and Series 15 data, (2) Run analyses as requested/needed, (3) Support use of tool in analyses, studies, grant applications, etc. **Product:** Data, presentations, analysis, methods, tools, and sources of socioeconomic information, updated on a rotating basis, often quarterly **Completion Date:** 6/30/2023
3	30	**Task Description:** Critical monitoring, research, data results, reports, and presentations as needed to support regional planning efforts, the TransNet revenue forecast, potential bonding activities, and external and statewide coordination efforts; Produce economic report(s), presentation(s), newsletters, and analysis on an as- needed basis. **Product:** Support for external requests of behavior and economic impact studies; research and analytics; forecasts; and benefit cost analyses; Update economic reports and presentations, including quarterly reports for the Independent Taxpayer Oversight Committee, Policy Advisory Committees, and Board of Directors, rating agency presentations, INFOs, press conferences, partner agencies, local jurisdictions, and other analyses as requested to support informed decision-making **Completion Date:** 6/30/2023
4	10	**Task Description:** Develop partnerships with other government and private agencies to standardize, access, and analyze regional economic trends **Product:** Memorandums of understanding **Completion Date:** 6/30/2023

Future Activities

Continue to develop of innovative ways to measure and assess the San Diego economy so that SANDAG remains the leading source for economic data, tools, analysis, and insight in the region, to help inform policy decisions.

Work Element: **2302300 Data Acquisition, Management, and Governance**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,680,224	$2,308,499	$2,759,173
Other Direct Costs	$407,849	$1,001,101	$330,000
Contracted Services	$292,849	$350,000	$545,000
Total	**$2,380,922**	**$3,659,600**	**$3,634,173**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TDA Planning/Administration	$990,922	$1,202,156	$509,173
TransNet / FasTrak swap	$1,090,000	$2,157,444	$875,000
FHWA Metropolitan Planning (PL)	$300,000	$300,000	$1,545,000
FTA (5303) MPO Planning	$0	$0	$705,000
Total	**$2,380,922**	**$3,569,600**	**$3,634,173**

Note: Work element is a combination of efforts from the following previous year projects: 2300900, 2301900, 2302000, 2302300. FY 2021 and FY 2022 figures are the combined Total of these projects.

Objective

This work element includes the combination of 4 separate elements from the FY 2021-22 work program. The Objective of this work element is to plan for, acquire, manage and govern data and technical services that support agency priority projects and strategic initiatives; ensure that data analysis meets agency standards for quality, accuracy, and transparency; and ensure that consistent compliance and program management practices are followed.

Emphasis in FY 2023 will include continuing to implement best practices related to data governance, supply chain management, managing the data product development for the 2025 Regional Plan, and implementing processes and tools to support project, program and portfolio management.

Previous Accomplishments

Previous Accomplishments include the implementation of project management best practices to support the data driven 2021 Regional Plan; implementation of Quality Assurance/Quality Control and Peer Review Processes to ensure the integrity of data and analyses; and implementation of best practices related to data supply chain management and data governance.

Justification

SANDAG is committed to leveraging data and analytics to help make informed decisions. As such, the agency's data science, analytics and dissemination goals require the ability to access accurate, timely, well-documented and transparent data and technical professional services from a wide range of sources in a timely and efficient manner.

Project Manager: Eve Angle, Data Solutions
Committee(s): None
Working Group(s): None

Products, Tasks, And Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	25	**Task Description:** Management of the data and technical services supply chain. Oversight of the acquisition, procurement, transformation, loading, tracking, and reporting of core datasets and technical services that support the SANDAG suite of socioeconomic and transportation modeling and forecasting needs. **Product:** Strategic management of the data and technical services supply chain. Datasets and related technical service contracts. **Completion Date:** 6/30/2023
2	25	**Task Description:** Implement project management best practices across key agency projects **Product:** Project management plans, schedules, risk reviews and project, program and portfolio dashboards. **Completion Date:** 6/30/2023
3	25	**Task Description:** Refine QA/QC and PRP procedures and conduct rigorous analysis of the agency's use of data **Product:** QA/QC Plans and Results and PRP Documentation **Completion Date:** 6/30/2023
4	25	**Task Description:** Implement data architecture, management, and governance procedures as it relates to testing, staging, and preparing data, including migration efforts to the cloud environment. **Product:** Database infrastructure and end-user technical support to facilitate socioeconomic and transportation models, data portals, dashboards, and supporting tools. **Completion Date:** 6/30/2023

Future Activities

Continue to implement data governance, data review, data and professional services supply chain management and project management best practices and modernize the process for extracting and preparing data for analysis.

Work Element: **2340000 Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse**

Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$212,302	$236,055	$243,619
Other Direct Costs	$25	$998	$262
Total	**$212,327**	**$237,053**	**$243,881**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Criminal Justice Member Assessments	$212,327	$237,053	$243,881
Total	**$212,327**	**$237,053**	**$243,881**

Objective

The objectives of this work element are to support local criminal justice (CJ) planning and policymaking by providing analysis of crime and other public safety data; maintaining current and historical information about crime and public safety strategies; developing research designs to evaluate the effectiveness of crime prevention and reduction strategies; and supporting the Public Safety Committee (PSC).

Emphasis in FY 2023 will be on the distribution of timely, relevant, and informative publications and live dashboards to the community with the transition from Uniform Crime Reporting to the National Incident-Based Reporting System (NIBRS).

Previous Accomplishments

Previous Accomplishments include responding to daily requests for crime-related information from elected officials, CJ professionals, community-based organizations, the public, and the media; maintaining crime-related databases and CJ-related information resources for the community's access; analyzing crime and arrest data from 20 public safety agencies; participating on local task forces; analyzing and disseminating data from the Substance Abuse Monitoring (SAM) project; and providing staff support to the PSC.

Justification

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

Project Manager: Caroline Stevens, Applied Research

Committee(s): Public Safety Committee

Working Group(s): Chiefs'/Sheriff's Management Committee

Products, Tasks, And Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	25	**Task Description:** Prepare CJ flashes, CJ bulletins, and other products such as SAM outcomes, regional crime and arrest data, and other regional public safety information **Product:** Eight CJ bulletins and 12 CJ faxes **Completion Date:** 6/30/2023
2	20	**Task Description:** Gather, manage, and quality control crime-related databases and information **Product:** Current and historical databases **Completion Date:** 6/30/2023
3	15	**Task Description:** Support and staff the PSC **Product:** Agenda, reports, and PSC follow-up materials **Completion Date:** 6/30/2023
4	5	**Task Description:** Identify, summarize, and respond to requests for proposals **Product:** Minimum of three grant proposals **Completion Date:** 6/30/2023
5	20	**Task Description:** Quality control new processes, and products to compile and analyze NIBRS data. **Product:** New SQL database, policies, and products **Completion Date:** 6/30/2023
6	15	**Task Description:** Support policymakers, practitioners, and community members with crime-related and SAM data **Product:** Presentations **Completion Date:** 6/30/2023

Future Activities

Continue to focus on the region's information and research needs; track statistics and key issues; provide timely resources to the community; disseminate information using new platforms to allow for personalized and time certain information and staff the PSC.

Work Element: **2340100 CJAM – Substance Abuse Monitoring**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$95,723	$101,492	$101,464
Other Direct Costs	$2,785	$7,000	$7,044
Contracted Services	$29,308	$27,471	$27,455
Total	**$127,816**	**$135,963**	**$135,963**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
SANDAG Member Assessments	$18,750	$18,750	$18,750
County of San Diego	$64,066	$72,213	$72,213
CA Border Alliance Group	$45,000	$45,000	$45,000
Total	**$127,816**	**$135,963**	**$135,963**

Objective

The Objective of this work element is to support practitioners and policymakers in tracking changes in drug trends over time to inform prevention, treatment, and other activities.

Emphasis in FY 2023 will be on continuing to measure drug use and other behavior trends among arrested adults and juveniles and conducting interviews with adults booked into three San Diego County detention facilities and juveniles booked into San Diego County Juvenile Hall on a biannual basis about their alcohol and other drug use history.

Previous Accomplishments

SANDAG has conducted interviews with adult and juvenile arrestees since 1987. When federal funding for these interviews was discontinued in 2003-2004, local funding sources were secured. San Diego is the only location nationwide that collects data from recent arrestees and maintains the possibility for longitudinal analysis of local drug trends.

Justification

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

Project Manager: Caroline Stevens, Applied Research
Committee(s): Public Safety Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	100	**Task Description:** Continue to conduct interviews and collect urine specimens from adult and juvenile arrestees; analyze results and summarize trends in drug use of arrestees **Product:** Completed interviews and samples **Completion Date:** 6/30/2023

Future Activities

This project will continue contingent upon continued dedicated funding, with annual reviews of the data and updates to the instruments to reflect current questions of interest.

Group Program Title: **2345000 CJAM – Adult Criminal Justice Projects (Group Program)**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Group Objective

The Objective of this work element is to provide quality research and evaluation in support of local law enforcement and public safety agencies. Emphasis in FY 2023 will be on compiling valid and reliable information from historical and original data sources to provide timely information to improve program delivery and objectively measure if program goals were achieved.

Previous Accomplishments

SANDAG has collaborated with local, state, and federal law enforcement; local service providing agencies; local prosecutors; and the public defender to seek grant funding to evaluate local crime prevention efforts. These evaluations have resulted in publications and presentations to improve our local justice system.

Justification

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

Project Manager: Caroline Stevens, Applied Research
Committee(s): Public Safety Committee
Working Group(s): Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	**Task Description:**	Design and implement research methodologies, including collecting data from a variety of sources.
		Product:	Completed interviews and samples
		Completion Date:	6/30/2023

Work Element: **2346800 CJAM - Specialized Housing Services for Human Trafficking Victims Evaluation**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year **Total**
Salaries, Benefits, Indirect	$6,259	$17,539	$16,627	$7,550	$47,975
Other Direct Costs	$25	$0	$0	$0	$25
Total	**$6,284**	**$17,539**	**$16,627**	**$7,550**	**$48,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
U.S. Department of Justice	$6,284	$17,539	$16,627	$7,550	$48,000
Total	**$6,284**	**$17,539**	**$16,627**	**$7,550**	**$48,000**

Note: Grant is passed through North County Lifeline to SANDAG.

Work Element: **2347000 CJAM - Drug Policy Gap Analysis and Evaluation**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year **Total**
Salaries, Benefits, Indirect	$3,631	$26,387	$19,939	$20,190	$70,147
Other Direct Costs	$40	$0	$318	$0	$358
Total	**$3,671**	**$26,387**	**$20,257**	**$20,190**	**$70,505**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
CA Border Alliance Group	$3,671	$26,387	$20,257	$20,190	$70,505
Total	**$3,671**	**$26,387**	**$20,257**	**$20,190**	**$70,505**

Work Element: **2347100 CJAM - REACH Coalition Expansion Evaluation**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year **Total**
Salaries, Benefits, Indirect	$3,956	$23,515	$25,734	$6,795	$60,000
Total	**$3,956**	**$23,515**	**$25,734**	**$6,795**	**$60,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
U.S. Department of Justice	$3,956	$23,515	$25,734	$6,795	$60,000
Total	**$3,956**	**$23,515**	**$25,734**	**$6,795**	**$60,000**

Work Element: **2353600 CJAM - Project Safe Neighborhood Research Partner**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$28,634	$4,747	$33,381
Other Direct Costs	$0	$0	$100	$0	$100
Total	**$0**	**$0**	**$28,734**	**$4,747**	**$33,481**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
U.S. Department of Justice	$0	$0	$28,734	$4,747	$33,481
Total	**$0**	**$0**	**$28,734**	**$4,747**	**$33,481**

Work Element: **2353700 CJAM - Southern District USAO Project Safe Neighborhoods**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$6,270	$6,417	$5,852	$18,539
Pass-Through to Other Agencies	$0	$0	$55,615	$0	$111,230	$166,845
Total	**$0**	**$0**	**$61,885**	**$6,417**	**$117,082**	**$185,384**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
U.S. Department of Justice	$0	$0	$61,885	$6,417	$117,082	$185,384
Total	**$0**	**$0**	**$61,885**	**$6,417**	**$117,082**	**$185,384**

Work Element: **2353800 CJAM - Central District USAO Project Safe Neighborhoods**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$30,517	$36,308	$24,726	$91,551
Pass-Through to Other Agencies	$0	$0	$274,654	$274,654	$274,654	$823,962
Total	**$0**	**$0**	**$305,171**	**$310,962**	**$299,380**	**$915,513**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
U.S. Department of Justice	$0	$0	$305,171	$310,962	$299,380	$915,513
Total	**$0**	**$0**	**$305,171**	**$310,962**	**$299,380**	**$915,513**

Work Element: **2353900 CJAM - Northern District USAO Project Safe Neighborhoods**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$13,348	$14,184	$13,438	$40,970
Pass-Through to Other Agencies	$0	$0	$122,910	$0	$245,819	$368,729
Total	**$0**	**$0**	**$136,258**	**$14,184**	**$259,257**	**$409,699**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
U.S. Department of Justice	$0	$0	$136,258	$14,184	$259,257	$409,699
Total	**$0**	**$0**	**$136,258**	**$14,184**	**$259,257**	**$409,699**

Work Element: **2354000 CJAM - Eastern District USAO Project Safe Neighborhoods**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$14,409	$14,410	$14,408	$43,227
Pass-Through to Other Agencies	$0	$0	$129,682	$0	$259,364	$389,046
Total	**$0**	**$0**	**$144,091**	**$14,410**	**$273,772**	**$432,273**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
U.S. Department of Justice	$0	$0	$144,091	$14,410	$273,772	$432,273
Total	**$0**	**$0**	**$144,091**	**$14,410**	**$273,772**	**$432,273**

Work Element: **2354100 CJAM - BJA Chula Vista RIPA Analysis**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$0	$130,377	$167,094	$151,695	$449,166
Pass-Through to Other Agencies	$0	$0	$20,000	$0	$27,000	$47,000
Total	**$0**	**$0**	**$150,377**	**$167,094**	**$178,695**	**$496,166**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
U.S. Department of Justice	$0	$0	$150,377	$167,094	$178,695	$496,166
Total	**$0**	**$0**	**$150,377**	**$167,094**	**$178,695**	**$496,166**

Work Element: **2354200 CJAM - County Data Driven Study: Alternatives to Incarceration**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year **Total**
Salaries, Benefits, Indirect	$0	$0	$128,424	$171,576	$300,000
Total	**$0**	**$0**	**$128,424**	**$171,576**	**$300,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
County of San Diego	$0	$0	$128,424	$171,576	$300,000
Total	**$0**	**$0**	**$128,424**	**$171,576**	**$300,000**

Group Program Title:	**2350000 CJAM – Youth Evaluation Projects (Group Program)**
Area of Emphasis:	**Use data and analytics to support innovation and inform decision making**

Group Objective

The Objective of this work element is to continue to partner with local jurisdictions to evaluate grant-funded programs, ranging from prevention to graduated sanctions for youth. SANDAG also has developed partnerships with other youth-serving entities in the region to provide quality evaluations that support its funding and mission to provide innovative juvenile justice prevention and intervention services to youth.

Emphasis in FY 2023 will be on compiling valid and reliable information from historical and original data sources to provide timely information to improve program delivery and objectively measure if program goals were achieved. Of particular note is the CJ division's program evaluations that support the transformation of the local Juvenile Justice System.

Previous Accomplishments

SANDAG has collaborated with local public safety stakeholders and other community-based agencies to seek grant funding to evaluate local crime prevention efforts. These evaluations have resulted in publications and presentations to improve our local juvenile justice system.

Justification

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

Project Manager: Caroline Stevens, Applied Research
Committee(s): Public Safety Committee
Working Group(s): Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	100	**Task Description:** Track outcome measures for ongoing projects related to reducing juvenile delinquency and victimization, as well as to evaluate programs directed at supporting at-risk youth populations. **Product:** Data dashboards to inform program process, final reports summarizing results; presentations to stakeholders on results **Completion Date:** 6/30/2023

Work Element: **2350100 CJAM – Juvenile Justice Crime Prevention Act**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	**Multi-Year Total**
Salaries, Benefits, Indirect	$3,340,278	$220,290	$228,476	$226,150	$4,015,194
Other Direct Costs	$74,830	$250	$250	$16	$75,346
Contracted Services	$5,132	$0	$0	$0	$5,132
Total	**$3,420,240**	**$220,540**	**$228,726**	**$226,166**	**$4,095,672**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
County Dept. of Probation	$3,340,618	$220,540	$228,726	$226,166	$4,016,050
Criminal Justice - Other Local Funds	$79,622	$0	$0	$0	$79,622
Total	**$3,420,240**	**$220,540**	**$228,726**	**$226,166**	**$4,095,672**

Work Element: **2352400 CJAM - Reducing Racial and Ethnic Disparities**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	**Multi-Year Total**
Salaries, Benefits, Indirect	$91,957	$62,942	$80,595	$90,185	$325,679
Other Direct Costs	$51	$0	$0	$0	$51
Contracted Services	$4,635	$0	$0	$0	$4,635
Total	**$96,643**	**$62,942**	**$80,595**	**$90,185**	**$330,365**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	**Total**
County Dept. of Probation	$96,643	$62,942	$80,595	$90,185	$330,365
Total	**$96,643**	**$62,942**	**$80,595**	**$90,185**	**$330,365**

Work Element: **2352800 CJAM - San Diego Promise Neighborhood (SDPN)**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actua	**FY 2023 Budget**	FY 2024 - 2025 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$29,053	$126,162	$115,586	$128,073	$118,658	$517,532
Other Direct Costs	$4,160	$108	$0	$8,200	$0	$12,468
Total	**$33,213**	**$126,270**	**$115,586**	**$136,273**	**$118,658**	**$530,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	**Total**
U.S. Dept. of Education	$33,213	$126,270	$115,586	$136,273	$118,658	$530,000
Total	**$33,213**	**$126,270**	**$115,586**	**$136,273**	**$118,658**	**$530,000**

Note: Funding is passed through the South Bay Community Services.

Work Element: **2353100 CJAM - Increasing Resiliency in High-Risk Youth**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$8,818	$47,758	$45,803	$52,621	$155,000
Total	**$0**	**$8,818**	**$47,758**	**$45,803**	**$52,621**	**$155,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
Criminal Justice - Misc. Revenue	$0	$8,818	$47,758	$45,803	$52,621	$155,000
Total	**$0**	**$8,818**	**$47,758**	**$45,803**	**$52,621**	**$155,000**

Note: Funding is passed through the South Bay Community Services.

Work Element: **2353200 CJAM - DA Juvenile Diversion Initiative**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$6,412	$104,945	$98,573	$76,271	$286,201
Other Direct Costs	$0	$0	$27,974	$0	$0	$27,974
Total	**$0**	**$6,412**	**$132,919**	**$98,573**	**$76,271**	**$314,175**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
County of San Diego	$0	$6,412	$132,919	$98,573	$76,271	$314,175
Total	**$0**	**$6,412**	**$132,919**	**$98,573**	**$76,271**	**$314,175**

Note: Funding is from District Attorney's office.

Work Element: **2353300 CJAM - San Diego Prop 64 Evaluation**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$488	$39,806	$90,274	$19,432	$150,000
Total	**$0**	**$488**	**$39,806**	**$90,274**	**$19,432**	**$150,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
Criminal Justice - Misc. Revenue	$0	$488	$39,806	$90,274	$19,432	$150,000
Total	**$0**	**$488**	**$39,806**	**$90,274**	**$19,432**	**$150,000**

Note: Funding is passed through the San Diego Police Department.

Work Element: **2353400 CJAM - Chula Vista Prop 64 Evaluation**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$0	$39,599	$41,097	$45,304	$126,000
Total	**$0**	**$0**	**$39,599**	**$41,097**	**$45,304**	**$126,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
Criminal Justice - Misc. Revenue	$0	$0	$39,599	$41,097	$45,304	$126,000
Total	**$0**	**$0**	**$39,599**	**$41,097**	**$45,304**	**$126,000**

Note: Funding is passed through the Chula Vista Police Department.

Work Element: **2353500 CJAM - La Mesa Prop 64 Evaluation**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	**Multi-Year Total**
Salaries, Benefits, Indirect	$0	$488	$24,215	$58,249	$37,048	$120,000
Total	**$0**	**$488**	**$24,215**	**$58,249**	**$37,048**	**$120,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	**Total**
Criminal Justice - Misc. Revenue	$0	$488	$24,215	$58,249	$37,048	$120,000
Total	**$0**	**$488**	**$24,215**	**$58,249**	**$37,048**	**$120,000**

Note: Funding is passed through the La Mesa Police Department.

Work Element: 3311700 Transportation Performance Monitoring and Reporting
Area of Emphasis: Use data and analytics to support innovation and inform decision making

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$59,866	$72,962	$249,394
Other Direct Costs	$0	$15,500	$4,600
Materials and Equipment	$0	$0	$4,000
Contracted Services	$0	$0	$114,925
Total	**$59,866**	**$88,462**	**$372,919**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Major Corridors Program	$59,866	$88,462	$149,168
TransNet Administration	$0	$0	$223,751
Total	**$59,866**	**$88,462**	**$372,919**

Objective

The Objective of this work element is to provide regular and ongoing monitoring reports on regional transportation performance to various agency stakeholders. Required by the TransNet Extension Ordinance, the State of the Commute Report serves as the primary transportation performance report for the San Diego region.

Emphasis in FY 2023 will be on conducting transportation data collection, assessment, and analysis activities; developing the 2022 State of the Commute Report and developing and monitoring 2022 Federal Moving Ahead for Progress in the 21st Century Act (MAP-21) performance targets.

Previous Accomplishments

Accomplishments in FY 2021 include collection of regional transportation performance data; coordination with other regional performance reporting activities, including the Regional Plan Performance Monitoring Report; project progress updates to the Independent Taxpayer Oversight Committee (ITOC) and ITOC subcommittee; completion of the 2021 State of the Commute report; and establishment of annual regional performance targets for traffic safety, bridge and pavement condition, and roadway travel reliability.

Justification

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

Project Manager: Grace Mino, Applied Research
Committee(s): Transportation Committee
Working Group(s): Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee
San Diego Traffic Engineers' Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	20	**Task Description:** Oversee and coordinate the development and release of the annual State of the Commute Report. **Product:** Draft report (March 15, 2023) and final report (May 15, 2023) **Completion Date:** 5/31/2023
2	70	**Task Description:** Conduct transportation data collection, assessment, and analysis for ITOC, State of the Commute Report, and other performance monitoring efforts, per recommendations of the TransNet Ten-Year Review and 2018 and 2021 Triennial Performance Audits. **Product:** Ongoing data analysis, ad-hoc reports as needed **Completion Date:** 6/30/2023
3	10	**Task Description:** Monitor and assess data collection and reporting efforts for federal performance monitoring efforts per MAP-21/FAST Act federal legislation. **Product:** Ongoing quarterly reports for MAP-21/FAST Act implementation activities **Completion Date:** 6/30/2023

Future Activities

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

Work Element: **7500000 SANDAG Service Bureau**
Area of Emphasis: **Use data and analytics to support innovation and inform decision making**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$359,730	$209,058	$446,446
Other Direct Costs	$2,120	$0	$0
Contracted Services	$78,304	$0	$50,000
Total	**$440,154**	**$209,058**	**$496,446**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
SANDAG Service Bureau Fees	$440,154	$209,058	$496,446
Total	**$440,154**	**$209,058**	**$496,446**

Objective

The SANDAG Service Bureau is a fee-based operation established in 2005 that includes work conducted through SourcePoint, the nonprofit public benefit corporation chartered by SANDAG in 1982. The Objective of this work element is to provide customized data and reports to member agencies, nonmember government agencies, tribal governments, private organizations, and individuals.

Emphasis in FY 2023 will be on use of the ABM 2+ transportation model for local jurisdiction projects following the Board's approval of the 2021 Regional Plan in December 2021.

Previous Accomplishments

Service Bureau projects in recent fiscal years have included transportation modeling projects for multiple jurisdictions and support for comprehensive plans and related local government projects, while generating revenue to help cover the costs of maintaining and enhancing the SANDAG Regional Information System (RIS).

Justification

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

Project Manager: Michael Duncan, Program Management
Committee(s): Executive Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	5	**Task Description:** Conduct a business process review of current Service Bureau business model and fee structure. **Product:** Presentation of a business process review document and any associated recommendations to agency leadership and the Executive Committee. **Completion Date:** 12/31/2022
2	80	**Task Description:** Offer data products and professional services that meet the needs of public agencies, tribal governments, private organizations, and individuals. **Product:** Products and services **Completion Date:** 6/30/2023
3	5	**Task Description:** Monitor and evaluate Service Bureau efforts to ensure an effective program that actively promotes its capabilities and resources. **Product:** Updated webpages and other tools **Completion Date:** 6/30/2023
4	10	**Task Description:** Manage Service Bureau by overseeing operations, including contracting, invoicing, and presenting progress reports to the Executive Committee. **Product:** Quarterly progress reports and annual financial/activity report to the Executive Committee **Completion Date:** 6/30/2023

Future Activities

Continue to provide professional products and services through the Service Bureau and SourcePoint.

Chapter 2.2
Plan for a vibrant future

Conduct advanced planning to prepare projects in the 2021 Regional Plan for implementation; seek funding opportunities and partnerships that will expedite the next phase of project planning; initiate development of the 2025 Regional Plan.

Work Element: **3100600 Air Quality Planning and Transportation Conformity**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$73,191	$162,888	$164,814
Other Direct Costs	$0	$1,500	$0
Total	**$73,191**	**$164,388**	**$164,814**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5303) MPO Planning	$64,796	$100,000	$100,000
TDA Planning/Administration	$8,395	$64,388	$64,814
Total	**$73,191**	**$164,388**	**$164,814**

Objective

In FY 2024, transportation conformity activities related to amendments to the 2023 RTIP, and development of the 2025 Regional Plan, as well as coordination with the CWG will continue. Additional planning work on section 11516, "Report on Air Quality Improvements" of the IIJA which seeks to document CMAQ impacts on national ambient air quality standards under section 109 of the Clean Air Act.

Previous Accomplishments

Previous work includes emissions analysis and conformity findings for the 2021 Regional Plan, and for the 2021 RTIP and amendments. Work efforts support the San Diego Region Conformity Working Group (CWG) as well as monitor and implement federal air quality conformity requirements.

Justification

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

Project Manager: Samual Sanford, Long-Range Transportation Planning

Committee(s): Transportation Committee

Working Group(s): San Diego Region Conformity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Begin the interagency consultation process for potential update of the 2021 Regional Plan and for development of the 2025 Regional Plan; develop documentation, including modeling procedures
		Product:	Interagency consultation documents
		Completion Date:	6/30/2023
2	50	**Task Description:**	Conduct interagency consultation and emissions analyses to determine conformity of the 2023 RTIP; develop documentation, including modeling procedures
		Product:	Draft and final conformity findings and documents
		Completion Date:	6/30/2023
3	15	**Task Description:**	Provide staff support for the CWG and continue required consultation procedures with U.S. Department of Transportation, U.S. Environmental Protection Agency, Caltrans, and California Air Resources Board
		Product:	CWG agendas, minutes, and actions
		Completion Date:	6/30/2023
4	10	**Task Description:**	Monitor federal legislation and regulations regarding air quality conformity and participate in statewide CWG meetings
		Product:	Statewide CWG agendas and meeting materials
		Completion Date:	6/30/2023

Future Activities

In FY 2024, transportation conformity activities related to the adoption of the 2023 RTIP, amendments to the 2023 RTIP, and development of the 2025 Regional Plan, as well as coordination with the CWG will continue.

Work Element: **3100700 Goods Movement Planning**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$237,668	$282,752	$216,301
Other Direct Costs	$19	$1,500	$0
Contracted Services	$268,795	$160,879	$0
Total	**$506,482**	**$445,131**	**$216,301**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5303) MPO Planning	$175,000	$175,000	$150,000
TDA Planning/Administration	$63,078	$239,010	$66,301
Regional Surface Transportation Program	$268,404	$31,121	$0
Total	**$506,482**	**$445,131**	**$216,301**

Objective

The objectives of this work element are to collaborate with local, state, and federal agencies and goods movement organizations to coordinate the development, operations, funding, legislative, and regulatory changes for a goods movement transportation system; and coordinate with the region's freight agencies to continue development and implementation of the regional activities included in the 2021 Regional Plan.

Emphasis in FY 2023 will be incorporating goods movement into last-mile/curbside management efforts; coordinating with local partners on federal and state grant applications and freight plan updates; monitoring and providing input into new federal transportation bill rulemaking that includes freight funding; and collaborating with the data team to determine the agency's freight data needs for the next few years.

Previous Accomplishments

Participated as a member of the California Freight Advisory Committee, provided goods movement input in the development of the 2021 Regional Plan, including the final Freight Gateway Study Update, signed a Memorandum of Understanding with Caltrans/Port of San Diego/SANDAG on collaborating on future access projects to/from the Port of San Diego's Working Waterfront; provided goods movement insights to the CMCP teams; coordinated with regional agencies on goods movement policies and projects.

Justification

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

Project Manager: Keri Robinson, Goods Movement Planning
Committee(s): Transportation Committee, Borders Committee
Working Group(s): Freight Stakeholders Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Collaborate with state and federal agencies to respond to proposed rulemakings, freight planning documents, freight mapping initiatives, and potential freight policies for goods movement related to the federal surface transportation bill reauthorization and the state Trade Corridor Enhancement Program (TCEP); respond to other emerging freight program initiatives
		Product:	Background and research papers, funding proposals, and response to proposed rulemaking of the federal surface transportation bill reauthorization, TCEP, and other state freight policies, as required
		Completion Date:	6/30/2023
2	15	**Task Description:**	Coordinate with the Port of San Diego, rail operators, airport, and regional freight agencies on planning, operations, and development of viable freight projects and alternative fuel corridors for various funding sources
		Product:	Funding proposals as well as reports and meeting agendas, as required
		Completion Date:	6/30/2023
3	15	**Task Description:**	Monitor goods movement trends and legislation to inform overall agency work, such as CMCPs, as well as specific long-range planning activities and grant applications
		Product:	Comments on federal and state policies and grant guidelines, grant applications and monitoring, as required
		Completion Date:	6/30/2023
4	25	**Task Description:**	Collaborate with freight planning professionals to coordinate project development as part of local and statewide goods movement strategies; partner agencies include Caltrans, California Air Resources Board, California Energy Commission, Southern California Association of Governments, Imperial County Transportation Commission, San Diego County Air Pollution Control District, and border stakeholder groups
		Product:	Various reports, meeting attendance related to goods movement issues
		Completion Date:	6/30/2023
5	20	**Task Description:**	Continue the regional sustainable freight strategy encompassing the region's vision for implementing sustainable freight policies and projects, including the transition to zero emission trucks. Provide goods movement insights into last mile/curbside management data efforts that will lead into a regional curbside management strategy.
		Product:	Various memoranda for project tasks
		Completion Date:	6/30/2023

Future Activities

Continue to goods movement planning and implementation activities and provide input related to the region's freight needs at the local, federal and state levels.

Work Element: **3102500 BREEZE Bus Speed and Reliability Plan**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$187	$3,233	$2,581	$6,001
Pass-Through to Other Agencies	$0	$0	$151,825	$151,825	$303,650
Total	**$0**	**$187**	**$155,058**	**$154,406**	**$309,651**
In-kind Match	$0	$25	$21,144	$21,055	$42,225
Total Project Cost	**$0**	**$212**	**$176,202**	**$175,461**	**$351,876**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$187	$155,058	$154,406	$309,651
Total	**$0**	**$187**	**$155,058**	**$154,406**	**$309,651**
In-kind Match	$0	$25	$21,144	$21,055	$42,225
Total Project Cost	**$0**	**$212**	**$176,202**	**$175,461**	**$351,876**

Note: In-kind match of $42,225 to be provided by NCTD; Pass-Through is provided to NCTD

Objective

The objective of this study is to develop and recommend infrastructure and technology investments to improve the speed and reliability of the BREEZE fixed route service along major corridors in the core network. The plan will include a needs assessment, industry best practices strategy evaluation, recommendations plan, capital plan, financial plan, and implementation strategy.
Emphasis in FY 2023 will be on synthesizing recommendations from prior tasks and developing the capital and financial plans as well as the final implementation strategy.

Previous Accomplishments

In FY 2022 the project team procured a consultant, kicked off the needs assessment and best practices review, and developed a stakeholder engagement plan.

Justification

This project builds upon NCTD's current work as part of the Caltrans Planning Grant Comprehensive Operations Analysis study. NCTD BREEZE Ridership has declined, mirroring a national trend. SANDAG and national survey results indicate that unreliable transit travel times are a significant deterrence to ridership. This study will address fundamental service quality characteristics by investigating transit priority strategies that leverage infrastructure and technology. These investments are critical to improving service - and attracting ridership - on NCTD Breeze core service and contribute to the region's progress building toward a more resilient future.

Project Manager: April DeJesus, Transit Planning

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Improvement Strategies and Recommendations (Staff/Pass-Through Agency)
		Product:	Recommendations memo; Capital strategies memo; prioritized recommendations memo; community impacts memo
		Completion Date:	10/31/2022
2	20	**Task Description:**	Implementation and Phasing Plan (Staff/Pass-Through Agency)
		Product:	Final dataset and a final report that documents all aspects of the survey and data collection effort
		Completion Date:	12/31/2022
3	25	**Task Description:**	Public and Stakeholder Engagement (Pass-Through Agency)
		Product:	Public Involvement Plan; translation material; online content for publishing to GoNCTD.com; meeting presentations, notes, and feedback
		Completion Date:	1/31/2023
4	10	**Task Description:**	Draft and Final Report (Pass-Through Agency)
		Product:	Draft and Final Report
		Completion Date:	1/31/2023
5	10	**Task Description:**	Project Management (Staff/Pass-Through Agency)
		Product:	Meeting notes; monthly progress reports; project management plan
		Completion Date:	2/28/2023
6	10	**Task Description:**	Fiscal Management (Staff/Pass-Through Agency)
		Product:	Invoices; quarterly reports
		Completion Date:	2/28/2023

Future Activities

This grant funded project will be completed in FY 2023.

Work Element: **3103000 NEW - Regional Plan Development**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$0	$905,593	$905,593
Other Direct Costs	$0	$0	$0	$5,000	$5,000
Contracted Services	$0	$0	$0	$25,000	$25,000
Total	**$0**	**$0**	**$0**	**$935,593**	**$935,593**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Planning, Programming and Monitoring (PPM) Program	$0	$0	$0	$755,769	$755,769
FTA (5307) Transit Planning	$0	$0	$0	$50,000	$50,000
FTA (5303) MPO Planning	$0	$0	$0	$50,000	$50,000
TransNet Administration	$0	$0	$0	$50,000	$50,000
TDA Planning/Administration	$0	$0	$0	$29,824	$29,824
Total	**$0**	**$0**	**$0**	**$935,593**	**$935,593**

Objective

The objective of this work element is to develop the 2025 Regional Plan with collaboration from the Board of Directors, stakeholders, and the community. Emphasis in FY 2023 will be preparing the scope and schedule for the 2025 Regional Plan, researching technologies and policies to inform planning assumptions of the Activity-Based Model (ABM3), and collecting information and data to inform the 2025 Regional Plan.

Previous Accomplishments

The 2025 Regional Plan will be an update to the 2021 Regional Plan adopted by the Board of Directors in December 2021.

Justification

This project will ensure state and federal laws and regulations governing the creation and adoption of a Regional Transportation Plan are met, including the development of a SCS as required by California Senate Bill 375 (Steinberg, 2008), and Regional Comprehensive Plan requirements as described in Assembly Bill 361 (Kehoe, 2003).

Project Manager: Allison Wood, Sustainable Communities Planning and Implementation

Committee(s): Regional Planning Committee, Transportation Committee

Working Group(s): Active Transportation Working Group, Cities/County Transportation Advisory Committee, Environmental Mitigation Program Working Group, Regional Plan Social Equity Working Group, Regional Planning Technical Working Group, San Diego Region Conformity Working Group, San Diego Regional Military Working Group, San Diego Traffic Engineers' Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Develop scope and schedule for 2025 Regional Plan development.
		Product:	Project work program and schedule
		Completion Date:	3/31/2023
2	25	**Task Description:**	Conduct data and information gathering to inform 2025 Regional Plan
		Product:	Reports
		Completion Date:	6/30/2023
3	15	**Task Description:**	Initiate environmental process for 2025 Regional Plan (consultant)
		Product:	Notice of Preparation
		Completion Date:	6/30/2023
4	15	**Task Description:**	Coordinate with state and federal agencies on updated requirements and guidelines for Regional Plan.
		Product:	Meetings and discussions with state and federal agencies
		Completion Date:	6/30/2023
5	25	**Task Description:**	Research latest technologies and policies to inform modeling and analysis of the transportation system
		Product:	List of potential off-model calculators and on-model assumptions
		Completion Date:	6/30/2023

Future Activities

Future activities will include scenario planning, environmental analysis, increased community engagement, and document production for the 2025 Regional Plan.

Work Element: **3200200 Regional Shoreline Management Planning**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$78,666	$99,552	$116,256
Other Direct Costs	$2,724	$5,300	$2,650
Contracted Services	$150,367	$154,765	$158,872
Total	**$231,757**	**$259,617**	**$277,778**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Contribution from Local Cities or Member Agencies	$150,285	$154,765	$158,872
SANDAG Member Assessments	$81,472	$104,852	$118,906
Total	**$231,757**	**$259,617**	**$277,778**

Objective

The objectives of this work element are to facilitate the implementation of beach restoration and sea-level rise adaptation and activities, continue the Regional Shoreline Monitoring Program (Program), and facilitate the Shoreline Preservation Working Group.
Emphasis in FY 2023 will be on coordinating with local coastal jurisdictions on their coastal resilience planning work and continuing discussions on coastal resilience with the Shoreline Preservation Working Group.

Previous Accomplishments

In 2009, SANDAG adopted the Coastal Regional Sediment Management Plan (CRSMP) for the San Diego region, which provides data and information on the region's long-term beach nourishment needs. It builds upon the existing guidance and policy document, the Shoreline Preservation Strategy, adopted in 1993. The Program seeks to implement the CRSMP through ongoing beach nourishment and monitoring efforts. In 2001 and 2012, SANDAG completed two regional beach nourishment projects, known as RBSP I and RBSP II. In addition, SANDAG has carried out a shoreline monitoring program since 1996. SANDAG continues to coordinate the efforts of the Shoreline Preservation Working Group and has been actively involved with the San Diego Regional Climate Collaborative's Sea-Level Rise Working Group since 2014. The Shoreline Preservation Working Group also played a key role in the Regional Transportation Infrastructure Sea Level Rise Assessment and Adaptation Guidance that SANDAG completed in FY 2020. SANDAG continues to provide shoreline monitoring services (fall and spring of each year) to local coastal jurisdictions.

Justification

The Program is guided by the SANDAG approved Shoreline Preservation Strategy, Coastal Regional Sediment Management Plan, and Sand Retention Strategy. Shoreline preservation and restoration is an important climate adaptation strategy that leads to healthy beaches, which provide necessary habitat, recreation, and economic prosperity, in support of an overall healthy environment. In addition, healthy beaches act as a buffer to protect coastal infrastructure from high tides, strong storms, and sea-level rise thereby enhancing the resilience of the San Diego coastline.

Project Manager: Anna Van, NEPA/CEQA and Environmental Mitigation

Committee(s): Regional Planning Committee

Working Group(s): Shoreline Preservation Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Coordinate the efforts of the Shoreline Preservation Working Group
		Product:	Quarterly agenda materials
		Completion Date:	6/30/2023
2	20	**Task Description:**	Continue to conduct monthly beach photo monitoring to track coastal changes over time
		Product:	Monthly photo documentation
		Completion Date:	6/30/2023
3	30	**Task Description:**	Continue to manage the Program through contractual services
		Product:	Annual report and analysis presented to the Shoreline Preservation Working Group and provided to jurisdictions.
		Completion Date:	6/30/2023
4	10	**Task Description:**	Continue to attend Climate Collaborative Sea-Level Rise and Adaptation Policy Working Group meetings and coordinate with local jurisdictions on sea-level rise adaptation and resiliency strategies
		Product:	Meeting notes, handouts, and Climate Collaborative newsletter
		Completion Date:	6/30/2023
5	10	**Task Description:**	Participate as a member of the California Shore and Beach Preservation Association, American Shore and Beach Preservation Association, and California Coastal Coalition
		Product:	Annual conference materials and handouts, meeting notes, and newsletters
		Completion Date:	6/30/2023

Future Activities

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

Work Element: **3201701 Climate Action Planning Program FY 2022**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$23,260	$56,484	$79,744
Contracted Services	$0	$0	$180,100	$166,000	$346,100
Total	**$0**	**$0**	**$203,360**	**$222,484**	**$425,844**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
SB1 Sustainable Communities Grant	$0	$0	$180,035	$196,965	$377,000
TDA Planning/Administration	$0	$0	$23,325	$25,519	$48,844
Total	**$0**	**$0**	**$203,360**	**$222,484**	**$425,844**

Note: FY 2021/2022 SB-1 Formula funds

Objective

The objective of this grant-funded work element is to complete planning or feasibility studies that further Climate Action Plan (CAP) implementation and reduce greenhouse gas (GHG) emissions from the transportation sector; update the Regional Climate Action Planning Framework (ReCAP); provide data and technical resources on CAP monitoring for local jurisdictions via local and regional GHG inventory updates and climate action planning monitoring reports (ReCAP Snapshots); and maintain the Climate Action Data Portal. Work conducted under this program would address GHG emissions from all sources of emissions; however, the primary focus would be the on-road transportation sector as it is the largest source of emissions in the San Diego region.
Emphasis in FY 2023 will be on continuing annual climate data gathering and monitoring to include in the Climate Action Data Portal, supporting development of the 2021 Regional Plan through creation of climate resilience-related resources, and providing technical support and assistance to member agencies for implementing local CAPs and adaptation efforts.

Previous Accomplishments

This work element continues and expands climate planning services that SANDAG provided to member agencies via a Local Government Partnership with San Diego Gas & Electric (SDG&E) that expired at the end of December 2020. Throughout FY 2021, staff went through the procurement process for on-call climate resilience services. Two contracts were finalized midway through FY 2021 and these professional services were utilized by staff and local jurisdictions. This was especially timely, as SANDAG's Local Government Partnership with SDG&E concluded around the same time. In FY 2023, an update to the ReCAP was completed, 2018 ReCAP Snapshots for 16 local jurisdictions were prepared, and the Climate Action Data Portal was launched.

Justification

With adoption of San Diego Forward: The 2015 Regional Plan, the SANDAG Board of Directors committed to assisting with the development and implementation of local CAPs to further reduce GHG emissions from all sources, including transportation; the largest source of emissions in the San Diego region.

Project Manager: Adam Fiss, Sustainable Communities Planning and Implementation

Committee(s): Regional Planning Committee

Working Group(s): Regional Plan Social Equity Working Group, Regional Planning Technical Working Group, Regional Energy Working Group, Environmental Mitigation Program Working Group, Shoreline Preservation Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	5	**Task Description:**	Project administration and coordination
		Product:	SANDAG quarterly report and invoice packages for tasks associated with OWP701
		Completion Date:	6/30/2023
2	20	**Task Description:**	Annual Climate Action Plan data gathering and regional GHG analyses and data gathering
		Product:	Datasets finalized and published.
		Completion Date:	6/30/2023
3	15	**Task Description:**	Support of local CAP implementation and adaptation efforts
		Product:	Completed and finalized materials prepared for local jurisdictions
		Completion Date:	6/30/2023
4	60	**Task Description:**	Regional Plan implementation and resource development focusing on climate resilience and its intersections with housing, land use, transportation, and other related topics
		Product:	Completed regional resources, policies, and/or programs (such as regional climate resilience analyses or feasibility studies). Existing Document and data review, stakeholder input, and storyboard development. Development of framework outline and layout.
		Completion Date:	6/30/2023

Future Activities

This grant-funded project is expected to be serve the continuation and completion of project tasks associated with Task Order 1 as well as the kickoff of Task Order 3.

Work Element: **3401200 Coastal Connections: Opportunities to Improve Public Access**

Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$10,943	$40,833	$10,828	$62,604
Contracted Services	$0	$13,644	$165,000	$41,752	$220,396
Total	**$0**	**$24,587**	**$205,833**	**$52,580**	**$283,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$20,891	$182,224	$37,345	$240,460
Other Local Funds	$0	$3,696	$23,609	$15,235	$42,540
Total	**$0**	**$24,587**	**$205,833**	**$52,580**	**$283,000**

Note: Match to be provided by City of Del Mar and North County Transit District

Objective

The objective of this work element is to assess the opportunities and constraints of potential safe and legal pedestrian trail and crossings of the Los Angeles-San Diego-San Luis Obispo Rail Corridor, the nation's second busiest passenger rail corridor, in the City of Del Mar, California. Transportation safety is a priority for the key stakeholders involved in this study including SANDAG, the City of Del Mar, North County Transit District, and Caltrans as well as a priority in the California Transportation Plan, California State Rail Plan, and the 2019 Federal Regional Transportation Plan. The final report will analyze potential alternatives and identify next steps in terms of implementation of the plan.
Emphasis in FY 2023 will be on finalizing the Draft and Final report and delivering final presentation(s) to the Del Mar City Council.

Previous Accomplishments

Staff has held the project kickoff meeting, regular weekly check-ins, monthly PDT meetings with the lager project teams from NCTD and the City of Del Mar, conducted a site visit on December 3, 2021, and Completed a base map of the project area. Additionally, staff conducted a Literature Review, an assessment of the Existing Conditions, and a draft and final review of the concepts for the project area. Community stakeholder outreach was also conducted. Lastly, criteria and cost estimates were developed, and the evaluation and selection of preferred concepts was completed.

Justification

The project area is characterized by residences and businesses to the east and coastal bluffs and beaches immediately to the west of the tracks. Currently, beach and bluffgoers cross at multiple points along this section, creating unsafe conditions for pedestrians and detrimental impacts to passenger and freight rail services.

Project Manager: Lisa Madsen, Transit Planning

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	**Task Description:**	Review draft and final report
		Product:	Draft and Final report (staff/contracted expenses).
		Completion Date:	10/31/2022

Future Activities

Review of Draft and Final report and final presentation(s).

Work Element: **3401300 San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study**

Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$31,088	$19,196	$50,284
Contracted Services	$0	$76,381	$93,340	$0	$169,721
Total	**$0**	**$76,381**	**$124,428**	**$19,196**	**$220,005**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$67,620	$110,157	$16,993	$194,770
TDA Planning/Administration	$0	$8,761	$14,271	$2,203	$25,235
Total	**$0**	**$76,381**	**$124,428**	**$19,196**	**$220,005**

Objective

The objective of this work element is to assess current corridor conditions and develop a plan to implement higher-speed passenger rail service, reduced travel times, additional capacity and enhanced safety along the San Diego Subdivision of the Los Angeles-San Diego-San Luis Obispo Rail Corridor. Emphasis in FY 2023 will be to conduct public outreach and finalize the higher-speed passenger rail service plan.

Previous Accomplishments

The study was initiated in FY 2021, with work completed on existing conditions and operational feasibility reports to develop the project implementation plan for the corridor.

Justification

The market for rail services is well established in this corridor, which is the nation's second busiest. This study builds upon this success by developing a plan to address both current and future demand by increasing the corridor's competitiveness with driving the busy parallel Interstate-5 corridor while enhancing reliability and safety.

Project Manager: Daniel Veeh, Active Transportation and Rail Planning

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	85	**Task Description:**	Compile previous work efforts into a final report, develop presentation and outreach materials and make presentations to stakeholder groups and policy committees.
		Product:	Final report, presentation and outreach materials.
		Completion Date:	9/30/2022
2	10	**Task Description:**	Hold Project Development Team meetings with corridor stakeholders monthly.
		Product:	Meeting materials and minutes.
		Completion Date:	9/30/2022
3	5	**Task Description:**	Fiscal management
		Product:	Quarterly Reports, invoices, and grant closeout documents.
		Completion Date:	12/31/2022

Future Activities

This grant-funded project is anticipated to be completed in FY 2023.

Work Element: **3401400 San Diego and Imperial Counties Sustainable Freight Implementation Strategy**

Area of Emphasis: **Plan for a vibrant future**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$62,037	$136,705	$46,038	$244,780
Contracted Services	$0	$0	$80,000	$185,000	$55,000	$320,000
Total	**$0**	**$0**	**$142,037**	**$321,705**	**$101,038**	**$564,780**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
SB1 Sustainable Communities Grant	$0	$0	$125,745	$284,805	$89,449	$499,999
TDA Planning/Administration	$0	$0	$16,292	$36,900	$11,589	$64,781
Total	**$0**	**$0**	**$142,037**	**$321,705**	**$101,038**	**$564,780**

Objective

The San Diego and Imperial Counties Sustainable Freight Implementation Strategy (Strategy) will align with the 2021 Regional Plan and Comprehensive Multimodal Corridor Plans by developing a vision statement and implementation plan that will guide sustainable freight investments in San Diego and Imperial Counties for the next 30 years. These projects and policies will aim to reduce freight related air emissions while fostering regional, statewide, national, and international trade. The proposed investments will be vetted through extensive public outreach to capture a feasible, phased approach. The Strategy will identify potential funding opportunities that will facilitate implementation of these projects and policies following adoption of the Strategy. In addition, the Strategy will include a workforce development toolkit highlighting training opportunities for constructing or maintaining these sustainable freight investments. Emphasis in FY 2023 will be completing the innovative strategies assessment, developing and executing the public outreach plan, and starting the implementation plan with high-level cost estimates, schedules and funding.

Previous Accomplishments

Project initiated in Quarter 3 of FY 2022, with initial work consisting of grant agreement execution, consultant procurement, an existing conditions assessment, and starting the innovative strategies assessment.

Justification

California has established ambitious climate, air quality, and public health goals and has recently prioritized transitioning the freight sector to sustainable technologies through the California Freight Mobility Plan 2020, California Sustainable Freight Action Plan, California ZEV Action Plan, Executive Order N-79-20, and other actions. To ensure San Diego and Imperial Counties contribute to meeting these goals, SANDAG and the Imperial County Transportation Commission will develop this Strategy to systematically implement multimodal projects and policies that transition the region to a more sustainable, efficient, equitable, and economically competitive freight transportation system.

Project Manager: Mariela Rodriguez, Long-Range Transportation Planning

Committee(s): Borders Committee

Working Group(s): Freight Stakeholders Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Finalize Innovative Strategies Development and Screening
		Product:	Final Innovative Strategies Assessment Development and Screening Memorandum (Task Performed Partially by Consultant)
		Completion Date:	6/30/2023
2	35	**Task Description:**	Implement Public Outreach Plan
		Product:	Draft and final public outreach plan, materials/instruments, and public outreach summary memorandum (Task Performed by Consultant)
		Completion Date:	6/30/2023
3	25	**Task Description:**	Develop Implementation Plan, Part 1: High-Level Cost Estimates, Schedules, and Funding
		Product:	Draft Cost, Scheduling, and Funding Inventory Memorandum (Task Performed by Consultant)
		Completion Date:	6/30/2023
4	15	**Task Description:**	Develop Implementation Plan, Part 2: Project Phasing Methodology
		Product:	Draft Project Phasing Methodology Memorandum (Task Performed by Consultant)
		Completion Date:	6/30/2023
5	15	**Task Description:**	Develop Implementation Plan, Part 3: Workforce Development Toolkit
		Product:	Draft Workforce Development Toolkit Memorandum (Task Performed by Consultant)
		Completion Date:	6/30/2023

Future Activities

After completing the implementation plan, the project team will finalize the Strategy and will present the conclusions to the appropriate policy advisory committees. Consultant work will conclude by February 29, 2024.

Work Element: **3401500 Clairemont Complete Corridors**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$6,601	$41,496	$48,097
Other Direct Costs	$0	$0	$500	$0	$500
Contracted Services	$0	$0	$75,000	$299,988	$374,988
Total	**$0**	**$0**	**$82,101**	**$341,484**	**$423,585**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$0	$72,684	$302,316	$375,000
TDA Planning/Administration	$0	$0	$9,417	$39,168	$48,585
Total	**$0**	**$0**	**$82,101**	**$341,484**	**$423,585**

Objective

The project directly aligns with current neighborhood transit investments, the 2021 Regional Plan, the City of San Diego Clairemont Community Plan Update and supporting Morena Corridor Specific Plan, and a Caltrans multimodal feasibility assessment of the Clairemont Drive Interstate 5 overpass.
Emphasis in FY 2023 will be complete streets analysis and development of 30% preliminary engineering designs for portions of two major roads within the Clairemont community.

Previous Accomplishments

Completion of the Mid-Coast light rail extension and the supporting Mid-Coast Mobility Hub Strategy that identified a suite of multimodal infrastructure, shared mobility services, and supporting policies to help bring the mobility hub vision to life.

Justification

Support 2021 Regional Plan implementation of mobility hubs by developing 30% complete streets designs for two major roads in the Clairemont community: (1) Clairemont Drive, between Mission Bay Park and Denver Street; and (2) a portion of Morena Boulevard, between Gesner Street and Linda Vista Road.

Project Manager: Marisa Mangan, Mobility Hubs

Committee(s): Transportation Committee

Working Group(s): Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Mobility solutions development and analysis [Consultant task]
		Product:	Evaluation criteria and final list of mobility solutions for corridors
		Completion Date:	12/30/2022
2	25	**Task Description:**	Continued community outreach [Staff and consultant task]
		Product:	Up to two outreach meetings, which may take the form of public workshop/charrette, presentation, mobile session, virtual meeting, and/or information session
		Completion Date:	6/30/2023
3	40	**Task Description:**	Development of 30% complete street designs for portions of Clairemont Drive and Morena Boulevard [Consultant task]
		Product:	30% complete street designs
		Completion Date:	6/30/2023
4	10	**Task Description:**	Project administration [SANDAG staff task]
		Product:	Monthly project development team meetings and invoicing
		Completion Date:	6/30/2023

Future Activities

Continued implementation of mobility hub and flexible fleet pilots that build upon these complete streets designs in the Mid-Coast Corridor.

Work Element: **3401600 Next Generation Rapid Routes Advanced Planning**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$82,858	$114,897	$197,755
Contracted Services	$0	$0	$125,000	$225,000	$350,000
Pass-Through to Other Agencies	$0	$0	$25,000	$25,000	$50,000
Total	**$0**	**$0**	**$232,858**	**$364,897**	**$597,755**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$0	$206,149	$293,851	$500,000
TDA Planning/Administration	$0	$0	$26,709	$71,046	$97,755
Total	**$0**	**$0**	**$232,858**	**$364,897**	**$597,755**

Objective

In partnership with local jurisdictions and the region's two transit agencies, SANDAG will analyze potential route alignments, station locations, and transit priority measures on three Next Generation Rapid routes 625, 471, and 41, which serve the cities of San Diego, Escondido, Chula Vista, and National City. The advanced planning for these routes will ready them for design and implementation and allow SANDAG to line up quality, shovel-ready projects to compete for state and federal funding and help achieve local, state, and national climate action goals. The project will be guided through active participation by project partners and the public to ensure these routes meet the unique needs of the communities they serve, including low-income and disadvantaged populations.
Emphasis in FY 2023 will be conducting an existing conditions analysis and developing planning level alternative recommendations, completing the capital and operating cost memo, the funding opportunities memo, and the draft and final report.

Previous Accomplishments

Consultant procurement.

Justification

Advanced planning of Rapid routes is a critical first step in providing the region's residents and visitors with more mobility options, greater connectivity, and greater access to resources across the region. This project will bring these routes closer to becoming shovel-ready and a reality for San Diegans. Following advanced planning, these routes will be prioritized for environmental clearance and design.

Project Manager: Brian Lane, Transit Planning

Committee(s): Transportation Committee

Working Group(s): Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	20	**Task Description:** Existing Conditions (Consultant Led) **Product:** Existing Conditions Report **Completion Date:** 8/31/2022
2	20	**Task Description:** Planning Level Alternative Alignments (Consultant Led) **Product:** Technical Memo; 5% Conceptual Designs **Completion Date:** 5/31/2023
3	10	**Task Description:** Capital and Operating Costing (Consultant Led) **Product:** Capital and Operating Costing Memo **Completion Date:** 5/31/2023
4	5	**Task Description:** Funding Opportunities (Consultant Led) **Product:** Funding Memo **Completion Date:** 5/31/2023
5	5	**Task Description:** Project Management (Staff) **Product:** Meeting notes; monthly progress reports; project management plan **Completion Date:** 6/30/2023
6	5	**Task Description:** Fiscal Management (Staff) **Product:** Invoices; quarterly reports **Completion Date:** 6/30/2023
7	20	**Task Description:** Public and Stakeholder Engagement (Consultant Led) **Product:** Public Involvement Plan; translation material; online content; meeting presentations, notes, and feedback **Completion Date:** 6/30/2023
8	10	**Task Description:** Draft and Final Report (Consultant Led) **Product:** Draft and Final Report; Presentation materials **Completion Date:** 6/30/2023
9	5	**Task Description:** SANDAG Policy Advisory Committee Review (Staff) **Product:** Presentation Materials **Completion Date:** 6/30/2023

Future Activities

This grant funded project will be completed in FY 2023.

Work Element: **3401700 NEW - Rail Regional Infrastructure Accelerator**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$20,124	$49,966	$8,868	$78,958
Other Direct Costs	$0	$0	$2,600	$10,400	$2,600	$15,600
Contracted Services	$0	$0	$298,591	$954,373	$117,732	$1,370,696
Total	**$0**	**$0**	**$321,315**	**$1,014,739**	**$129,200**	**$1,465,254**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
U.S. Department of Transportation	$0	$0	$321,315	$1,014,739	$129,200	$1,465,254
Total	**$0**	**$0**	**$321,315**	**$1,014,739**	**$129,200**	**$1,465,254**

Note: Funding is from Build America Bureau passed thru FHWA.

Objective

This project supports the agency objective to pursue new funding. The San Diego Regional Rail Infrastructure Accelerators Strategy (SANDRIA) develops an initial evaluation and assessment for the future success of regional rail improvements in the San Diego region that can be expedited through Build America Bureau financing programs. SANDAG will establish the SANDRIA program by completing an assessment of a pipeline of projects and identifying innovative funding and implementation strategies for these projects. The pipeline of projects will include (1) critical shovel-ready improvements to the LOSSAN Rail Corridor that increase capacity, address resiliency, and replace aging railway structures, (2) upgrades and increases to track capacity along the SPRINTER rail corridor and (3) realignment of key segments of the LOSSAN Rail Corridor to enhance the attractiveness and increase the competitiveness of rail for both passenger travel and goods movement.

Previous Accomplishments

Consultant task orders were issued in late FY 2022 and work is underway to complete the identified tasks.

Justification

The newly adopted Regional Transportation Plan emphasizes multi-modal investments, mode shift, reduction of vehicle miles traveled, and transit-oriented development to support state climate and affordable housing goals. This project helps the region identify opportunities to deliver projects in support of the plan and opportunities to secure innovative financing.

Project Manager: Timothy Briggs, Active Transportation and Rail Planning

Committee(s): Regional Planning Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	23	**Task Description:**	Study Management and Coordination - SANDAG will establish the study team, scheduling, and quality assurance plan and coordinate key activities including the kickoff meeting, annual review meeting, and project partner outreach. This also includes $15,600 in travel expenses.
		Product:	Project management and quality assurance plans
		Completion Date:	6/30/2023
2	33	**Task Description:**	Corridor Assessment - SANDAG will develop a detailed assessment of the pipeline of projects for each rail corridor including opportunities and constraints, cost estimates, and construction details, complete a Market Analysis, including the established market for rail and connectivity to state and national markets, complete a Financial Analysis, including potential local revenue sources as leverage mechanisms and federal programs applicability, and assess potential governance structures.
		Product:	Market Analysis, Financial Analysis
		Completion Date:	12/1/2022
3	9	**Task Description:**	Best Practices and Peer Review - SANDAG will develop successful case studies from both the rail and financing sectors on innovative transportation infrastructure delivery methods (e.g., TIFIA, RRIF, Private Activity Bonds) and convene a peer review panel of experts, including representatives from the project partners, both at project initiation and then again in the later stages.
		Product:	Case studies
		Completion Date:	12/1/2022
4	21	**Task Description:**	Investment Strategy - SANDAG will develop a potential accelerators/partnership strategy within context of each corridor including innovative financing/delivery alternatives, public private partnerships, and project bundling/implementation phasing program.
		Product:	Strategy document
		Completion Date:	5/1/2023
5	6	**Task Description:**	Public Benefit Analysis - SANDAG will identify possible short- and long-term benefits to the public from the investment strategy and how to effectively communicate these benefits, obtain public input on the potential strategy including providing information on the SANDAG website and presentations to the project partners in meetings accessible to the public.
		Product:	Information to be included in final report
		Completion Date:	6/30/2023
6	8	**Task Description:**	Final Report -
		Product:	Final report
		Completion Date:	6/30/2023

Future Activities

The project will continue into FY 2024 and will include deliverables as identified in the project tasks including a corridor assessment, investment strategy, and public benefits analysis.

Work Element: **3420200 Northbound SR11 Border Wait Time Study**
Area of Emphasis: **Plan for a vibrant future**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$2,476	$3,214	$795	$0	$6,485
Contracted Services	$0	$132,561	$660,954	$200,000	$993,515
Total	**$2,476**	**$135,775**	**$661,749**	**$200,000**	**$1,000,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FHWA Coordinated Border Infrastructure Program	$2,476	$135,775	$661,749	$200,000	$1,000,000
Total	**$2,476**	**$135,775**	**$661,749**	**$200,000**	**$1,000,000**

Objective

The objective of this work element is to develop and install a border wait time system (BWT) to collect reliable and continuous northbound wait time data on commercial and private vehicles crossing the border at the San Ysidro and Otay Mesa Ports of Entry (POEs) from Tijuana into San Diego. Emphasis in FY 2023 will be to operate and maintain the border wait time system.

Previous Accomplishments

Previously accomplishments included installing the border wait times equipment, calibrating the algorithms, and testing the system.

Justification

The San Diego/Tijuana region lacks an accurate system to measure northbound BWT for travelers crossing into the United States. While governmental entities and business groups are interested in accurate northbound BWT data, there is no real system that collects and reports this information. Currently, northbound BWT data is estimated via line of sight or collected by limited surveys of cross border travelers. Collecting reliable northbound BWT data is vital for the region to perform robust planning and economic studies, including the 2021 Regional Plan, Border Delays Economic Impact Study, and State Route 11 (SR 11)/Otay Mesa East Land POE investment grade traffic and revenue study.

Project Manager: Maria Rodriguez Molina, Engineering and Construction Admin

Committee(s): Transportation Committee, Borders Committee

Working Group(s): Freight Stakeholders Working Group, Committee on Binational Regional Opportunities

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	**Task Description:**	Operating and Maintaining Border Wait Time System
		Product:	Providing the data feed to SANDAG and Caltrans to report accurate border wait times
		Completion Date:	6/30/2023

Future Activities

Future activities include operating and maintaining the northbound border wait times system, and complete the development of a dashboard showing border wait times northbound and southbound.

Chapter 2.3
Bring plans and projects to life.

Develop the foundation for a world-class transportation system by implementing the early actions in the 2021 Regional Plan; identify partnerships and funding models that accelerate project delivery. Deploy pilot projects and demonstrations that inform long-term investments.

Work Element: **2302500 Regional Parking Inventory Survey**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$6,285	$27,687	$2,260	$36,232
Other Direct Costs	$0	$373	$0	$0	$373
Contracted Services	$0	$0	$127,187	$155,708	$282,895
Total	**$0**	**$6,658**	**$154,874**	**$157,968**	**$319,500**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
SB1 Sustainable Communities Grant	$0	$5,894	$137,110	$139,849	$282,853
TDA Planning/Administration	$0	$764	$17,764	$18,119	$36,647
Total	**$0**	**$6,658**	**$154,874**	**$157,968**	**$319,500**

Objective

The objective of this grant-funded work element is to conduct a parking inventory and a parking behavior survey. This data will be used to update the parking component of SANDAG's Activity Based Model (ABM). ABM is a quantitative analysis tool that can be used to evaluate the impact of parking policies on vehicle trip generation, mode share, vehicle miles traveled, and greenhouse gas (GHG) emissions. An updated parking component with current inventory and behavior data is crucial to evaluate parking management policies through the regional planning process. The update will be a key component of SANDAG's ABM3, the next version of the regional model that is being designed for applications in the 2025 Regional Plan. Emphasis in FY 2023 will be to complete the project report and prepare for submission to Caltrans.

Previous Accomplishments

The focus in FY 2022 was to procure a consultant, kick off the project, collaborate with key project stakeholders, develop a data collection and survey deployment strategy, and begin to collect data.

Justification

SANDAG is required by state and federal law to meet aggressive climate goals and maintain an updated transportation modeling system that evaluates planning and policy decisions. Parking data is critical for making informed decisions that will promote the reduction of GHG emissions, boost economic development, and plan for more efficient use of land. The current parking model was estimated from a 2011 Parking Inventory and Behavior Survey and needs updated parking data to better understand the impacts of policies and programs proposed across the San Diego region.

Project Manager: Eva Sanchez, Mobility Hubs

Committee(s): Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Project Management and Stakeholder Coordination
		Product:	Meeting and presentation materials, quarterly reporting, and invoicing.
		Completion Date:	2/2/2023
2	15	**Task Description:**	Field Data Collection, Survey Implementation and Data QA/QC
		Product:	QA/QC progress reports.
		Completion Date:	2/2/2023
3	65	**Task Description:**	Final Report and Data Delivery
		Product:	Final dataset and a final report that documents all aspects of the survey and data collection effort.
		Completion Date:	2/2/2023

Future Activities

The grant-funded project will end in FY 2023.

Work Element: **3100400 Regional Plan Implementation**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$507,370	$1,057,839	$2,776,512
Other Direct Costs	$2,694	$4,000	$3,000
Contracted Services	$176,048	$50,000	$348,230
Total	**$686,112**	**$1,111,839**	**$3,127,742**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5303) MPO Planning	$449,096	$500,000	$641,646
TDA Planning/Administration	$58,185	$190,427	$200,000
TransNet Administration	$90,807	$421,412	$310,744
SANDAG Member Assessments	$88,024	$0	$0
TransNet / FasTrak swap	$0	$0	$895,015
FHWA Metropolitan Planning (PL)	$0	$0	$725,490
Planning, Programming and Monitoring (PPM) Program	$0	$0	$354,846
Total	**$686,112**	**$1,111,839**	**$3,127,741**

Objective

The objective of this work element is to assist with the implementation of the 2021 Regional Plan, adopted in December 2021.

Emphasis in FY 2023 will be to continue work for 2021 Regional Plan implementation Strategy for Social Equity Planning Framework; develop Value Pricing and User Fee Implementation Strategy; implementation of performance based planning as part of transportation planning, monitoring, and programming activities; advance and support regional and local climate change mitigation, adaptation, and resiliency plans; seek funding for Regional Vision Zero Action Plan; refinement of mobility hubs, transit priority areas (TPAs), and land use/housing assumptions working with local jurisdictions; and activities related to zero-emission vehicle and infrastructure incentive programs and/or investments for personal vehicles, fleets, and transit.

Previous Accomplishments

Previous accomplishments include updated monitoring, and reporting for performance metrics established by the U.S. Department of Transportation (U.S. DOT) pursuant to the Fixing America's Surface Transportation Act (FAST Act) and intergovernmental review (IGR) of projects relevant to the Regional Plan.

Justification

This project is required to meet state and federal laws governing the creation and adoption of the Regional Transportation Plan, including requirements from California Senate Bill 375 (Steinberg, 2008). The project also is required to meet state law regarding the development of Regional Comprehensive Plans described in Assembly Bill 361 (Kehoe, 2003). Requirements of Assembly Bill 805 (Gonzalez, 2017) related to the Regional Plan are incorporated in Work Element Project No. 3103000, Regional Plan Development.

Project Manager: Philip Trom, Goods Movement Planning

Committee(s): Borders Committee, Transportation Committee, Regional Planning Committee

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

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Implement the Congestion Management Process as part of transportation planning, monitoring, and programming activities. Coordinate with the Federal Highway Administration, Federal Transit Administration, transit operators, and Caltrans to implement metropolitan planning provisions of the FAST Act, including performance-based target setting, monitoring, and reporting. Seek funding for the development of a Fix It First Implementation Assessment.
		Product:	Documentation of capacity justification (Single Occupancy Vehicle Analysis) for qualifying projects in ProjectTrak system. Meetings, staff reports, data analysis, documentation performance-based target setting; documentation of Regional Transportation Improvement Program programming's support of performance targets in national goal areas.
		Completion Date:	6/30/2023
2	10	**Task Description:**	Coordinate regional transportation planning with land use plans of local agencies, U.S. Department of Defense, Federal Land Management Agency, and tribal governments, collaborate with Caltrans in the development and implementation of district and statewide plans (e.g. 2050 California Transportation Plan, Interregional Transportation Strategic Plan, Strategic Highway Safety Plan, etc.), and with other stakeholders. Develop scopes of work for corridor or subregional studies, as needed
		Product:	Correspondence and comments on draft plans and reports
		Completion Date:	6/30/2023
3	5	**Task Description:**	Coordinate areawide clearinghouse and IGR processing, including ongoing maintenance and refinements of the enhanced project and reporting tool, performing internal reporting requirements, and coordinating the internal circulation of projects for review. Conduct review of local development projects, as well as local and state policy documents and guidelines, for transportation related impacts in coordination with agencies such as Caltrans, Metropolitan Transit System, North County Transit District, California Association of Councils of Governments, San Diego County Regional Airport Authority, Port of San Diego, and/or others, as appropriate
		Product:	IGR database, IGR project tracking and reporting tool, comment letters, and monthly IGR report
		Completion Date:	6/30/2023
4	15	**Task Description:**	Advance and support regional and local climate change mitigation, adaptation, and resilience through activities such as providing technical assistance, data, and consultant services to help local jurisdictions prepare, implement, and monitor climate action, adaptation, and resilience plans, programs, and efforts; Implementing 2021 Regional Plan climate initiatives to reduce community/systemwide vulnerabilities and ensure region is able to comprehensively plan for, respond to, and recover from climate change impacts. Develop Resilient Capital Grants and Innovative Solutions program for a resilient future.

		Product:	ReCAP Snapshots and Data Portal updates; Stakeholder meetings, guidance/resource documents (e.g. Regional Climate Resilience Framework); technical assistance climate resilience support; Resilient capital grants program
		Completion Date:	6/30/2023
5	15	**Task Description:**	Continue work for 2021 Regional Plan implementation Strategy for Social Equity Planning Framework. Facilitate the equitable and effective engagement of disadvantaged communities as identified by CalEnviroScreen 4.0 in the implementation of the Regional Plan. Coordinate the Regional Plan Social Equity Working Group to provide input on plan implementation and to promote equity and justice in transportation planning.
		Product:	Agendas, meetings, quarterly reports
		Completion Date:	6/30/2023
6	15	**Task Description:**	Develop Value Pricing and User Fee Implementation Strategy, guided by an advisory working group guided by an advisory working group. Partner with state agencies and other Metropolitan Planning Organizations to design a comprehensive road usage charge pilot, assess equity impacts, and test mitigation strategies.
		Product:	Executed consultant agreement, advisory work group meeting summaries, existing conditions report including transportation funding analysis Roster of advisory group members, meeting agendas, research design report.
		Completion Date:	6/30/2023
7	10	**Task Description:**	Transition to a clean energy future through research and initial design of zero-emission vehicle and infrastructure incentive programs and/or investments for personal vehicles, fleets, and transit. Seek partnerships and use consultant support to pursue grants and design programs. Explore options to also support local zero emission school bus transition. 2021 Reginal Plan Sustainable Communities Strategy (SCS) near-term actions and Environmental Impact Report (EIR) mitigation measures
		Product:	Workplan and schedule(s), scope(s) of work, program(s) research report(s), and meeting agendas
		Completion Date:	6/30/2023
8	10	**Task Description:**	Seek funding for a Regional Vision Zero Action Plan, including Regional Safety Policy
		Product:	Meetings, staff reports, agendas, including Federal Transportation Performance Management Performance Measure 1 Safety materials.
		Completion Date:	6/30/2023
9	10	**Task Description:**	Refinement of mobility hubs, Transit Priority Areas (TPAs), and land use/housing assumptions working with local jurisdictions. Refine smart growth opportunity areas for inclusion in Smart Growth Incentive Program (SGIP) grant guidance.
		Product:	Revised smart growth opportunity area maps and guidance for SGIP grants.
		Completion Date:	6/30/2023

Future Activities

The implementation of the 2021 Regional Plan will continue through 2025 until the next Plan is adopted (2025 Regional Plan)

Work Element: **3100404 NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$537,712	$488,199	$380,611
Other Direct Costs	$1,478	$9,939	$1,000
Contracted Services	$2,255.00	$6,000	$6,000
Pass-Through to Other Agencies	$120,000.00	$110,000	$0
Total	**$661,445**	**$614,138**	**$387,611**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FHWA Metropolitan Planning (PL)	$362,500	$370,000	$300,000
TDA Planning/Administration	$298,945	$244,138	$87,611
Total	**$661,445**	**$614,138**	**$387,611**

Note: Work element is a combination of efforts from the following previous year projects: 3400100, 3400200, and 3400500. FY 2021 and FY 2022 figures are the combined total of these projects.

Objective

The objective of this work element is to provide ongoing support for planning, collaboration, and liaison activities with agency partners and stakeholders representing the San Diego region's borders including: municipal, state, and federal governments in Mexico (Binational); sovereign tribal governments within San Diego County (Tribal); neighboring jurisdictions of Orange, Riverside, and Imperial counties (Interregional); and various U.S. military installations within San Diego County (Military). This work element also includes staff support for policy advisory and working group meetings of the Borders Committee, the Committee on Binational Regional Opportunities (COBRO), the Interagency Technical Working Group on Tribal Transportation Issues (Tribal TWG), and San Diego Regional Military Working Group.

Emphasis in FY 2023 will be continued coordination with borders stakeholders and partners to advance implementation of the 2021 Regional Plan, and ongoing support for recurring policy advisory and working group meetings, liaison activities, planning, modeling and data gathering efforts, and project-specific support for agency initiatives such as the State Route 11/Otay Mesa East Port of Entry, the San Ysidro Mobility Hub, South Bay to Sorrento CMCP, the Border to Bayshore Bikeway, Intraregional Tribal Transportation Strategy and others.

Previous Accomplishments

For decades, SANDAG has fostered collaboration with stakeholders and partner agencies representing the region's borders and has created a policy committee, working groups, and project-specific teams to ensure timely and meaningful collaboration and input in the regional decision-making process to advance policy and planning strategies that consider impacts from and to neighboring jurisdictions and borders communities, improving their quality of life and social equity. The Borders Committee was created in 2001 to bring together elected officials and representatives from the San Diego region and all neighboring jurisdictions to identify challenges, pursue ongoing collaboration, and prioritize solutions. This work has resulted in several joint efforts, policy initiatives and agreements, data sharing, annual joint events and symposiums, and has established working relationships SANDAG leverages to advance planning goals and objectives

Justification
The San Diego region's historic heritage and geographic location within the California-Baja California binational megaregion; as the county with the most federally recognized tribal nations in the country; as a strategic hub for the U.S. military; and given its socioeconomic and demographic composition, working with our neighbors provides unique advantages and opportunities to leverage cross-border relationships within a government-to-government framework. The region's economic competitiveness and quality of life are linked significantly to its relationships with Mexico, the 17 sovereign tribal governments within the region, the neighboring counties of Orange, Riverside, and Imperial, and the U.S. military. All of these borders stakeholders are represented within SANDAG's policy and decision-making structure to help guide the development and implementation of regional planning initiatives and address state and federal mandates.

Project Manager: Hector Vanegas, Government Relations

Committee(s): Borders Committee, Transportation Committee, Regional Planning Committee

Working Group(s): Committee on Binational Regional Opportunities, Interagency Technical Working Group on Tribal Transportation Issues, San Diego Regional Military Working Group, Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Provide staff support and coordination for recurring Borders Committee, COBRO, Tribal TWG, and Military Working Group meetings and annual events
		Product:	Meeting agendas and materials; membership lists; meeting minutes and follow up activities
		Completion Date:	6/30/2023
2	20	**Task Description:**	Binational liaison activities to advance implementation of the 2021 Regional Plan and 2021 California-Baja California Border Master Plan including support for the SR 11/Otay Mesa East Port of Entry project and coordination with government entities in Mexico on planning initiatives and strategies
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2023
3	20	**Task Description:**	Tribal liaison activities to advance implementation of the 2021 Regional Plan and Intraregional Tribal Transportation Strategy (ITTS) and coordination with tribal governments on planning initiatives and strategies
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2023
4	20	**Task Description:**	Interregional liaison activities to advance implementation of the 2021 Regional Plan and California Interregional Transportation Strategic Plan (ITSP) and coordination with government entities in Orange, Riverside, and Imperial counties on planning initiatives and strategies
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2023
5	20	**Task Description:**	Military liaison activities to advance implementation of the 2021 Regional Plan and coordination with U.S. Military representatives through Navy Region Southwest on planning initiatives and strategies
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2023

Future Activities
Continued coordination with border stakeholders and partner agencies to advance implementation of the 2021 Regional Plan, and ongoing support for policy advisory and working group meetings, liaison activities, and project-specific support for various agency initiatives.

Work Element: **3100405 NEW - Regional Plan Outreach FY 2023**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$0	$0	$877,170
Other Direct Costs	$0	$0	$9,061
Contracted Services	$0	$0	$288,000
Total	**$0**	**$0**	**$1,174,231**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
SB1 Sustainable Communities Grant	$0	$0	$1,039,547
TDA Planning/Administration	$0	$0	$134,684
Total	**$0**	**$0**	**$1,174,231**

Note: FY 2022/2023 SB-1 Formula funds

Objective

The objective of this work element is to continue the implementation of the Public Involvement Program (PIP) for the implementation of the 2021 Regional Plan and development of the 2025 Regional Plan. Emphasis in FY 2023 will be education on the adopted 2021 Regional Plan, engagement with community-based organizations, and initial engagement activities on development of the 2025 Regional Plan.

Previous Accomplishments

Prior accomplishments include robust education and outreach during the development and adoption of the 2021 Regional Plan. This includes contracts with 12 community-based organizations across the region to engage disadvantaged and hard to reach communities. Outreach efforts during development of the 2021 Regional Plan resulted in nearly 17,000 comments received and considered during the process. Activities included social media campaigns, pop-up events, advertising, and roadshow presentations.

Justification

This project will ensure state and federal laws and regulations governing public outreach for the 2021 Regional Plan are met, including requirements from California Senate Bill 375 (Steinberg, 2008), Assembly Bill 361 (Kehoe, 2003), Assembly Bill 805 (Gonzalez, 2017) and Federal Title VI.

Project Manager: Allison Wood, Sustainable Communities Planning and Implementation

Committee(s): Regional Planning Committee, Transportation Committee

Working Group(s): Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Coordinate the engagement of disadvantaged communities as identified by CalEnviroScreen 4.0 in the implementation of the 2021 Regional Plan. Manage Community Outreach Service contracts for twelve Community-based organizations.
		Product:	12 Executed contracts, quarterly status reports, invoices
		Completion Date:	6/30/2023
2	50	**Task Description:**	Implement PIP strategies
		Product:	Public outreach events, website updates, social media engagement, focus groups, digital interactive activities, educational materials, and other public participation tools
		Completion Date:	6/30/2023

Future Activities

Future activities will include continued implementation of the PIP for development of the 2025 Regional Plan.

Work Element: **3102600 Mission Valley Revitalization Mobility Study**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$4,973	$90,110	$76,297	$171,380
Contracted Services	$0	$0	$209,000	$159,119	$368,119
Pass-Through to Other Agencies	$0	$0	$25,000	$0	$25,000
Total	**$0**	**$4,973**	**$324,110**	**$235,416**	**$564,499**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
FTA 5304 Strategic Partnerships Transit	$0	$4,403	$286,934	$208,414	$499,751
TDA Planning/Administration	$0	$570	$37,176	$27,002	$64,748
Total	**$0**	**$4,973**	**$324,110**	**$235,416**	**$564,499**

Objective

The Mission Valley Revitalization Mobility Study will support the multi-modal transportation needs for the Interstate 8 (I-8) Corridor in response to future development. The project team will evaluate viable transportation alternatives through a series of short-, mid- and long-term improvements that decrease congestion and improve travel times.
This study will identify transportation projects that will support future corridor planning efforts and integrate plans identified in the Mission Valley Community Plan Update and anticipated development to implement multi-modal solutions. This study will be prepared in collaboration with the I-8 Comprehensive Multimodal Corridor Plan and transportation solutions for Mission Valley will be incorporated into the final corridor plan. Emphasis in FY 2023 will be to conduct feasibility assessments for preferred CMCP alternatives, finalize the Transportation Solution Strategy Report, and draft the Mission Valley Revitalization Study Report.

Previous Accomplishments

In 2016, SANDAG conducted the Interstate 8 Multimodal Corridor Study and, in 2019, the City of San Diego adopted the Mission Valley Community Plan Update, which will inform the Mission Valley Revitalization Mobility study.

Justification

Mission Valley Revitalization Mobility study is projected to have significant growth in both population and employment, and a more detailed mobility study is needed to help effectuate the level of mode share shift from auto to transit via increased transit services, shared mobility and active transportation uses.

Project Manager: April DeJesus, Transit Planning
Committee(s): Regional Planning Committee, Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Integrate Mission Valley Bus Feeder Study Into I-8 CMCP. Ensure projects in I-8 CMCP are cohesive and integrate into one another.
		Product:	Input all findings from the Mission Valley Bus Feeder study into the larger I-8 CMCP.
		Completion Date:	12/30/2022
2	25	**Task Description:**	Project Outreach - Hold ongoing meetings with stakeholders to facilitate understanding of the area's issues.
		Product:	Three meetings over the fiscal year.
		Completion Date:	6/30/2023
3	25	**Task Description:**	Roadway Connections
		Product:	White paper on improvements to existing roadways accessing Mission Valley
		Completion Date:	6/30/2023

Future Activities

Integrate analysis of the bus feeder study into the overall I-8 Comprehensive Multimodal Corridor Plan.

Work Element: **3300100 TransNet Smart Growth Incentive and Active Transportation Grant Programs**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$167,713	$140,140	$214,495
Other Direct Costs	$30,664	$2,140	$28,706
Materials and Equipment	$0	$26,206	$0
Total	**$198,377**	**$168,486**	**$243,201**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Bicycle/Pedestrian Program Monitoring	$96,689	$81,743	$119,101
TransNet Administration	$5,000	$5,000	$5,000
TransNet Smart Growth Program Monitoring	$96,688	$81,743	$119,100
Total	**$198,377**	**$168,486**	**$243,201**

Objective

The objective of this work element is to administer and implement the TransNet Smart Growth Incentive Program (SGIP) and Active Transportation Grant Program (ATGP). Emphasis in FY 2023 will be on the execution of cycle 6 grant agreements, onboard activities for successful grantees; and administering the contracts awarded under the grant programs, which will include invoicing, milestone monitoring, monitoring project budgets, and reporting project status to policy committees. Monitoring also will include prevailing wage requirements and payment schedule monitoring.

Previous Accomplishments

There have been four cycles of funding for these two competitive grant programs. In the four cycles of funding, the SGIP awarded almost $55 million in funds to a total of 67 projects (34 capital grants, 32 planning grants, and one climate action planning grant). The ATGP awarded approximately $30 million in funds to a total of 87 projects (37 planning, bike parking, and education program grants and 50 capital grants).
The fifth cycle SGIP planning call for projects was released by the SANDAG Board of Directors on November 19, 2021, with applications due in February 2022. The sixth cycle of funding for both ATGP and SGIP capital and planning is anticipated to be released in spring 2022.

Justification

Both programs are required under the TransNet Extension Ordinance.

Project Manager: Tracy Ferchaw, Grants

Committee(s): Regional Planning Committee, Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee, Active Transportation Working Group, Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Coordinate with internal departments for reporting quarterly TransNet expenditures, invoice issues and contract close out documents; continue to coordinate with communications staff and implement media and ribbon cutting ceremonies for the grant project milestones and completed projects; coordinate with labor compliance staff regarding project labor compliance reporting issues.
		Product:	Updated communications plan; project photos/videos; press releases and social media posts; and website updates including project deliverables and story map
		Completion Date:	6/30/2023
2	50	**Task Description:**	Administer grant projects funded by the SGIP and ATGP; ensure the timely completion of grant-funded projects and contract compliance; maintain information about project budgets, project expenditures, invoice reimbursements, and track local funding match requirements.
		Product:	Quarterly status reports to Independent Taxpayer Oversight Committee, Transportation Committee, and Regional Planning Committee; invoice payments; contract amendments; performance monitoring; update grant software; and site visit summaries and reports
		Completion Date:	6/30/2023
3	20	**Task Description:**	Coordinate with Contracts and Grants' Grant Distribution Team; continue to seek and implement efficiencies and streamlining procedures in all SANDAG grant future calls for projects; invoicing procedures, and reporting; and support statewide Active Transportation Program grant process as necessary
		Product:	Consolidated grant reports; call for project documents, grant agreement templates and execution; invoice templates and quarterly progress reports.
		Completion Date:	6/30/2023

Future Activities

Continue to administer grants, monitor progress made by grantees, and undertake administrative process improvements. Develop additional assessment tools that would compile key metrics, both spatially and over time, to track benefits resulting from grant investments.

Work Element: **3300200 Active Transportation Planning and Programs**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$767,714	$476,984	$408,978
Other Direct Costs	$972	$15,800	$11,700
Materials and Equipment	$0	$4,600	$4,000
Contracted Services	$138,539	$127,131	$200,000
Total	**$907,225**	**$624,515**	**$624,678**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FHWA Metropolitan Planning (PL)	$462,610	$400,000	$500,000
TDA Planning/Administration	$197,608	$75,000	$75,000
TransNet Administration	$247,007	$149,515	$49,678
Total	**$907,225**	**$624,515**	**$624,678**

Objective

The objective of this work element is to support SANDAG efforts to improve mobility and access through coordinated active transportation planning and project development activities. Emphasis in FY 2023 will be: evaluating Bikeways Early Action Program Projects and monitoring the Adopted Regional Bike Network;- coordinating active transportation planning with our region-wide partner agency staff through Working Groups, Committees, etc; and, perform work on the 2021 Regional Plan Implementation Actions (see Future Activities section)

Previous Accomplishments

Previous accomplishments include Board of Directors approval of the San Diego Regional Bicycle Plan (2010) and the Regional Bike Plan Early Action Program (EAP) (2013) which are the foundation of the Adopted Regional Bike Network in the 2021 Regional Plan. The SANDAG Active Transportation Planning team is primarily focused on 23 regional bikeway projects in various stages of development. The Active Transportation Project Evaluation and Monitoring Program has been established to support gathering and analyzing data for these projects and other SANDAG grant funded projects as well as to contribute data and support to the Activity-Based Model.

Justification

This program is responsible for many projects in the adopted 2021 Regional Plan and is critical to the planning and development of regional and local projects funded by the TransNet Program.

Project Manager: Joshua Clark, Active Transportation and Rail Planning

Committee(s): Transportation Committee

Working Group(s): Active Transportation Working Group, Bayshore Bikeway Working Group, Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Develop an updated Regional Active Transportation Plan
		Product:	Begin working on the Regional AT Plan, including soliciting a consultant from the Planning On-Call to begin working on the 9 tasks.
		Completion Date:	4/30/2023
2	20	**Task Description:**	The objective of this work element is to support SANDAG efforts to improve mobility and access through coordinated active transportation planning and project development activities. Emphasis in FY 2023 will be on supporting the planning of regional bikeway projects, supporting efforts of local jurisdictions to develop active transportation projects and programs, and collecting and analyzing data in support of Active Transportation Project Evaluation and Monitoring.
		Product:	Summaries of project-level baseline data prepared for remaining Bikeway EAP projects; update infographic for Bikeway EAP Corridor's Average Daily Bicycle Volumes in the State of the Commute report; finalize post-project reports no sooner than six months after a project's Open to Public date, include summaries in the Regional Bikeway Status update (quarterly); continue inputting collected active transportation data to the SANDAG public-facing regionwide counts database.
		Completion Date:	6/30/2023
3	20	**Task Description:**	Facilitate coordination of planning efforts to improve active transportation mobility initiatives
		Product:	Quarterly reports to the Transportation Committee for regional bikeway corridor status
		Completion Date:	6/30/2023
4	10	**Task Description:**	Provide staff support to the Active Transportation Working Group (ATWG) meetings. Facilitate regional coordination of active transportation planning, best practices, and input on the state Active Transportation Program grant process
		Product:	Meeting agendas and minutes; input to state Active Transportation Program grant process
		Completion Date:	6/30/2023

Future Activities

The SANDAG Active Transportation Planning team is looking to the 2021 RTP Implementation Actions (appendix B) as a roadmap in FY 2024, and potentially FY 2025. The Regional Active Transportation Plan, which includes an update of the San Diego Regional Bike Plan will kick off in FY 2023 and the adoption of a new Regional Bike Network will be completed in FY 2024 at the earliest. We are also supporting the development of the Regional Vision Zero Action Plan, including Regional Safety Policy on a similar timeline. Additionally, we will continue Project Evaluation, Monitoring, and Reporting Program duties on the Adopted Regional Bike Network generally, and our 23 regional bikeway projects specifically, through and beyond FY 2025. We will continue to liaise with regional Working Groups and Ad-Hoc Committees as Active Transportation subject matter experts.

Work Element: **3310714 Public Private Partnership Program**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$443,375	$394,359	$416,603
Other Direct Costs	$918	$6,500	$2,000
Contracted Services	$0	$275,000	$250,000
Total	**$444,293**	**$675,859**	**$668,603**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
California State DMV Vehicle Registration Fee	$250,000	$0	$0
TransNet / FasTrak swap	$194,293	$675,859	$68,603
Regional Surface Transportation Program	$0	$0	$600,000
Total	**$444,293**	**$675,859**	**$668,603**

Objective

The objective of this work element is to develop and implement strategies and partnerships that will advance the 5 Big Moves in support of the region's goals. Emphasis in FY 2023 will be on developing and implementing a formal Public Private Partnership Program (P3) to accelerate the delivery of mobility services that create more transportation choices for the region; executing partnership agreements with Request for Innovative Concepts respondents and exploring innovative project delivery mechanisms; and collaborating on research that measures the impact of transportation technology and new mobility services on travel behavior and demand.

Previous Accomplishments

Developed a P3 strategy for the 2021 Regional Plan; conducted and published research in partnership with academia to understand travel demand and transportation impacts of ridehailing services; reviewed and responded to unsolicited proposals; and executed P3 On-Call Contracts to provide strategic advising services to SANDAG on projects leveraging partnerships.

Justification

This work element will accelerate the implementation projects in the 2021 Regional Plan by facilitating partnerships and innovative project delivery mechanisms.

Project Manager: Danielle Kochman, Mobility and Innovation Admin

Committee(s): Transportation Committee

Working Group(s): Cities/County Transportation Advisory Committee, San Diego Traffic Engineers' Council, Regional Energy Working Group, Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	35	**Task Description:**	Develop and implement a P3 strategy to accelerate the delivery of projects in the 2021 Regional Plan that reduce vehicle miles traveled (VMT) and bring more transportation choices to the region.
		Product:	A formal P3 program and strategy that brings new resources and expertise to project and program design, delivery, and operations; screening and evaluation strategy for candidate P3 projects, including unsolicited proposals, with an emphasis on projects that reduce VMT and bring more transportation choices to the region
		Completion Date:	6/30/2023
2	5	**Task Description:**	Manage P3 On-Call Contracts.
		Product:	Executed task orders
		Completion Date:	6/30/2023
3	10	**Task Description:**	Provide P3 subject matter expertise and technical support to SANDAG project development teams.
		Product:	Partnership Recommendations and Best Practices
		Completion Date:	6/30/2023
4	20	**Task Description:**	Develop and maintain strategic partnerships with member agencies, transit operators, and private sector partners to develop and implement pilot projects.
		Product:	Meetings, Partnership agreements, MOUs, and the deployment of a Client Relationship Management (or similar) system for managing partnership relationships
		Completion Date:	6/30/2023
5	30	**Task Description:**	Manage the Request for Innovative Concepts procurement and pursue funding for implementation of selected concepts.
		Product:	Connector Concept Pitch Event, Executed Partnership Agreements, Grant submittals
		Completion Date:	6/30/2023

Future Activities

Develop and manage strategic partnerships that advance implementation of the 2021 Regional Plan; ongoing collaboration with regional agencies across the state to conduct research and develop policy that informs planning for transportation technology, implementation of new mobility services, and alternative project delivery methods.

Work Element: **3320100 Transit Planning**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$337,959	$320,195	$279,648
Other Direct Costs	$4,329	$6,500	$3,500
Contracted Services	$72,036	$186,636	$0
Pass-Through to Other Agencies	$169,585	$176,023	$200,000
Total	**$583,909**	**$689,354**	**$483,148**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5307) Transit Planning	$150,000	$0	$0
TDA Planning/Administration	$207,641	$464,989	$200,000
TransNet Administration	$42,312	$0	$50,000
Planning, Programming and Monitoring (PPM) Program	$183,956	$224,365	$233,148
Total	**$583,909**	**$689,354**	**$483,148**

Objective

The objective of this work element is to fulfill the short-range transit planning functions of SANDAG, including the Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan), Transportation Development Act (TDA) performance monitoring, Federal Title VI monitoring and reporting, and fare policy development; prepare annual TransNet Major Corridor Transit Operations Program operations and maintenance funding plan; provide assistance to transit operators; and oversee the Consolidated Transportation Services Agency (CTSA).

Emphasis in FY 2023 will be to complete an amendment to Board Policy 18 to allow the coordinated plan to be updated every four years, implement recommended actions from the FY18-FY20 TDA Triennial Performance Audit, and ongoing coordination with the transit operators. SANDAG's Commitment to Equity will be incorporated into all projects to ensure Equity and Justice in Transportation Planning.

Previous Accomplishments

Comprehensive fare analysis was completed to restructure the fare system. Coordination with the transit operators to allow for the implementation of Pronto, ongoing coordination with the transit operators on TransNet expenditures. Triennial TDA performance audits and annual reporting of transit operator performance monitoring were completed. Planning services were provided on behalf of the operators.

Justification

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program be developed through the Coordinated Plan. Additionally, the Federal Transit Administration (FTA) Title VI Circular requires Triennial Program Updates as well as analyses of any fare or major service change. TDA statutes require triennial performance audits and annual performance monitoring of services. The project also provides a five-year blueprint to implement the transit services identified in the 2019 Federal RTP and the 2021 Regional Plan anticipated for adoption in late 2021, as well as integrates the near-term action item into the Short-Range Transit Plan component of the Coordinated Plan. As part of SANDAG's regional planning activities, the agency is responsible for development of five to 12 CMCPs programmed in the Regional Transportation Improvement Program. These studies will develop project level reports for the transit projects associated with the corridors. Grant development and oversight is related to SANDAG bringing in matching funding from various sources to help fund prioritized activities in the 2019 Federal RTP and 2021 Regional Plan.

Project Manager: Brian Lane, Transit Planning

Committee(s): Transportation Committee

Working Group(s): Social Services Transportation Advisory Council, Coordinated Transit & Human Services Transportation Plan Working Group, Regional Short-Range Transit Planning Task Force, Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Prepare for the FY 2024 update to the Coordinated Plan; provide liaison for bi-monthly Social Services Transportation Advisory Committee (SSTAC) and attend other coordination meetings, including but not limited to monthly Full Access and Coordinated Transportation Board meetings, North County Transit District (NCTD) Accessible Transit, Metropolitan Transit System (MTS) Accessible Transit, and Council on Mobility; manage SANDAG role in FTA Section 5310 Rural Grant Program, and coordinate public hearings required by SSTAC; provide oversight of CTSA
		Product:	Minutes, agendas, and Transportation Committee/Board of Directors reports, as required; bi-monthly SSTAC agendas
		Completion Date:	6/30/2023
2	25	**Task Description:**	Monitor transit performance for TDA and TransNet projects; complete annual plan for the operations and maintenance of the New Major Corridor Transit Operations Program; make recommendations on possible service changes to regional services and new TransNet services
		Product:	Quarterly monitoring reports and service design studies, as required; annual report on TransNet Transit Operations to Transportation Committee and Board in January 2023; and annual TDA Performance Report in May 2023
		Completion Date:	6/30/2023
3	25	**Task Description:**	Manage regional fare structure, including fare levels, fare policy, and revenue sharing; coordinate transit operational issues among SANDAG, NCTD, and MTS, including preparing transit area studies, operations plans, and planning input for TransNet projects
		Product:	Meeting agendas and minutes; study reports/plans, Transportation Committee reports, and fare ordinance amendments, as needed.
		Completion Date:	6/30/2023
4	25	**Task Description:**	Advance planning - provide coordination for CMCPs to ensure that the regional transit system retains connectivity; advance planning efforts on Transit Leap early action projects; transit grant coordination and oversight for new projects
		Product:	Monthly meetings with CMCP managers of transit projects to ensure coordination and connectivity with the Transit Leap network; establish timelines and development of early Transit Leap projects for possible priority implementation; grant applications for new cycles
		Completion Date:	6/30/2023

Future Activities

Federal transit law requires that projects selected for funding under the Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) program be developed through the Coordinated Plan. Additionally, the Federal Transit Administration (FTA) Title VI Circular requires Triennial Program Updates as well as analyses of any fare or major service change. TDA statutes require triennial performance audits and annual performance monitoring of services. The project also provides a five-year blueprint to implement the transit services identified in the 2019 Federal RTP and the 2021 Regional Plan anticipated for adoption in late 2021, as well as integrates the near-term action item into the Short-Range Transit Plan component of the Coordinated Plan. As part of SANDAG's regional planning activities, the agency is responsible for development of six to 11 CMCPs programmed in the Regional Transportation Improvement Program. These studies will develop planning level reports for the transit projects associated with the corridors. Grant development and oversight is related to SANDAG bringing in matching funding from various sources to help fund prioritized activities in the 2019 Federal RTP and 2021 Regional Plan.

Work Element: **3320200 Specialized Transportation Grant Program**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$203,323	$254,381	$317,878
Other Direct Costs	$669	$1,000	$1,000
Materials and Equipment	$976	$0	$0
Total	**$204,968**	**$255,381**	**$318,878**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	$135,814	$155,381	$218,878
TransNet Senior Grants Program Monitoring	$69,154	$100,000	$100,000
Total	**$204,968**	**$255,381**	**$318,878**

Objective

The objective of this work element is to administer grants for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities (FTA Section 5310) and TransNet Senior Mini-Grant programs. Emphasis in FY 2023 will be on administering the Cycle 12 competitive process and the Cycle 11 Supplemental Call for Projects, implementing enhanced performance measures, streamlining grant monitoring procedures, producing data-driven performance reports, and preparing a call for projects for future competitive funding cycles.

Previous Accomplishments

Since 2006, SANDAG has administered eleven competitive cycles to distribute specialized transportation funds, including funds through the former FTA New Freedom and Job Access and Reverse Commute grant programs, the current Section 5310 Grant Program, and the TransNet Senior Mini-Grant program. In FY 2022, SANDAG executed Cycle 11 grant agreements and completed administering Cycle 10 projects.

Justification

As the designated recipient of FTA Section 5310 grant funds and administrator of TransNet funds, SANDAG is responsible for the management/oversight of the Section 5310 and Senior Mini-Grant programs. Grant administration includes distributing grant funds; complying with local, state, and federal regulations; monitoring grantee performance and compliance; monitoring vehicles and other equipment procured through the grant program; and performing various reporting.

Project Manager: Alyssa Neumann, Grants

Committee(s): Transportation Committee

Working Group(s): Social Services Transportation Advisory Council, Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Develop and submit Section 5310 grant application to the FTA for Cycle 12-funded projects; execute grant agreements with subrecipients; procure vehicles on behalf of subrecipients
		Product:	FTA award; grant agreements and vehicle lease agreements; completed procurement of vehicles
		Completion Date:	3/31/2023
2	15	**Task Description:**	Evaluate and refine grant program management procedures; coordinate with other SANDAG grant programs to seek opportunities for greater efficiencies, streamlining, and consistency; explore software solutions for project management and performance monitoring; highlight program performance and outcomes through enhanced progress reports and SANDAG website
		Product:	Draft revision to the Program Management Plan with uniform forms and templates applicable to SANDAG grant programs; initial database/tracking enhancement options; website updates and program marketing materials
		Completion Date:	6/30/2023
3	30	**Task Description:**	Continue monitoring grantee progress and performance
		Product:	Completed monitoring checklists and vehicle audits, budget tracking worksheets, subrecipient Title VI Plans, and quarterly grant status update reports
		Completion Date:	6/30/2023
4	25	**Task Description:**	Update evaluation criteria and develop call for project materials for a subsequent call for projects
		Product:	Call for project materials; staff reports and presentations
		Completion Date:	6/30/2023

Future Activities

Future activities include administering the competitive process for a subsequent grant cycle and continuing to monitor and report on grantee performance.

Work Element: **3321400 Enhanced Mobility for Seniors and Disabled Pass Through**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2025 Budget	Multi-Year Total
Other Direct Costs	$5,263,033	$2,768,201	$216,700	$799,696	$2,216,015	$11,263,645
Pass-Through to Other Agencies	$4,201,917	$946,014	$2,029,040	$1,675,533	$5,111,307	$13,963,811
Total	**$9,464,950**	**$3,714,215**	**$2,245,740**	**$2,475,229**	**$7,327,322**	**$25,227,456**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	Total
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	$7,900,681	$3,109,497	$2,202,400	$2,315,290	$6,884,119	$22,411,987
Other Local Funds	$1,564,269	$604,718	$43,340	$159,939	$443,203	$2,815,469
Total	**$9,464,950**	**$3,714,215**	**$2,245,740**	**$2,475,229**	**$7,327,322**	**$25,227,456**

Objective

The objective of this work element is to facilitate pass-through funding for Federal Transit Administration (FTA) Section 5310 grants. The administration and oversight of these grants is funded separately in Work Element No. 3320200 Specialized Transportation Grant Program. Emphasis in FY 2023 will be on providing funding to Cycle 11 and Cycle 11 Supplemental operating and mobility management projects. Cycle 11 funding recommendations were approved by the Board of Directors on March 26, 2021.

Previous Accomplishments

Projects awarded through the Cycle 10 call for projects have been completed and Cycle 11 projects are ongoing. Cycle 11 vehicles were purchased and SANDAG staff performed Cycle 10 desk reviews to ensure compliance with grant agreements and funding requirements.

Justification

This project facilitates the administration of the FTA Section 5310 Program (Enhanced Mobility of Seniors and Individuals with Disabilities).

Project Manager: Alyssa Neumann, Grants

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	**Task Description:**	Pass-through Section 5310 funding for operating and mobility management projects
		Product:	Pass-through funding on a monthly/quarterly reimbursement basis
		Completion Date:	6/30/2023

Future Activities

Pass-through funding for operating and mobility management projects will continue along with vehicle purchases resulting from the Cycle 12.

Work Element: **3321900 Regional Housing Acceleration Program - REAP 1.0**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$153,742	$507,529	$683,470	$81,754	$1,426,495
Other Direct Costs	$0	$0	$0	$15,000	$0	$15,000
Contracted Services	$0	$49,743	$845,863	$1,494,682	$0	$2,390,288
Pass-Through to Other Agencies	$0	$0	$300,000	$2,700,000	$0	$3,000,000
Total	**$0**	**$203,485**	**$1,653,392**	**$4,893,152**	**$81,754**	**$6,831,783**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
State other	$0	$203,485	$1,653,392	$4,893,152	$81,754	$6,831,783
Total	**$0**	**$203,485**	**$1,653,392**	**$4,893,152**	**$81,754**	**$6,831,783**

Note: State funds are from the California Department of Housing and Community Development

Objective

The objective of this work element is to develop a housing program that assists local jurisdictions in meeting their regional housing needs assessment (RHNA) goals.
Emphasis in FY 2023 will be on implementing regional housing initiatives, developing a regional housing framework, administering and tracking housing grants, identifying housing financial models, and conducting outreach/education.

Previous Accomplishments

Developed pro-housing best practices documents for local jurisdictions, identified ten regional initiatives, issued housing acceleration program call for projects, initiated outreach/education activities, developed regional housing framework, and established the Regional Equitable Housing Subcommittee.

Justification

After receiving approval from the Board in January 2020, SANDAG applied for and received 25% of its REAP funds ($1.7 million) from the California Department of Housing and Community Development (HCD). Similarly, in February 2021, SANDAG applied for and received approval for the remaining 75% of its REAP funds ($5.1 million) from HCD to continue developing a regional housing incentive program. Legislation requires that the funds ($6.8 million) must be expended no later than December 2023.

Project Manager: Samuel Solis, Sustainable Communities Planning and Implementation
Committee(s): Regional Planning Committee
Working Group(s): Regional Planning Technical Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Research best practices and identification of housing financial model for housing production for the San Diego region
		Product:	Draft and final financial strategies recommendations memo
		Completion Date:	12/30/2022
2	5	**Task Description:**	Support Regional Equitable Housing Subcommittee (REHS)
		Product:	Meeting agendas, presentation materials, and other materials to achieve REHS workplan goals
		Completion Date:	12/31/2022
3	45	**Task Description:**	Coordinate regional initiatives (e.g., HAP, grant program, antidisplacement study, online GIS tools, etc.)
		Product:	Draft and final reports to support housing initiatives, presentation materials, published online resources
		Completion Date:	6/30/2023
4	20	**Task Description:**	Conduct education and outreach activities
		Product:	Roadshow presentations, educational webinars, expert panel presentations, informational one-pagers and other resource documents
		Completion Date:	6/30/2023
5	10	**Task Description:**	Refine and create quick resource guides for final regional equitable housing framework
		Product:	Final Regional Equitable Housing Framework plan and supporting documents
		Completion Date:	6/30/2023

Future Activities

SANDAG will research and identify housing finance models for the San Diego region, provide additional housing technical assistance to local jurisdictions, provide regional guidance document on anti-displacement strategies, establish online housing resources, and continue to support the Regional Equitable Housing Subcommittee.

Work Element: **3321901 NEW - Regional Housing Incentive Program - REAP 2.0**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2026 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$0	$638,630	$3,635,624	$4,274,254
Other Direct Costs	$0	$0	$0	$12,000	$20,000	$32,000
Contracted Services	$0	$0	$0	$1,535,000	$12,196,069	$13,731,069
Pass-Through to Other Agencies	$0	$0	$0	$0	$25,000,000	$25,000,000
Total	**$0**	**$0**	**$0**	**$2,185,630**	**$40,851,693**	**$43,037,323**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2026	Total
State other	$0	$0	$0	$2,185,630	$40,851,693	$43,037,323
Total	**$0**	**$0**	**$0**	**$2,185,630**	**$40,851,693**	**$43,037,323**

Note: State funds are from the California Department of Housing and Community Development

Objective

The objective of this work element is to build upon the success of the 2019 REAP 1.0 program and implement SANDAG's role as a pro-housing leader. Emphasis in FY 2023 will be on expanding upon the housing acceleration program, conducting robust outreach for REAP 2.0, and deploying regional pro-housing initiatives that both support housing acceleration and reducing vehicles miles traveled.

Previous Accomplishments

Activities under REAP 1.0 (OWP 3321900) support this OWP by expanding upon the current Housing Acceleration Program and implementation of REAP 1.0.

Justification

The Regional Early Action Planning Grants of 2021, established by State Assembly Bill 140 (Committee on Budget), provides regions with one time funding and builds upon the success of 2019's REAP program but expands the focus by integrating housing and climate goals and allowing for broader planning and implementation investments, including infrastructure. REAP 2.0 is explicitly intended to meet multiple objectives – infill development, housing for all incomes, Vehicle Miles Traveled (VMT) reduction, and affirmatively furthering fair housing in ways that accelerate the implementation of adopted regional and local plans to achieve these goals. SANDAG anticipates receiving $43 million from the California Department of Housing and Community Development (HCD) through the program. In December 2021, HCD released an application allowing regions to request up to 10% of their allocation, with the remaining funds in 2022.

Project Manager: Allison Wood, Sustainable Communities Planning and Implementation

Committee(s): Regional Planning Committee

Working Group(s): Regional Planning Technical Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	5	**Task Description:**	Develop and submit REAP 2.0 application for remaining 90%
		Product:	REAP 2.0 application (90%)
		Completion Date:	12/31/2022
2	10	**Task Description:**	Conduct outreach and education activities
		Product:	Roadshow presentations, educational webinars, expert panel presentations, informational one-pagers and other resource documents
		Completion Date:	6/30/2023
3	5	**Task Description:**	San Ysidro Mobility Hub
		Product:	Land use and urban design considerations in San Ysidro Mobility Hub planning.
		Completion Date:	6/30/2023
4	75	**Task Description:**	Develop REAP 2.0 program activities
		Product:	REAP 2.0 Program
		Completion Date:	6/30/2023
5	5	**Task Description:**	Pricing strategies
		Product:	Pricing Implementation Strategy
		Completion Date:	6/30/2023

Future Activities

SANDAG will deploy various regional pro-housing initiatives; begin mobility hub planning focused on infill development; and implement the regional equitable housing framework.

Work Element: **3322000 SD Regional Electric Vehicle Charger Management Strategy**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$21,889	$20,006	$71,448	$113,343
Other Direct Costs	$0	$0	$1,000	$3,009	$4,009
Contracted Services	$0	$0	$141,000	$79,148	$220,148
Pass-Through to Other Agencies	$0	$0	$12,500	$0	$12,500
Total	**$0**	**$21,889**	**$174,506**	**$153,605**	**$350,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
SB1 Sustainable Communities Grant	$0	$19,379	$154,490	$135,986	$309,855
TDA Planning/Administration	$0	$2,510	$20,016	$17,619	$40,145
Total	**$0**	**$21,889**	**$174,506**	**$153,605**	**$350,000**

Objective

The objective of this work element is to partner with North County Transit District to create a Regional Electric Vehicle Charger Management Strategy (REVCMS) for use by transportation agencies and local governments to enable greater public access to electric vehicle (EV) chargers at park and ride lots, transit stations, mobility hubs, and other public sites; provide reliable operation and expansion of public chargers; and help agencies to integrate EV charging solutions into their operations and management practices. Emphasis in FY 2023 will be to complete a Regional EV Charger Management Strategy for use by SANDAG and other public agencies.

Previous Accomplishments

In FY 2022 a consultant was procured through the planning on-call to support development of a REVCMS, and the project kicked off in Q1. The project team established biweekly meetings and invoicing processes, conducted outreach, and developed existing conditions reports to inform strategy development. Peer agency and regional agency charger management practices were identified through research, outreach, and interviews and were summarized in existing conditions reports. The team also developed an asset management considerations report that builds off the research, interviews, and outreach, and started development of a Regional EV Charger Management Strategy.

Justification

A REVCMS is necessary because there is no long-term strategy that addresses how to reliably maintain and expand the network of publicly accessible EV chargers on public agency properties. This project directly supports implementation of the 2021 Regional Plan, local Climate Action Plans, and multiple state EV and greenhouse gas (GHG) reduction policies. Specifically, this project supports the Sustainable Communities Strategy measure to fund public EV chargers and Environmental Impact Report mitigation measures GHG-5b, GHG-5e, and GHG-5f that increase EV charging in the region. This project also helps achieve Caltrans areas of emphasis to tackle the climate crisis and address equity in transportation planning.

Project Manager: Jeff Hoyos, Clean Transportation

Committee(s): Transportation Committee

Working Group(s): Regional Energy Working Group, Regional Plan Social Equity Working Group, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	35	**Task Description:**	Regional EV Charger Management Strategy (Consultant)
		Product:	Final EV Charger Management Strategy
		Completion Date:	9/2/2022
2	40	**Task Description:**	Strategy Implementation and Next Steps (SANDAG and Consultant)
		Product:	Guidance document for SANDAG EV Charger management practices, implementation roadmap for public agencies, next steps identified
		Completion Date:	12/30/2022
3	25	**Task Description:**	Technical and Public Outreach (SANDAG and Consultant)
		Product:	Meeting agenda(s) and presentation materials and notes
		Completion Date:	2/3/2023

Future Activities

This project is on schedule to be completed in FY 23. SANDAG will implement the charger management strategy and share the results with local governments and other public agencies to improve public access to reliable EV chargers in the region.

Work Element: **3322100 Access for All**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$231,755	$214,716	$446,471
Pass-Through to Other Agencies	$0	$0	$0	$2,530,005	$2,530,005
Total	**$0**	**$0**	**$231,755**	**$2,744,721**	**$2,976,476**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Other Local Funds	$0	$0	$231,755	$2,744,721	$2,976,476
Total	**$0**	**$0**	**$231,755**	**$2,744,721**	**$2,976,476**

Note: Funding is Transportation Network Company fees

Objective

On September 22, 2018, Governor Brown signed Senate Bill 1376 (Hill) or the Transportation Network Company (TNC) Access for All Act, into law. This legislation directed the California Public Utilities Commission (CPUC) to establish a program relating to accessibility for persons with disabilities, including wheelchair users who need a wheelchair-accessible vehicle (WAV). The purpose of the TNC Access for All Program is to incentivize the expansion and improvement of on-demand WAV transportation service for people with disabilities in California. ¶
The objective of this work element is to administer a regional grants program to distribute pass-through funding from the CPUC Access for All Program. SANDAG is the Local Access Fund Administrator for San Diego County and is required to distribute Access for All Funds on a competitive basis. ¶
Emphasis in FY 2023 will be to administer the grants with Access Providers as determined by the competitive selection process.

Previous Accomplishments

In FY 2022, the first call for projects was developed and conducted, Access Providers were selected, and grant agreements were executed.

Justification

As the Local Access Fund Administrator (LAFA) for San Diego County, SANDAG is responsible for the development and administration of a competitive program for Access Fund moneys collected within the County. SANDAG must develop a local Wheelchair Accessible Vehicle (WAV) program and contract with and obligate available funds to eligible Access Providers in accordance with criteria adopted by the CPUC and outlined in the Program Requirements.

Project Manager: Jenny Russo, Contracts
Committee(s): Transportation Committee
Working Group(s): Social Services Transportation Advisory Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	80	**Task Description:**	Administer grant agreements with selected Access Providers.
		Product:	Pass-through funding for grantees and completed WAV trips across the region.
		Completion Date:	6/30/2023
2	20	**Task Description:**	Quarterly progress reports
		Product:	Development and submittal of quarterly status reports and performance data to CPUC.
		Completion Date:	6/30/2023

Future Activities

Administer the grants with Access Providers and complete quarterly reporting to CPUC. Continue to meet with other LAFAs across the state and share best practices and program enhancements to be considered.

Work Element: **3322300 NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$0	$483,710	$0	$483,710
Other Direct Costs	$0	$0	$1,000	$100,000	$1,827	$102,827
Contracted Services	$0	$0	$494,400	$995,314	$578,749	$2,068,463
Total	**$0**	**$0**	**$495,400**	**$1,579,024**	**$580,576**	**$2,655,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
Other Local Funds	$0	$0	$495,400	$754,600	$0	$1,250,000
Regional Surface Transportation Program	$0	$0	$0	$419,424	$580,576	$1,000,000
FTA Transit Oriented Development Planning Pilot Program 20005(b)	$0	$0	$0	$405,000	$0	$405,000
Total	**$0**	**$0**	**$495,400**	**$1,579,024**	**$580,576**	**$2,655,000**

Note: Local funding is provided by MTS.

Objective

The objective of this work element is to analyze the feasibility of implementing a Blue Line Express service between San Ysidro and Downtown San Diego as well as to advance implementation of the future San Ysidro Mobility Hub per the Regional Mobility Hub Strategy and the 2021 Regional Plan. The Blue Line Feasibility Study will assess the ability to reduce travel times between the San Ysidro Border and downtown San Diego to levels comparable with the automobile. Mobility Hubs are an essential component of the regional transportation network which integrate shared mobility services, transit supportive land uses, and supporting technology to increase mobility options and enhance equity, safety, and accessibility. Emphasis in FY 2023 will be on planning and stakeholder engagement activities to develop design concepts, alternative solutions, and phasing and implementation strategies for the future San Ysidro Mobility Hub. Additionally, a public Request for Information (RFI) will be released to solicit design ideas in support of research and planning for the project.

Previous Accomplishments

As part of the Metropolitan Transit Systems SD Elevate effort, an analysis was completed of whether adding a third track to the Blue Line Trolley would facilitate an express service. This study will build off that with the intent to understand what is required to reduce travel times in the corridor. The San Ysidro Mobility Hub effort builds from previous planning efforts including the 2014 San Ysidro Intermodal Transit Center Study, 2015 Pedestrian and Bicycle Transportation Access for the California-Baja California Land Ports of Entry Study, and the 2021 California-Baja California Border Master Plan. This project also builds from infrastructure investments including the 2015 Trolley Renewal Project, 2016 completion of the Virginia Avenue Transit Center, and 2019 completion of the San Ysidro Port of Entry Modernization and Expansion project led by U.S. General Services Administration.In FY 2022, the SANDAG Board of Directors approved a budget amendment to include the San Ysidro Mobility Hub Planning effort and acceptance of up to $1.25 million in local funds from MTS to fund the effort.

Justification

The Blue Line Trolley has the highest ridership of any service in the Metropolitan Transit System. It serves some of the most marginalized communities and provides essential connections to employment and education. Current transit travel times are double that of automobile drive times. The goal is to reduce transit travel times and increase capacity in this critical corridor.

The San Ysidro Transit Center is a critical asset for the regional transportation network and facilitates some of the highest ridership across the existing transit system. Improving operations in the near-term while identifying and planning for the optimal configuration of the future San Ysidro Mobility Hub will advance strategic goals for the regional system. Mobility Hubs are one of the 5 Big Moves comprising the region's strategy in the 2021 Regional Plan for creating a balanced and equitable transportation system that meets all regulatory requirements for reducing vehicle miles traveled and greenhouse gas emissions.

Project Manager: Jennifer Williamson, Transit Planning

Committee(s): Borders Committee, Transportation Committee

Working Group(s): Committee on Binational Regional Opportunities, Social Services Transportation Advisory Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Project Management
		Product:	Meeting Summaries, Quarterly Reports and Milestone Deliverables
		Completion Date:	6/30/2023
2	20	**Task Description:**	Stakeholder and Public Outreach
		Product:	Project stakeholder outreach materials and events, outreach meeting summaries, public participation strategy, briefings with public officials, stakeholder meeting summaries
		Completion Date:	6/30/2023
3	35	**Task Description:**	San Ysidro Mobility Hub Planning
		Product:	San Ysidro Mobility Hub Design Concept Request for Information (RFI) Framework and Primer Package, RFI meeting summaries, San Ysidro Mobility Hub Design Alternatives and Preferred Solution Report, San Ysidro Mobility Hub Phasing and Implementation Strategy Report, Schematic Maps, Cross Sections, and Site Plan Renderings
		Completion Date:	6/30/2023
4	35	**Task Description:**	Blue Line Express Feasibility Study Analysis
		Product:	Blue Line Corridor and Express Service Alternatives Analysis,
		Completion Date:	6/30/2023

Future Activities

Future activities include conducting an existing conditions analysis, alternatives analysis, and establishing a Stakeholders Committee for the Blue Line Express Feasibility Study and finalizing the study report for the San Ysidro Mobility Hub Planning effort.

Work Element: **3322400 5310 Program - Covid-19 Relief**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$32,802	$27,929	$7,944	$68,675
Other Direct Costs	$0	$0	$200	$0	$0	$200
Pass-Through to Other Agencies	$0	$0	$633,474	$123,068	$223	$756,765
Total	**$0**	**$0**	**$666,476**	**$150,997**	**$8,167**	**$825,640**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	$0	$0	$666,476	$150,997	$8,167	$825,640
Total	**$0**	**$0**	**$666,476**	**$150,997**	**$8,167**	**$825,640**

Note: CRRSAA/ARPA funds

Objective

The objectives of this work element are to facilitate pass-through and administration funding for Federal Transit Administration (FTA) Section 5310 grants made available through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)and American Rescue Plan Act of 2021 (ARPA).

Emphasis in FY 2023 will be on providing pass through funding to CRRSAA/ARPA grant agreements and preform desk reviews or site visits with subrecipients.

Previous Accomplishments

Previous funding allowed SANDAG to execute six CRRSAA/ARPA grant agreements with subrecipients to effectuate COVID-19 relief.

Justification

This project facilitates the administration of the FTA Section 5310 Program (Enhanced Mobility of Seniors and Individuals with Disabilities), specifically through CRRSAA and ARPA.

Project Manager: Alyssa Neumann, Grants

Committee(s): Transportation Committee

Working Group(s): Social Services Transportation Advisory Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Monitor subrecipients using the CRRSAA/ARPA Grant Monitoring Checklist included in each Grant Agreement.
		Product:	Complete monitoring visits and/or desk reviews.
		Completion Date:	12/30/2022
2	50	**Task Description:**	Pass-through Section 5310 funding for CRRSAA/ARPA projects, ensuring only allowable costs are reimbursed.
		Product:	Pass-through funding on a monthly/quarterly basis.
		Completion Date:	6/30/2023
3	20	**Task Description:**	Report grant project progress to the FTA, Transportation Committee (TC), Social Services Transportation Advisory Council (SSTAC), and other stakeholders.
		Product:	FTA and TC Quarterly Status Reports, meeting agendas, CRRSAA/ARPA Section 5310 factsheet.
		Completion Date:	6/30/2023

Future Activities

Pass-through funding for CRRSAA/ARPA projects will continue until funds are expended.

Work Element: **3322500 NEW - Purple Line Conceptual Studies**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$374,874	$252,610	$422,093	$1,049,577
Contracted Services	$0	$0	$150,000	$1,500,000	$800,423	$2,450,423
Total	**$0**	**$0**	**$524,874**	**$1,752,610**	**$1,222,516**	**$3,500,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
Regional Surface Transportation Program	$0	$0	$524,874	$1,752,610	$1,222,516	$3,500,000
Total	**$0**	**$0**	**$524,874**	**$1,752,610**	**$1,222,516**	**$3,500,000**

Objective

Using data analytics to inform Alternatives Analysis that would identify a preferred alignment and provide enough information to gain permission from the Federal Transit Administration to enter the New Starts application process. Goals of the project are to identify an alignment and mode of service that provides direct and fast connection between densely populated communities along Interstate 805 to Tier One and Two employment centers north of Interstate 8. Previous studies had identified this route as a light rail line. However, further modeling done during the development of the 2021 Regional Plan indicated that to achieve the speeds desired, this route may perform better as a high-speed commuter rail service. Alternatives analysis will answer the question of what the right mode of service is, where the stations should be located and where essential grade separations will be needed. Modeling and data analytics will determine where the alignment should be placed to optimize ridership and passenger benefits.

Previous Accomplishments

The Draft 2021 Regional Plan conducted in depth analytics to determine where the densities nodes along I-805 exist and where a rail line could be developed that would maximize speed and connectivity. This analysis will be used to feed into Alternatives Analysis. In 2016, SANDAG also conducted a Purple Line Light Rail Feasibility study that will also be used to inform this analysis.

Justification

The Purple Line was identified in the last three regional plans as an instrumental north-south connector that could provide high speed transit access between dense urban neighborhoods south of I-8 and Tier 1 employment centers. Marginalized communities along the border and throughout South County have had little access to high-speed regional transit. This study would lead to a potential New Starts application and clearance to enter environmental and final design on this commuter rail line.

Project Manager: Jennifer Williamson, Transit Planning
Committee(s): Regional Planning Committee, Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Existing Conditions Analysis
		Product:	White paper on existing conditions in the corridor and review of previous studies.
		Completion Date:	8/31/2022
2	75	**Task Description:**	Feasibility Analysis
		Product:	Consultant will evaluate three alternatives (modes and/or alignments) to determine a priority.
		Completion Date:	6/30/2023
3	15	**Task Description:**	Public Outreach
		Product:	Ongoing public outreach - project development teams, stakeholder meetings, and public outreach.
		Completion Date:	6/30/2023

Future Activities

Future activities include developing Capital and Maintenance Costing and Phasing in spring 2024 and completing a draft and final report in early summer 2024.

Work Element: **3322600 NEW - Digital Equity Action Plan Implementation**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$0	$150,000	$322,594
Total	**$0**	**$150,000**	**$322,594**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
State other	$0	$150,000	$0
TransNet / FasTrak swap	$0	$0	$322,594
Total	**$0**	**$150,000**	**$322,594**

Note: State revenue is from the California Emerging Technology Fund

Objective

Implement the Regional Digital Equity Strategy and Action Plan to expand connectivity, equity, and quality of life in the San Diego region.
Emphasis in FY23 will be to coordinate with state stakeholders to expand digital communications infrastructure as part of state and local transportation projects; convene a permitting work group to develop regional standards for broadband planning, permitting, and deployment; convene the Digital Divide Taskforce to advance digital equity; and seek additional funding to support implementation of the Action Plan.

Previous Accomplishments

In FY22, the SANDAG Board of Directors adopted Board Resolution 2021-09 committing to develop a Digital Equity Strategy and Action Plan that leads to rapid broadband deployment and adoption in the San Diego region. SANDAG also formed a Regional Digital Divide task force that convenes public and private stakeholders to inform the development of the Digital Equity Strategy and Action Plan that was adopted by the Board in December 2021.
Staff has advanced many early actions including developing a Dig Once policy, creating a permitting work group to develop standard policies and practices for broadband deployment, implementation of the State's first Dig Once demonstration along State Route 67 in partnership with Caltrans, and is coordinating with the state to support the construction of a statewide middle-mile network as part of state transportation projects.

Justification

Consistent with state and regional directives to bridge the digital divide, the SANDAG Board of Directors adopted Board Resolution 2021-09 committing to develop a Digital Equity Strategy and Action Plan. The Strategy and Action Plan was adopted by the Board of Directors on December 17, 2021.
The Digital Equity Strategy and Action Plan advances quality of life, transportation, sustainability, and equity goals in the 2021 Regional Plan by ensuring everyone can benefit from technology. The Action Plan will prepare the region for the future of transportation by planning for and implementing digital infrastructure that supports intelligent transportation solutions, automated and connected vehicle infrastructure, app-enabled mobility services, and smart intersections.

Project Manager: Krystal Ayala, Pilot and Partnerships

Committee(s): Transportation Committee, Regional Planning Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee, Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Convene a Broadband Permitting work group to develop regional permitting standards and guidelines that expedite broadband infrastructure development in unserved and underserved communities
		Product:	Standard permitting processes, model policies (e.g., dig once), and templates (e.g., master encroachment permit)
		Completion Date:	12/30/2022
2	20	**Task Description:**	Collaborate with the California Department of Technology (CDT), Caltrans, and the State's Third Party Administrator (TPA) to advance initial middle-mile priority locations in San Diego County, including the SR 67 Dig Once Demonstration.
		Product:	Middle-mile project work plans
		Completion Date:	6/30/2023
3	15	**Task Description:**	Seek and apply for funding, such as competitive grants or public-private partnerships, to support implementation of the Action Plan.
		Product:	Executed grant, revenue or partnership agreements
		Completion Date:	6/30/2023
4	10	**Task Description:**	Conduct a regional survey to establish a baseline for broadband adoption in the region. Develop a plan for regular surveys to measure progress on broadband adoption.
		Product:	Consultant scope of work, draft survey instrument
		Completion Date:	6/30/2023
5	10	**Task Description:**	Coordinate with regional, state, and federal stakeholders such as the Digital Divide Taskforce, Southern California Transformation, Caltrans, community-based organizations, public health institutions, educational institutions, and other stakeholders to advance digital equity. Convene the Digital Divide Taskforce, as needed.
		Product:	Digital Divide Taskforce meeting agendas, presentation materials, and meeting minutes
		Completion Date:	6/30/2023
6	15	**Task Description:**	Stand up and maintain a regional portal for resources and information on digital equity data and programing including a dashboard to monitor Digital Equity Action Plan progress. Develop and share communications materials to raise awareness, cross promote, and build support for digital equity.
		Product:	Communications resource toolkit; regional portal for digital equity resources and the Digital Equity Action Plan progress dashboard
		Completion Date:	6/30/2023

Future Activities

Develop and manage strategic partnerships that advance implementation of the Digital Equity Action Plan; coordinate with Caltrans to deliver statewide open-access middle-mile infrastructure in the region; study the potential impact of broadband as a transportation mitigation strategy; and continuously collaborate with regional, state, and federal agencies across the state to advocate for broadband funding in Southern California.

Work Element: **3330700 Regional Intelligent Transportation System Planning**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$253,097	$391,595	$402,248
Other Direct Costs	$0	$0	$1,500
Contracted Services	$255,007	$33,576	$375,000
Total	**$508,104**	**$425,171**	**$778,748**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Major Corridors Program	$267,689	$225,171	$778,748
California State DMV Vehicle Registration Fee	$199,318	$200,000	$0
Caltrans Traffic Program	$41,097	$0	$0
Total	**$508,104**	**$425,171**	**$778,748**

Objective

The objectives of this work element are to provide ongoing management support and planning for Intelligent Transportation Systems (ITS); advance transportation system management and operations with local, state, tribal, and federal agencies; and provide oversight of the region's various ITS deployments, ensuring consistency and compliance with regional ITS architecture and federal mandates. Emphasis in FY 2023 will be on advancing implementation of the regional Transportation System Management and Operations (TSMO) strategy to support cross agency coordination and operations for the region's priority projects including the North Coast Corridor and the State Route 11 (SR 11)/Otay Mesa East (OME) Regional Border Management System (RBMS), advancing the ITS Strategic Plan through completing the 511 Traveler Information Concept of Operations, and beginning the Next Generation Managed Lanes Concept of Operations to support the advancement of Complete Corridors projects in the 2021 Regional Plan.

Previous Accomplishments

In FY 2022, staff provided ITS subject matter expertise for the 2021 Regional Plan; began work on the 511 Concept of Operations; initiated the federally funded Advancing Border Connectivity project that will deploy Next Operating System (Next OS) technologies including the first phase of a regional smart intersection system, curb management system, and the RBMS; and coordinated ITS strategic planning activities with regional partners.

Justification

ITS strategic planning plays a significant role in delivering the Next OS; contributes to improving mobility and tackling the climate crisis by reducing congestion and greenhouse gas emissions; and enables and multi-agency system management by providing the technical and institutional platform for systems to work together regardless of jurisdictional boundaries. Implementation of these projects will advance the 2021 Regional Plan per federal and state requirements.

Project Manager: Alex Estrella, Mobility and Innovation Admin

Committee(s): Transportation Committee

Working Group(s): Cities/County Transportation Advisory Committee, San Diego Traffic Engineers' Council

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Begin implementing the regional TSMO Strategy to ensure that transportation systems are integrated and operated consistently across the region.
		Product:	Quarterly progress report
		Completion Date:	6/30/2023
2	10	**Task Description:**	Provide ITS strategic planning and direction during development of priority projects including the North Coast Corridor and SR 11/OME RBMS.
		Product:	Quarterly progress reports; ongoing coordination with internal staff and project development teams to ensure ITS elements are incorporated into regional plans and projects
		Completion Date:	6/30/2023
3	30	**Task Description:**	Complete the Concept of Operations for the 511 system
		Product:	Concept of Operations for 511 System
		Completion Date:	6/30/2023
4	30	**Task Description:**	Begin Concept of Operations and Implementation Roadmap for Next Generation Managed Lanes
		Product:	List of User Needs, Goals, and Operational Scenarios
		Completion Date:	6/30/2023

Future Activities

Continue development of TSMO institutional and governance framework to promote multimodal and multi-agency coordination; continue planning ITS deployments through the development of Concepts of Operation for priority projects.

Work Element: **3400600 LOSSAN and High-Speed Rail Corridor Planning**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$91,898	$106,541	$177,351
Other Direct Costs	$28	$6,000	$0
Total	**$91,926**	**$112,541**	**$177,351**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Administration	$45,963	$75,000	$88,675
TDA Planning/Administration	$45,963	$37,541	$88,676
Total	**$91,926**	**$112,541**	**$177,351**

Objective

The objective of this work element is to coordinate planning and project development along the San Diego segment of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor and San Diego's future high-speed rail corridor. Emphasis in FY 2023 will be on seeking rail capital improvement grant opportunities and continued coordination both internally and with external stakeholders on rail plans and improvements.

Previous Accomplishments

SANDAG coordinated with internal and external stakeholders along the LOSSAN Corridor ensuring consistency with the 2021 Regional Plan and continued pursuit and advocacy of state and federal funds to advance rail plans and projects throughout the region.

Justification

SANDAG is a member agency of the LOSSAN Rail Corridor Agency, which advocates for improvements to the coastal rail corridor, and benefits all San Diego rail services, including Amtrak intercity, COASTER and Metrolink commuter, and goods movement. Goals in San Diego Forward: The 2021 Regional Plan includes a double tracked coastal rail corridor in order to add additional passenger and freight rail services and a HST connection to enhance regional mobility.

Project Manager: Daniel Veeh, Active Transportation and Rail Planning

Committee(s): Transportation Committee

Working Group(s): Los Angeles-San Diego-San Luis Obispo Joint Powers Board, LOSSAN Technical Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Complete planning studies in the LOSSAN Rail Corridor and participate in HST corridor planning in support implementation of the 2021 Regional Plan
		Product:	Reports
		Completion Date:	6/30/2023
2	50	**Task Description:**	Support SANDAG board representative to the LOSSAN Board of Directors and participate on the LOSSAN Technical Advisory Committee and other committees as necessary
		Product:	Review of meeting agendas
		Completion Date:	6/30/2023
3	35	**Task Description:**	Coordinate and work cooperatively with project engineers and planners both internal to SANDAG and at partnering agencies on the advancement and completion of rail improvement projects including capital improvement grant development; assist the transit planning section on rail and transit studies, as needed
		Product:	Staff assistance
		Completion Date:	6/30/2023

Future Activities

Continued coordination with LOSSAN Corridor stakeholders, planning support for LOSSAN capital program, lead and participate in ongoing rail planning studies, and pursue grant funding by preparing grant applications.

Work Element: **3430100 NEW - Research and Development**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$0	$0	$1,065,449
Total	**$0**	**$0**	**$1,065,449**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TDA Planning/Administration	$0	$0	$1,065,449
Total	**$0**	**$0**	**$1,065,449**

Objective

The objective of this work element is to support project and concept development. This includes evaluating unsolicited proposals per Board Policy 40, developing Requests for Information, conducting market research and market soundings, developing pilots and demonstration projects that test the feasibility of concepts, and cultivating ideas for projects and funding opportunities that address immediate regional needs.

Previous Accomplishments

In FY 2022, SANDAG conducted a Request for Innovative Concepts for Connector Services, a Request for Information on advanced vehicle charging technologies, and a Request for Partnerships for digital equity. These innovative solicitations are leading to unique partnerships and alternative approaches to delivering projects and services in the 2021 Regional Plan. SANDAG also has conducted multiple pilot projects that help inform long term investments. This includes flexible fleet pilot projects, a transit equity pilot, and an autonomous vehicle proving ground.

Justification

In 2019 the SANDAG Board of Directors adopted an unsolicited proposal policy (Board Policy 40) recognizing the value of innovative ideas and new sources of revenue that educational and nonprofit institutions, private sector entities, and individuals may bring to propose relevant projects or partnerships that could help meet SANDAG goals. The formal research and development work program would support the development of applicable proposals and concepts. It also provides the necessary resources to incubate new ideas, collect data and conduct research, and test the potential of new solutions to achieve the goals of the 2021 Regional Plan.

Project Manager: Antoinette Meier, Mobility and Innovation Admin
Committee(s): None
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Evaluate unsolicited proposals. Conduct Requests for Information (RFI) and other innovative solicitations to inform project concepts and partnerships.
		Product:	Evaluations of proposals, RFIs and other solicitations for information and ideas
		Completion Date:	6/30/2023
2	30	**Task Description:**	Conduct research and market soundings and hold forums or roundtables with experts to gather data and input that helps to shape new project concepts.
		Product:	Research, focus groups and forums.
		Completion Date:	6/30/2023
3	30	**Task Description:**	Advance partnerships and project proposals resulting from Requests for Information and Innovative Concepts. Seek and apply for funding, such as competitive grants or public-private partnerships, to support project development.
		Product:	Executed grant, revenue or partnership agreements
		Completion Date:	6/30/2023
4	25	**Task Description:**	Develop proofs of concept and plan for pilot projects and demonstrations that informs long-term investments
		Product:	Proofs pf concept, pilot project plans, and demonstrations
		Completion Date:	6/30/2023

Future Activities

Ongoing research and development activities that advance SANDAG projects in the 2021 Regional Plan.

Work Element: **3501000 Flexible Fleet Pilots**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$78,905	$372,565	$225,209	$295,189	$971,868
Other Direct Costs	$0	$0	$10,000	$50,000	$75,000	$135,000
Contracted Services	$0	$12,540	$283,602	$1,103,176	$2,193,814	$3,593,132
Pass-Through to Other Agencies	$0	$0	$0	$100,000	$150,000	$250,000
Total	**$0**	**$91,445**	**$666,167**	**$1,478,385**	**$2,714,003**	**$4,950,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	Total
Regional Surface Transportation Program	$0	$91,445	$666,167	$1,378,385	$2,564,003	$4,700,000
California State DMV Vehicle Registration Fee	$0	$0	$0	$100,000	$150,000	$250,000
Total	**$0**	**$91,445**	**$666,167**	**$1,478,385**	**$2,714,003**	**$4,950,000**

Objective

The objective of this work element is to plan, deploy, and monitor Flexible Fleet pilot projects aimed at expanding shared mobility travel choices, enhancing transit connections, and reducing single-occupant vehicle miles traveled (VMT). Emphasis in FY 2023 will be to implement pilots identified in the Flexible Fleet Implementation Strategic Plan.

Previous Accomplishments

Emphasis in FY 2022 was on the development of a Flexible Fleet Implementation Strategic Plan to identify opportunities for Flexible Fleet pilot opportunities in the San Diego region. In addition, staff began the procurement of on-call Flexible Fleet service providers for a consistent approach to service design and operations across the region.

Justification

Flexible Fleets are one of the 5 Big Moves comprising the region's strategy in the 2021 Regional Plan for creating a balanced and equitable transportation system that meets all regulatory requirements for reducing VMT and greenhouse gas emissions.

Project Manager: Eva Sanchez, Mobility Hubs

Committee(s): Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Procure and manage a bench of Flexible Fleet service and technology providers through a competitive on-call solicitation
		Product:	Flexible Fleet provider Joint Procurement; task order agreements with each selected Flexible Fleet provider
		Completion Date:	9/30/2022
2	60	**Task Description:**	Collaborate with transit and municipal partners to design and launch up to four Flexible Fleet pilots based on outcomes of the Flexible Fleet Implementation Strategic Plan
		Product:	Pilot service design for up to four pilots; operating plans for up to four pilots
		Completion Date:	6/30/2023
3	20	**Task Description:**	Develop and implement outreach and marketing strategies for all Flexible Fleet pilots
		Product:	Outreach plans; Marketing supplies and collateral
		Completion Date:	6/30/2023
4	10	**Task Description:**	Monitor and evaluate Flexible Fleet pilot performance
		Product:	Quarterly pilot performance summaries; quarterly summary of marketing & outreach activities
		Completion Date:	6/30/2023

Future Activities

Manage and monitor Flexible Fleet pilots deployed based on Flexible Fleet Implementation Strategic Plan outcomes. Evaluate and identify ways to improve pilot services based on established objectives and key performance indicators. Continue to identify new opportunities to expand Flexible Fleet pilots in the region in partnership with transit operators, private mobility service operators, employers, community-based organizations, and local jurisdictions.

Work Element: **3501001 eBike Incentive Program**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$28,872	$51,123	$79,995
Contracted Services	$0	$0	$75,000	$345,005	$420,005
Total	**$0**	**$0**	**$103,872**	**$396,128**	**$500,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Congestion Management Air Quality (CMAQ)	$0	$0	$103,872	$396,128	$500,000
Total	**$0**	**$0**	**$103,872**	**$396,128**	**$500,000**

Objective
The e-bike incentive pilot offers a controlled, data-based means for assessing the impacts of using personal e-bikes for daily travel. The initial focus of the pilot will be low-income residents to help expand mobility choices, particularly as the cost of purchasing an e-bike can be a significant barrier for many.

Previous Accomplishments
Development of an e-bike incentive pilot scope of work, completion of vendor procurement, and initiation of pilot participant recruitment.

Justification
The pilot helps fulfill a commitment in the 2021 Regional Plan of funding local e-bike incentives while strongly aligning with SANDAG priorities to reduce congestion, advance equity, and combat climate change. E-biking is a newer form of active travel that could overcome some of the commonly reported barriers to traditional pedal biking such as topography. An e-bike incentive program offers direct access to a new sustainable mobility option that benefits a diverse demographic.

Project Manager: Marisa Mangan, Mobility Hubs

Committee(s): Transportation Committee

Working Group(s): Active Transportation Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Continue pilot participant recruitment and external marketing
		Product:	Enrolled pilot program participants meeting eligibility requirements including completion of enrollment interview; refined messaging points for collateral, press/media, etc.
		Completion Date:	6/30/2023
2	15	**Task Description:**	Continue project management to coordinate on the administration and monitoring of the pilot.
		Product:	Oversight and bi-weekly coordination with pilot program administrator including submission of monthly progress reports
		Completion Date:	6/30/2023
3	35	**Task Description:**	Data collection, analysis, and performance monitoring
		Product:	Aggregated pilot participant monthly data reports; real-time GPS data stream for model integration; results from up to two qualitative survey instruments
		Completion Date:	6/30/2023

Future Activities

Future years will build upon the pilot program to expand the number of eligible participants while informing travel demand modeling efforts for the 2025 Regional Plan.

Work Element: **3502000 Regional Electric Vehicle Charger Incentive Program: CALeVIP**

Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$5,000	$101,451	$109,788	$195,111	$349,208	$760,558
Other Direct Costs	$0	$0	$0	$0	$4,442	$4,442
Contracted Services	$0	$145,898	$160,200	$160,200	$763,702	$1,230,000
Pass-Through to Other Agencies	$0	$1,516,000	$1,967,323	$1,967,323	$3,054,354	$8,505,000
Total	**$5,000**	**$1,763,349**	**$2,237,311**	**$2,322,634**	**$4,171,706**	**$10,500,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	Total
TransNet Major Corridors Program	$5,000	$1,375,444	$1,621,944	$1,888,308	$3,609,304	$8,500,000
Other Local Funds	$0	$387,905	$615,367	$434,326	$562,402	$2,000,000
Total	**$5,000**	**$1,763,349**	**$2,237,311**	**$2,322,634**	**$4,171,706**	**$10,500,000**

Note: Local funds from San Diego Air Pollution Control District

Objective

The objective of this project is to manage and fund a rebate program for shared-use, public, and workplace electric vehicle (EV) charging stations in the San Diego region in partnership with state and local agencies.

Emphasis in FY 2023 will be to disperse rebates for projects started with Year 1 funds, process Year 2 rebate applications, and integrate new program elements from the 2021 Regional Plan into the project. Efforts also include providing technical assistance through an “EV Expert” for projects in communities of concern, workforce training via the EV Infrastructure Training Program (EVITP) and permit streamlining assistance for local governments.

Previous Accomplishments

In FY2021, through a Caltrans planning grant, SANDAG established partnerships with the County Air Pollution Control District, Center for Sustainable Energy (CSE), and California Energy Commission's California Electric Vehicle Infrastructure Project (CALeVIP) to unify regional and state charger investments into one cohesive project as the CALeVIP San Diego County Incentive Project (SDCIP). SDCIP launched in October 2020 and was fully subscribed on opening day. In FY 2022, CSE processed rebate applications and, in coordination with SANDAG, conducted outreach on permit streamlining, workforce training, and EV Expert services.

Justification

This rebate project for EV charging stations is a greenhouse gas (GHG) reduction measure in the 2021 and 2015 Regional Plans' Sustainable Communities Strategies, which called for SANDAG to support a network of publicly accessible EV chargers throughout the region. In addition, mitigation measure GHG-5b of the 2021 Regional Plan's Environmental Impact Report requires SANDAG to include charger and/or vehicle incentives to support public and private fleets vehicles by the end of 2025. The project is to increase the availability of EV chargers in the San Diego region to reduce greenhouse gas (GHG) emissions and air pollution associated with passenger vehicles.

Project Manager: Susan Freedman, Clean Transportation

Committee(s): Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	6	**Task Description:**	Project administration
		Product:	Quarterly progress reports and invoices. Biannual rebate payments to CSE to pay for completed charger installations. Contract management.
		Completion Date:	6/30/2023
2	12	**Task Description:**	Project marketing, education, and outreach, including enhanced technical assistance by CSE to enable workforce training for local electricians (EVITP), permit streamlining for local governments, and EV Expert no-cost consults for applicants in communities of concern and multi-family residences. Facilitation of outreach to stakeholder groups and reporting results.
		Product:	Outreach materials for two workforce development trainings; permitting webinar and PPT slides, EV Expert consultation reports; presentation materials on project and results to date
		Completion Date:	6/30/2023
3	60	**Task Description:**	CSE administration of SDCIP rebate website, evaluation and processing of individual incentive payments, verification of project eligibility, oversight of rebate processors, and customer service
		Product:	Standard operating procedures for CALeVIP regional project, processed applications, and individual rebate payments
		Completion Date:	6/30/2023
4	12	**Task Description:**	Data collection and analysis for program performance monitoring. Metrics include charger applications and installations by site type, geographic areas, communities of concern, and climate/air quality benefits
		Product:	Program performance reports and presentations
		Completion Date:	6/30/2023
5	10	**Task Description:**	Exploration of new and continued partnerships and program elements to expand incentive funding as per 2021 Regional Plan
		Product:	Coordination materials and meetings
		Completion Date:	6/30/2023

Future Activities

State and local partnership through CALeVIP continues into FY 2024. Future activities are to expand funding for EV charger rebates in line with 2021 Regional Plan commitments, continue to provide technical assistance, and seek opportunities to continue partnerships into the next phase of the regional charger rebate project.

Work Element: **3503000 Next Operating System (Next OS) Planning**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$301,057	$460,624	$659,755	$616,756	$325,847	$2,364,039
Other Direct Costs	$1,113	$0	$0	$0	$0	$1,113
Contracted Services	$0	$377,326	$183,089	$1,000,000	$176,603	$1,737,018
Total	**$302,170**	**$837,950**	**$842,844**	**$1,616,756**	**$502,450**	**$4,102,170**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	Total
Regional Surface Transportation Program	$0	$837,950	$842,844	$1,616,756	$502,450	$3,800,000
California State DMV Vehicle Registration Fee	$302,170	$0	$0	$0	$0	$302,170
Total	**$302,170**	**$837,950**	**$842,844**	**$1,616,756**	**$502,450**	**$4,102,170**

Objective
The objective of this work element is to establish the Next Operating System (Next OS) as a regional data hub that will enable all the San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) strategies to work together to create a seamless transportation system.
Emphasis in FY 2023 will be on continuing the development and implementation of the Mobility Data Clearinghouse (MDC), developing a Broadband and Digital Infrastructure Master Plan, and developing a business plan for Next OS operations and maintenance. The Next OS Business Plan will identify a funding and operations strategy for advancing future phases of the Next OS. Staff will also begin developing a strategic implementation plan for implementing specific Next OS projects, such as Smart Intersections, across the region.

Previous Accomplishments
Development of the Next OS concept is a critical technology and mobility component of the 2021 Regional Plan. In FY 2022, micromobility data sharing agreements were executed with three providers. The Digital Equity Strategy and Action Plan was completed, and multiple procurements kick-started broadband infrastructure implementation: one was a joint procurement with the Southern California Association of Governments that was issued to streamline partnerships with internet service providers to deploy broadband infrastructure, and another procurement was issued for the State Route 67 Broadband Partnership. Finally, the Concept of Operations for the MDC was completed.

Justification
Next OS is one of the 5 Big Moves that connects users, transportation service providers, and infrastructure to orchestrate more efficient and safe movement of people and goods across the region. The Next OS serves as the digital platform that advances 2021 Regional Plan strategies such the Smart Intersection System, the Regional Border Management System, the Curb Management System, the Integrated Corridor Management System, and the Mobility as a Service concept. Successful implementation of Next OS infrastructure and technologies will enhance the equity and resiliency of the transportation network. The Next OS also builds on SANDAG's core capabilities as a data driven organization. Implementation of these projects will advance the 2021 Regional Plan per federal and state requirements.

Project Manager: Cecily Taylor, Intelligent Transportation Systems Planning

Committee(s): Transportation Committee

Working Group(s): San Diego Traffic Engineers' Council, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Initiate a business plan for operating and maintaining Next OS technologies and systems. Identify costs and staffing needs and potential funding strategies, including potential public-private partnerships.
		Product:	Draft Next OS Business Plan
		Completion Date:	6/30/2023
2	10	**Task Description:**	Provide ongoing support for regional and local partners to ensure a coordinated and consistent approach to developing and deploying Next OS technologies and systems.
		Product:	Ongoing coordination with regional and local partners.
		Completion Date:	6/30/2023
3	30	**Task Description:**	Deploy the MDC to collect, aggregate, analyze, and report data from various public and private mobility services to inform local and regional planning and policy.
		Product:	Operational MDC
		Completion Date:	6/30/2023
4	30	**Task Description:**	Complete a Broadband and Digital Infrastructure Master Plan to inventory public fiber infrastructure, identify gaps, and develop an implementation strategy to connect public facilities in each of the San Diego region's jurisdictions, especially areas of greatest need.
		Product:	Broadband and Digital Infrastructure Master Plan and implementation strategy
		Completion Date:	6/30/2023
5	20	**Task Description:**	Begin strategic implementation plan for implementing Next OS pilot projects region-wide (Smart Intersection Systems, Curb Management Systems, etc.)
		Product:	Strategic implementation plans
		Completion Date:	6/30/2023

Future Activities

Development of future concept of operations and system requirements of Next OS platforms and implementation of Next OS use case pilot projects.

Work Element: **3504000 Clean Transportation Program**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$166,899	$295,212	$217,559	$679,670
Other Direct Costs	$0	$0	$1,500	$1,300	$2,800
Contracted Services	$0	$0	$40,000	$100,000	$140,000
Total	**$0**	**$166,899**	**$336,712**	**$318,859**	**$822,470**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Regional Surface Transportation Program	$0	$166,899	$336,712	$318,859	$822,470
Total	**$0**	**$166,899**	**$336,712**	**$318,859**	**$822,470**

Objective
The objective of this work element is to plan and implement SANDAG's Clean Transportation Program in support of the 2021 Regional Plan (RP) and Sustainable Communities Strategy (SCS).
Emphasis in FY 2023 will be on planning the roll-out of several zero-emission vehicle (ZEV) and infrastructure policies/programs adopted in the RP and SCS including development of a vehicle incentive program, collaborating with regional stakeholders on the Accelerate to Zero Emissions collaborative, and planning for ZEV pilots including wireless charging.

Previous Accomplishments
Contributed clean transportation policy and program elements to the RP, SCS, technical appendices, and Environmental Impact Report (EIR). Sought grants to implement Regional Plan near-term actions. Prepared and released a request for information (RFI) for technology providers of wireless in-road EV charging to better understand the technology and opportunities for a future pilot project. Co-led the San Diego regional Accelerate to Zero Emissions collaboration and helped prepare regional EV gap analysis. Served as Board Chair for regional Clean Cities Coalition. Collaborated with the Port of San Diego and transit agencies on sustainable freight and transit planning and projects.

Justification
The adopted 2021 RP includes over $200 million in near-term ZEV policy and program investments for passenger vehicles, trucks, and buses to be initiated before adoption of the 2025 Regional Plan. This OWP will plan the ZEV and ZEV infrastructure investments that are greenhouse gas reduction measures included in the RP, SCS, and EIR. This project also helps achieve Caltrans planning emphasis areas to tackle the climate crisis and address equity in transportation planning.

Project Manager: Susan Freedman, Clean Transportation

Committee(s): Transportation Committee

Working Group(s): Regional Planning Technical Working Group, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Facilitate and advance Accelerate to Zero Emissions collaboration to address zero emission vehicles (ZEV) and infrastructure issues; support regional EV strategy development and engagement. Collaborate with San Diego Gas & Electric (SDG&E), Caltrans, local governments and agencies on ZEV programs and planning
		Product:	EV strategy materials including PowerPoint, infographics and web materials; ZEV steering committee and advisory group meetings with agencies, industry, SDG&E, and stakeholders; translation services
		Completion Date:	6/30/2023
2	25	**Task Description:**	Research and assess advanced charging technologies and/or hydrogen fueling. Identify and pursue grant and partnership opportunities for sustainable freight planning, feasibility study(s) and/or pilot(s). Coordinate with Port, Caltrans, SDG&E, and community stakeholders. Support SANDAG grant projects for medium/heavy-duty EV blueprint and sustainable freight strategy
		Product:	Meeting agendas, memos and concept paper(s) and/or feasibility study(s). Potential solicitation for innovative charging pilot(s)
		Completion Date:	6/30/2023
3	20	**Task Description:**	Develop solicitation to establish bench of service providers for EV charging at mobility hubs and other public parking locations managed by public agencies. Coordinate with REVCMS grant project and OWP
		Product:	Scope of work, schedule, solicitation documents
		Completion Date:	6/30/2023
4	25	**Task Description:**	Research and begin design of zero-emission vehicle and infrastructure incentive programs and/or investments for personal vehicles, fleets, and transit. Seek partnerships and use consultant support to pursue grants and design programs. Explore options to also support local zero emission school bus transition. 2021 SCS and EIR near-term actions.
		Product:	Workplan and schedule(s), scope(s) of work, program(s) research report(s), and meeting agendas
		Completion Date:	6/30/2023
5	10	**Task Description:**	Monitor and participate in state (e.g., California Public Utilities Commission, California Energy Commission, California Air Resources Board, Governor's Office of Business and Economic Development) and federal regulatory, legislative, and other policy development efforts to advance the region's clean transportation needs, including alternative fuel corridor planning; participate in various regional, state and federal groups
		Product:	Comment letters, memos, draft policies, meeting attendance
		Completion Date:	6/30/2023

Future Activities

Pursue ZEV and/or infrastructure partnerships and pilot opportunities. Implement ZEV policies and projects adopted in the 2021 RP and EIR.

Work Element: **3504100 San Diego Regional MD/HD ZEV Blueprint**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 - 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$5,769	$13,430	$5,801	$25,000
Contracted Services	$0	$0	$45,000	$85,000	$45,000	$175,000
Total	**$0**	**$0**	**$50,769**	**$98,430**	**$50,801**	**$200,000**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024 - 2025	Total
State Blueprint Grant	$0	$0	$50,769	$98,430	$50,801	$200,000
Total	**$0**	**$0**	**$50,769**	**$98,430**	**$50,801**	**$200,000**

Note: Funding is from California Energy Commission

Objective
The objective of this project is to develop a regional strategy (blueprint) in coordination with the Port of San Diego, transit operators, and community-based organizations that will accelerate adoption of zero-emission trucks and buses by identifying barriers to adoption and key actions needed to meet regional goals. For FY 2023, the emphasis is to develop regional siting criteria, draft near- and long-term strategies, and conduct public outreach.

Previous Accomplishments
SANDAG was awarded a California Energy Commission grant in FY 2022 to develop a medium- and heavy-duty (MD/HD) electric vehicle blueprint for the San Diego region. FY 2022 tasks included procurement of consultant services, identification of regional stakeholders for a project work group, starting development of a regional needs assessment, starting research for regional Siting Criteria for MD/HD zero-emission vehicle infrastructure, and analyzing the Port's transition plan for zero-emission trucks and infrastructure.

Justification
The 2021 Regional Plan identifies transportation electrification initiatives as a critical component to meet statewide climate goals. Planning for the electrification of goods movement and transit vehicles is a near-term action in the 2021 Regional Plan and Environmental Impact Report (EIR) under greenhouse gas (GHG) mitigation measure 5b. This project was also identified as a near-term action in the Portside Communities Community Emissions Reduction Plan.

Project Manager: Jeff Hoyos, Clean Transportation
Committee(s): Transportation Committee
Working Group(s): Regional Energy Working Group, Freight Stakeholders Working Group, Regional Freight Working Group, Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	35	**Task Description:**	Finish development of siting criteria to identify technologies and infrastructure that support best use cases for MD/HD charging and fueling applications throughout the region
		Product:	Vehicle and infrastructure siting criteria
		Completion Date:	3/31/2023
2	40	**Task Description:**	Identify near- and long-term implementation strategies, best practices, and actionable recommendations.
		Product:	Near- and Long-Term Strategies for Blueprint
		Completion Date:	6/30/2023
3	25	**Task Description:**	Outreach via working groups, community-based organizations, and other regional channels.
		Product:	Meeting materials, presentations, agendas, and minutes
		Completion Date:	6/30/2023

Future Activities

In FY 2024, the Blueprint planning document will be developed using deliverables from work completed in FY 2022 and FY 2023. The final blueprint will inform regional investments in zero-emission goods movement in support of the 2021 Regional Plan and EIR.

Work Element: **3505000 Early Action Transit Pilot**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Other Direct Costs	$0	$0	$100,000	$100,000	$200,000
Contracted Services	$0	$0	$30,000	$20,000	$50,000
Pass-Through to Other Agencies	$0	$0	$2,000,000	$5,750,000	$7,750,000
Total	**$0**	**$0**	**$2,130,000**	**$5,870,000**	**$8,000,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Congestion Management Air Quality (CMAQ)	$0	$0	$2,130,000	$5,870,000	$8,000,000
Total	**$0**	**$0**	**$2,130,000**	**$5,870,000**	**$8,000,000**

Objective
This one-year pilot project will advance the social equity goals of the 2021 Regional Plan by providing free transit to all youth 18 and under throughout San Diego County as well as implementing transit service upgrades to bus routes in communities that have been historically underserved and that were hit hardest by the COVID-19 pandemic. As part of this project, SANDAG staff will coordinate with our community-based organization partners, as well as local transit agencies, and other potential stakeholders to effectively spread the word about the elements of the pilot project and educate potential riders about the public transportation system in the region. SANDAG will commission a study of the impacts this project has for the target market, specifically students and low-income youth in the workforce, with the goal of providing a compelling case for continuation of free fares for these and other groups, as well as permanent transit improvements, in the future. Emphasis in FY 2023 will be continued coordination with our partners on the outreach and education component, as well as finalizing the impact study.

Previous Accomplishments
FY 2022 accomplishments include the kickoff of the planning of the project, starting with a special task force of SANDAG's Social Equity Working Group focusing on the planning and implementation of the project. This group includes representatives from CBOs across the region, both of the region's transit operators, and SANDAG staff. In October 2021, the SANDAG Board of Directors approved the budget for the project, and in Spring 2022, the free youth transit fare was implemented.

Justification
In early 2021, the SANDAG Board of Directors adopted a Commitment to Equity Statement that guides SANDAG's work on social equity and environmental justice. As a part of this commitment, certain parts of the 2021 Regional Transportation Plan, including this project, are being prioritized as early action items for rapid implementation. This will allow SANDAG to focus on equity throughout our region as efficiently as possible.

Project Manager: Brian Lane, Transit Planning
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	**Task Description:**	Youth Opportunity Pass implementation
		Product:	Free youth transit countywide
		Completion Date:	6/30/2023
2	30	**Task Description:**	Transit service improvement implementation
		Product:	MTS and NCTD coordination for increased weeknight and weekend service on high-demand routes in underserved areas
		Completion Date:	6/30/2023
3	20	**Task Description:**	Education and Outreach
		Product:	Coordination with CBOs and other outside organizations to increase community awareness of transit, improve public perception of transit, and make it easier and more friendly to ride and understand.
		Completion Date:	12/31/2022
4	20	**Task Description:**	Analysis Study
		Product:	Survey and focus group report on the impact of the project on the target population, particularly youth riders. Analysis of the report and presentation to working groups and other interested parties.
		Completion Date:	3/31/2023

Future Activities

This grant funded project will be mostly completed in FY 2023. Future activities in FY 2024 will be the completion of the evaluation study, which will be presented to the SANDAG Board of Directors along with a report of the project's status at the conclusion of the one-year pilot period.

Work Element: **3505001 NEW - Transit Fare Subsidy Impact Study**
Area of Emphasis: **Bring plans and projects to life**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$0	$135,412	$75,000	$210,412
Contracted Services	$0	$0	$0	$80,000	$140,000	$220,000
Total	**$0**	**$0**	**$0**	**$215,412**	**$215,000**	**$430,412**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
TDA Planning/Administration	$0	$0	$0	$215,412	$215,000	$430,412
Total	**$0**	**$0**	**$0**	**$215,412**	**$215,000**	**$430,412**

Objective
This project will allow SANDAG to study potential impacts of fare-free and reduced fare transit throughout San Diego County. The results of the study will inform SANDAG's future decisions, as well as those of our transit operators, MTS and NCTD, with respect to fares and overall pricing of public transportation in the region. In addition to case studies and comparisons from similar programs in other regions, this project will provide a more holistic picture of opportunities in San Diego County and the potential for changes and improvements to our fare structure in the future, up to and including eliminating fares on all public transportation services throughout the region. Based on the results of the study, SANDAG will work with regional transit operators to implement changes to the fare structure as soon as possible. As a priority in the 2021 Regional Transportation Plan, early action is underway to initiate a limited-term pilot for free fares for youth 18 and under. Emphasis in FY 2023 will be onboarding a consultant and implementing the first half of the study.

Previous Accomplishments
In FY 2022, SANDAG implemented a pilot program that provides free fares to youth 18 and under. The results of this pilot will be analyzed to determine the overall impact to the transit system. Coinciding with the free fare pilot, the 2021 Regional Plan was adopted with a goal to provide free fares to all transit users. This study will determine how that could be done and what the impacts would be to the transit system and targeted populations.

Justification
As a priority in the 2021 Regional Transportation Plan, early action is already being taken to initiate a limited-term pilot for free fares for youth 18 and under. Findings from the project will inform next steps, such as expanding free fares by making free youth fares permanent and/or increasing the number of people who qualify for free fares. Findings from the project also would inform how a free or reduced fare program is rolled out.

Project Manager: Brian Lane, Transit Planning
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	5	**Task Description:**	Consultant Procurement
		Product:	Procure a consultant to initiate study
		Completion Date:	8/31/2022
2	20	**Task Description:**	Best Practices Study
		Product:	White paper analyzing five different systems that have implemented free fares.
		Completion Date:	12/1/2022
3	75	**Task Description:**	Fare Pricing Scenarios
		Product:	White paper analyzing five different scenarios that could be implemented for the San Diego region. Strategies and impacts will be analyzed.
		Completion Date:	6/30/2023

Future Activities

Fare scenario development, phasing, and impacts analysis.

Chapter 2.4
Engage with the communities we serve

Cultivate positive relationships with stakeholders and communities, giving special attention to those who are marginalized; create opportunities for meaningful participation in agency activities; and communicate information regarding regional plans, policies, programs and services.

Work Element: **1500000 Project Monitoring and Oversight**
Area of Emphasis: **Engage with the Communities We Serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$217,564	$253,683	$308,986
Other Direct Costs	$13	$8,000	$8,000
Total	**$217,577**	**$261,683**	**$316,986**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Planning, Programming and Monitoring (PPM) Program	$216,858	$261,183	$316,236
TDA Planning/Administration	$719	$500	$750
Total	**$217,577**	**$261,683**	**$316,986**

Objective

The objective of this work element is to coordinate with partners, including state and federal funding and oversight agencies, on jointly funded projects to ensure that projects stay on schedule, keep within scope and budget, and meet all relevant local, state, and federal requirements, including the timely use of funds.

Emphasis in FY 2023 will be implementing new funding programs included in the IIJA bill and created by the Governor's funding surplus in the budget. Also, continued monitoring and reporting on the projects and programs funded through California Senate Bill 1 (SB 1) (Beall, 2017); submitting documentation to request funding awarded in the second cycle of SB 1 grants; seeking allocations for State Transportation Improvement Program (STIP)-funded projects; and serving as a representative on the statewide Regional Transportation Planning Agency (RTPA) Working Group on behalf of SANDAG.

Previous Accomplishments

In FY 2022, accomplishments included continued participation with the California Transportation Commission (CTC) and other partner agencies to implement programs, including SB 1, freight plans, Active Transportation Program (ATP), and STIP; submission of the 2022 STIP; input to the development of guidelines for 2022 SB1 programs; participation with the RTPA Working Group (in the role of moderator), the Funds Accountability Sub-Group, and the ATP Technical Advisory Committee (TAC) to identify project delivery issues and propose solutions to keep projects on schedule; and complying with reporting requirements of the Mid-Coast Corridor Transit Project (Mid-Coast) Transportation Infrastructure Finance and Innovation Act (TIFIA) loan.

Justification

Year-round project monitoring and oversight activities are the responsibility of the Board of Directors acting as the San Diego County Regional Transportation Commission and the RTPA under various statutes, regulations, and agreements. These tasks fulfill federal and state mandates.

Project Manager: Sue Alpert, Financial Programming

Committee(s): Transportation Committee

Working Group(s): Cities/County Transportation Advisory Committee, Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Prepare state and federal allocation and authorization documents to support implementation of STIP, SB1, and formula program projects
		Product:	Allocation/authorization requests
		Completion Date:	6/30/2023
2	10	**Task Description:**	Review and comment on environmental documents, engineering reports, plans, and estimates prepared by project sponsors and ensure consistency with San Diego Forward: The 2021 Regional Plan and the Regional Transportation Improvement Program
		Product:	Completed review/comments, as needed
		Completion Date:	6/30/2023
3	20	**Task Description:**	Continue to participate in statewide RTPA Working Group and other meetings; and attend CTC meetings
		Product:	Meetings and active participation in statewide transportation issues
		Completion Date:	6/30/2023
4	15	**Task Description:**	Comply with Mid-Coast TIFIA loan requirements by submitting reports and monthly documentation, or more frequently as needed
		Product:	Mid-Coast TIFIA reporting
		Completion Date:	6/30/2023
5	20	**Task Description:**	Work with local, state, and federal agencies and others to improve project delivery processes for projects, including commenting on state funding program guidelines
		Product:	Memorandum and meeting minutes documenting coordination efforts
		Completion Date:	6/30/2023
6	10	**Task Description:**	Prepare transportation project agreements between SANDAG, Caltrans, Metropolitan Transit System, North County Transit District, and local jurisdictions
		Product:	Project agreements, as needed
		Completion Date:	6/30/2023
7	10	**Task Description:**	Facilitate communication between state and local agencies to avoid financial inactivity on projects and comply with timely use of funds deadlines
		Product:	Meetings and correspondence, as needed
		Completion Date:	6/30/2023

Future Activities

Participate with the RTPA Working Group, the Funds Accountability Sub-Group, and the ATP TAC to identify project delivery issues and propose solutions to keep projects on schedule; work with project managers and other agencies to submit obligation and allocation requests; work with state and local agencies to implement new requirements and new funding programs from Federal Transportation Act; and comply with reporting requirements of the Mid-Coast TIFIA loan.

Work Element: **1500100 TransNet Financial Management**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$995,601	$1,350,570	$1,877,995
Other Direct Costs	$51,310	$50,600	$45,600
Contracted Services	$394,839	$625,915	$327,048
Total	**$1,441,750**	**$2,027,085**	**$2,250,643**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Administration	$1,441,750	$2,027,085	$2,250,643
Total	**$1,441,750**	**$2,027,085**	**$2,250,643**

Objective

The objective of this work element is to manage and administer the TransNet local sales tax revenues consistent with the TransNet Extension Ordinance. Emphasis in FY 2023 will be on implementing recommendations from the FY 2021 TransNet Triennial Performance Audit and updating the Regional Transportation Congestion Improvement Program (RTCIP) Nexus Study.

Previous Accomplishments

Previous accomplishments include the continued implementation of recommendations from the TransNet Ten-Year Review, FY 2018/FY 2021 TransNet Triennial Performance Audits; regular updates to the TransNet Program; and continued administration of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements. Increased the percent of funds flowing to the administration line of the *TransNet* program.

Justification

This is a continuing requirement of the TransNet Extension Ordinance.

Project Manager: Julie Barajas, TransNet ITOC and Program Oversight
Committee(s): Transportation Committee
Working Group(s): Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Provide updated revenue forecasts, as necessary, for the ongoing implementation of the TransNet Program and annual TransNet Program update; implement debt financing mechanisms, as needed, consistent with the updated TransNet Program update (includes outside services)
		Product:	Annual TransNet revenue forecast update by February 2023, revisions as needed; annual TransNet Program update; quarterly financial updates to the Independent Taxpayer Oversight Committee (ITOC) and the Board of Directors, including debt portfolio status
		Completion Date:	6/30/2023
2	20	**Task Description:**	Continue implementation of the TransNet Ten-Year Review: Look-Ahead Implementation Plan; implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit
		Product:	Periodic updates to the ITOC and Board on implementation progress
		Completion Date:	6/30/2023
3	15	**Task Description:**	Continue staff support for ongoing ITOC meetings; development of the ITOC work program
		Product:	Monthly ITOC meeting agendas and reports
		Completion Date:	6/30/2023
4	20	**Task Description:**	Refine and maintain database to track TransNet cash flows, including sales tax allocations among programs, disbursements, and allocation of debt service; determine annual ongoing cash-flow requirements for member agencies
		Product:	Database maintenance; monthly cash flow by recipient
		Completion Date:	6/30/2023
5	10	**Task Description:**	Continue efforts to develop or refine program guidelines and SANDAG Board Policy to implement components of the TransNet Extension Ordinance; update the RTCIP Nexus Study
		Product:	New/revised guidelines and Board Policy, as needed; updated RTCIP Nexus Study
		Completion Date:	6/30/2023
6	10	**Task Description:**	Work with other transportation sales tax "self-help" counties on common issues of concern, such as improved project delivery efforts and legislative issues
		Product:	Reports summarizing attendance at Self-Help Counties Coalition annual conference and quarterly meetings
		Completion Date:	6/30/2023

Future Activities

Future activities include continued implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit, regular TransNet Program updates, and continued administration of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements. Increase the percent of funds flowing to the Bike programs in the TransNet program.

Work Element: 1500300 Funds Management and Oversight
Area of Emphasis: Engage with the communities we serve

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$217,314	$251,023	$291,702
Other Direct Costs	$67,273	$67,682	$71,116
Total	**$284,587**	**$318,705**	**$362,818**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FHWA Metropolitan Planning (PL)	$175,000	$175,000	$275,000
TDA Planning/Administration	$22,673	$73,705	$50,000
TransNet Administration	$86,914	$70,000	$37,818
Total	**$284,587**	**$318,705**	**$362,818**

Objective

The objective of this work element is to provide funding oversight for regional transportation projects and programs by estimating, administering, and allocating local, state, and federal funds; preparing, adopting, and amending the Regional Transportation Improvement Program (RTIP); ensuring compliance and consistency with local, state, and federal laws and regulations related to the administration of these various funding sources; and submitting required state and federal reports. Emphasis in FY 2023 will be on adoption of the 2023 RTIP and preparing amendments to the 2021 and 2023 RTIP.

Previous Accomplishments

In FY 2022, SANDAG completed the annual estimate of short-term revenue; approved amendments to the 2021 RTIP including a conformity update for the 2021 Regional Plan and prepared the 2023 RTIP; published federal obligation reports; and administered Consolidated Planning Grant-funded projects.

Justification

All the tasks involved with this work element are to fulfill the requirements of SANDAG in its role as the San Diego County Regional Transportation Commission, Regional Transportation Planning Agency, and Metropolitan Planning Organization under various statutes, regulations, and agreements.

Project Manager: Sue Alpert, Financial Programming

Committee(s): Transportation Committee

Working Group(s): Independent Taxpayer Oversight Committee, Cities/County Transportation Advisory Committee, San Diego Region Conformity Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Produce federally required annual reports: (1) Annual Listing of Obligated Projects; and (2) Congestion Mitigation and Air Quality Improvement (CMAQ) Emissions Reduction Report
		Product:	Annual Listing of Obligated Projects posted on the RTIP website; submittal of CMAQ emissions report to the state
		Completion Date:	1/15/2023
2	20	**Task Description:**	Provide annual apportionment and five-year revenue projections to transit operators and local jurisdictions
		Product:	Staff report; revenue projections to transit and local agencies
		Completion Date:	2/28/2023
3	50	**Task Description:**	Process RTIP amendments including preparing for biennial update; update ProjectTrak functionality; update ProjectTrak manual; maintain RTIP public webpage; ensure consistency with the 2021 Regional Transportation Plan.
		Product:	Amendments to RTIP; updated ProjecTrak features; and updated ProjecTrak manual
		Completion Date:	6/30/2023
4	10	**Task Description:**	Continue to participate in statewide meetings and task force groups including the California Federal Program Group
		Product:	Memo summarizing regional input provided to interagency groups
		Completion Date:	6/30/2023

Future Activities

Future activities include an annual estimate of short-term revenues; adoption of the 2023 RTIP including a social equity analysis; approval of amendments to the 2021 and 2023 RTIP; working to align the RTIP projects with the Regional Plan and publication of federal obligation reports.

Work Element: **1500400 Overall Work Program and Budget Programs Management**

Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$381,249	$516,250	$278,573
Other Direct Costs	$1,147	$5,000	$1,100
Total	**$382,396**	**$521,250**	**$279,673**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FHWA Metropolitan Planning (PL)	$235,000	$216,760	$120,000
FTA (5303) MPO Planning	$102,889	$196,646	$125,000
TDA Planning/Administration	$44,507	$107,844	$34,673
Total	**$382,396**	**$521,250**	**$279,673**

Objective

The objective of this work element is to provide the overall development, management, and coordination of the annual SANDAG Program Budget, including the Overall Work Program (OWP). The OWP is a required component of the budget and encompasses all the regional planning activities related to transportation, including supporting infrastructure.
Emphasis in FY 2023 will be on balancing agency strategic initiatives and funding constraints; transitioning to a new enterprise resource planning (ERP) platform to integrate budgeting functions with accounting, payroll and human resources; and ensuring effective coordination with local, state, and federal funding agencies and compliance with funding requirements.

Previous Accomplishments

The draft annual Program Budget is produced in early March each year and reviewed by the Executive Committee, the Board of Directors, and funding agencies. SANDAG has met the requirement to produce a balanced budget each year and has managed the components of the budget to ensure that available funding sources are utilized and comply with funding requirements.

Justification

The development, approval, and monitoring of the OWP is a requirement for the receipt of Consolidated Planning Grant funds. The OWP guidelines are published annually, and the draft OWP budget is submitted to the Federal Transit Administration, Federal Highway Administration, and Caltrans for review and approval. SANDAG Bylaws require the Board of Directors to consider a draft budget for approval no later than April 1 of each year, and again during the month of May, and final budget approval no later than June 30 of each year.

Project Manager: Sandi Craig, Budget Program and Project Control

Committee(s): Executive Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Produce year-end package for OWP for prior year including; Certification of Allocation and Expenditure by Fund Source, Final Statement of Expenditures, Quarterly Progress Reports, and compilation of products
		Product:	Year-end package submittal to Caltrans
		Completion Date:	11/30/2022
2	5	**Task Description:**	Identify timeline and process improvements for the annual budget process
		Product:	Summary of process improvements, annual budget schedule, and guidelines document
		Completion Date:	11/30/2022
3	5	**Task Description:**	Coordinate draft and final OWP with local, state, and federal funding agencies to ensure compliance with funding eligibility requirements.
		Product:	Annual OWP Development and Coordination Meeting with FHWA, FTA, and Caltrans (November 2022). Response to feedback on draft budget submittals
		Completion Date:	5/1/2023
4	5	**Task Description:**	Produce quarterly and annual OWP progress reports for review by management, Caltrans, and other funding agencies
		Product:	Quarterly and annual reports
		Completion Date:	6/30/2023
5	45	**Task Description:**	Develop draft and final FY 2024 Program Budget and distribute to the public, member agencies and funding agencies for review and comment
		Product:	Draft (March 2023) and final (May 2023) budget documents
		Completion Date:	6/30/2023
6	10	**Task Description:**	Coordinate with project managers and funding agencies to identify and process accurate and timely budget amendments, as needed
		Product:	Budget amendment documents, including OWP Agreement amendments
		Completion Date:	6/30/2023
7	20	**Task Description:**	Transition the current Integrated Master Budget Model (IMBM) budget software to a new ERP platform for improved reporting and integration with other SANDAG financial systems, including coordination with Financial, Payroll and Human Resource System.
		Product:	Enterprise Resource Planning platform
		Completion Date:	6/30/2023

Future Activities

This is a recurring work element relating to annual budget development and monitoring. Future activities include refining budget development and monitoring processes, and developing enhanced reporting and transparency through the new ERP platform.

Work Element: **1500800 TDA Funds Management and Oversight**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$68,975	$116,335	$105,034
Other Direct Costs	$0	$1,000	$0
Contracted Services	$89,525	$85,475	$98,296
Total	**$158,500**	**$202,810**	**$203,330**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TDA Planning/Administration	$158,500	$202,810	$203,330
Total	**$158,500**	**$202,810**	**$203,330**

Objective

The objective of this work element is to provide funding oversight for regional transportation projects and programs by estimating, administering, and allocating Transportation Development Act (TDA) funds; ensuring compliance and consistency with state regulations related to the administration of this funding source, including submitting required state and federal reports. Emphasis in FY 2023 will be on continuing ongoing activities and participating in the TDA Reform Task Force, and the State Transit Assistance (STA) Working Group.

Previous Accomplishments

In FY 2022, SANDAG approved TDA claims, completed TDA and STA audits, and participated in the TDA Reform Task Force.

Justification

All the tasks involved with this work element support the requirements of SANDAG in its role as the Regional Transportation Planning Agency under various statutes, regulations, and agreements.

Project Manager: Ariana zur Nieden, TransNet ITOC and Program Oversight
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	**Task Description:**	Conduct annual fiscal audit for TDA/STA recipients
		Product:	Fiscal audits
		Completion Date:	12/31/2022
2	30	**Task Description:**	Provide annual TDA apportionment and five-year revenue projections to transit operators and local jurisdictions
		Product:	Staff report; revenue projections to transit agencies and local agencies
		Completion Date:	2/28/2023
3	30	**Task Description:**	Review TDA/STA claims for eligibility; process TDA/STA claim amendments, as needed; maintain TDA database; update the TDA manual, as needed; maintain TDA website
		Product:	TDA/STA claims and amendments
		Completion Date:	6/30/2023

Future Activities

Annual estimate of short-term revenues; approve TDA claims; complete TDA and STA audits.

Work Element: **7300000 TransNet Program: Public Engagement and Education**

Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$196,181	$259,367	$149,401
Other Direct Costs	$11,238	$35,840	$28,000
Contracted Services	$8,149	$0	$0
Total	**$215,568**	**$295,207**	**$177,401**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Administration	$215,568	$295,207	$177,401
Total	**$215,568**	**$295,207**	**$177,401**

Objective

The objectives of this work element are to implement a public information and outreach program to update the public, elected officials, and other stakeholders on TransNet Program activities, and to conduct public information activities to obtain input and feedback on TransNet projects. Emphasis in FY 2023 will be on continuing to create public information material that educates the public on TransNet-funded projects and programs and provides transparency to the public on the expenditure of TransNet funds.

Previous Accomplishments

Previous accomplishments include outreach efforts on behalf of the TransNet Program, including SANDAG.org, the TransNet project signage program, and multiple public outreach efforts on a wide range of TransNet projects and programs, including highway corridor projects, Otay Mesa East Port of Entry project, Rapid transit services, North Coast Corridor (Build NCC), Environmental Mitigation Program, various TransNet grant programs, Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor double-tracking, Active Transportation Program and GObyBIKE, and numerous other capital projects.

Justification

SANDAG provides a comprehensive public information and outreach program to inform residents and other stakeholders of the progress on implementing transportation projects funded by the TransNet half-cent sales tax.

Project Manager: Tedi Jackson, Marketing

Committee(s): Borders Committee, Transportation Committee

Working Group(s): Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Implement public information program to update the public, news media, elected officials, and other stakeholders on TransNet program activities
		Product:	Public information programs that educate the public on SANDAG capital projects and programs
		Completion Date:	6/30/2023
2	15	**Task Description:**	Publish TransNet information in SANDAG Region newsletter, social media, TransNet signage, project fact sheets, and other publications
		Product:	SANDAG Region newsletter articles, fact sheets, social media, and project signage
		Completion Date:	6/30/2023
3	25	**Task Description:**	Coordinate public involvement in the SANDAG Board and committee decision-making process, special events, public workshops and advertising and marketing efforts for TransNet projects with SANDAG, Caltrans, the San Diego Metropolitan Transit System, and the North County Transit District
		Product:	Advertising, brochures, social media, and editorials
		Completion Date:	6/30/2023
4	15	**Task Description:**	Enhance and update website information to increase public awareness and education of how TransNet dollars are being used
		Product:	Website project management
		Completion Date:	6/30/2023
5	20	**Task Description:**	Coordinate with corridor directors and TransNet Project Office regarding public information and outreach efforts for TransNet construction/capital projects
		Product:	Website copy, social media, SANDAG Region articles, press releases, and fact sheets
		Completion Date:	6/30/2023

Future Activities

Continued public information and outreach activities for the TransNet Program, with particular emphasis on Del Mar Bluffs stabilization efforts, the construction of Build NCC program projects, additional improvements and sound wall construction along the Interstate 805 South corridor, construction of the Otay Mesa East Port of Entry, the Comprehensive Multimodal Corridor Plans, LOSSAN coastal rail double-tracking, and the Bike Early Action Program.

Work Element: **7300100 Public Engagement and Education Activities**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$185,013	$317,404	$415,856
Other Direct Costs	$1,886	$124,137	$110,000
Materials and Equipment	$94	$0	$0
Contracted Services	$46,720	$206,250	$0
Total	**$233,713**	**$647,791**	**$525,856**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FHWA Metropolitan Planning (PL)	$170,000	$200,000	$200,000
TDA Planning/Administration	$63,713	$425,791	$325,856
Other Local Funds	$0	$22,000	$0
Total	**$233,713**	**$647,791**	**$525,856**

Objective

The objective of this work element is to educate and meaningfully involve the public in the agency's various programs, projects, and work activities. Emphasis in FY 2023 will be on collaborating with Caltrans, the Metropolitan Transit System (MTS), and the North County Transit District (NCTD), as well as with state and federal agencies on regional transportation and transit events and projects; providing ongoing support of agency initiatives, including the 2021 Regional Plan; meeting federal standards for social equity and environmental justice programs; updating and enhancing the SANDAG website to provide all audiences with more robust and ADA compliant access to educational information about the agency's programs and projects; and reviewing outreach strategies to continue to ensure meaningful interactions with the public.

Previous Accomplishments

In FY 2022, staff published the monthly Region newsletter; produced, and distributed educational materials; ensured meetings were broadcast on the SANDAG website; kept SANDAG websites current and informative; provided outreach through and grew followers for social media; coordinated the Speakers Bureau; and distributed timely and relevant news releases to the media and other interested parties. Staff continued to coordinate both in person and virtual activities with Caltrans, MTS, and NCTD whenever possible, including ribbon cutting and groundbreaking ceremonies, press conferences, and other outreach activities.

Justification

The SANDAG Public Involvement Program was developed and is updated in accordance with guidelines established by local and federal regulations. SANDAG is committed to implementing a comprehensive and meaningful public participation and involvement process that educates and involves all citizens in the agency's planning process for its various programs, projects, and work activities using a wide variety of communications. A key component is the emphasis on including low-income, minority, disabled, senior, tribal nations, and other traditionally underrepresented communities in the regional planning process.

Project Manager: Joy De Korte, Public Information

Committee(s): None

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	**Task Description:**	Conduct a public information program to educate and meaningfully involve various audiences with the SANDAG planning process for its programs, projects, services, and functions, with a key emphasis on the implementation of the 2021 Regional Plan; coordinate efforts with other regional agencies, as needed
		Product:	Integration of iCommuteSD.com and 511sd.com into the SANDAG website; update other web properties and make enhancements; social media for public education, including the development and implementation of an agency Social Media Strategy; meeting broadcasts, including broadcasts provided in a virtual format; agendas and reports; presentations; groundbreakings and events in both an in person and virtual format; workshops in both an in person and virtual format; brochures; newsletters; eblasts; fact sheets; public notices; public involvement plans, including the development of a Strategic Communications Plan to oversee outreach for the agency's key priorities and projects
		Completion Date:	6/30/2023
2	40	**Task Description:**	Promote and secure news media coverage to educate and involve various audiences with agency activities and regional issues
		Product:	Media advisories, media focused events, social media, and press releases
		Completion Date:	6/30/2023
3	15	**Task Description:**	Coordinate activities with organizations that include low-income, minority, disabled, senior, tribal nations, and other traditionally underrepresented communities in the regional planning process, including those with Limited English Proficiency; produce and distribute a variety of educational materials in print and online in various languages
		Product:	Brochures, newsletters, agendas, public notices, website postings, social media, and presentations
		Completion Date:	6/30/2023
4	5	**Task Description:**	Assist Board of Directors members and staff with scheduling and preparing educational materials for public forums and speeches
		Product:	Speaking points and presentations
		Completion Date:	6/30/2023

Future Activities

Evaluate effectiveness of public involvement and outreach programs, including the permanent inclusion of virtual components to all outreach activities; rebuild and enhance SANDAG websites for public education purposes; expand and maintain opportunities for public involvement, education, and input via social media; comply with social equity and environmental justice standards; and support public outreach efforts for projects funded with TransNet and other local, state, and federal funds.

Work Element: **7300200 Public Awareness**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$82,804	$115,075	$218,593
Other Direct Costs	$2,105	$42,500	$45,000
Contracted Services	$7,647	$0	$0
Total	**$92,556**	**$157,575**	**$263,593**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TDA Planning/Administration	$46,278	$57,575	$131,796
TransNet Administration	$46,278	$100,000	$131,797
Total	**$92,556**	**$157,575**	**$263,593**

Objective

The objective of this work element is to increase public awareness and understanding of SANDAG. Emphasis in FY 2023 will be on streamlining SANDAG informational materials and programmatic branding; transitioning program content to the redesigned SANDAG.org; and adopting use of a customer relationship management (CRM) tool.

Previous Accomplishments

Previous accomplishments include continued application of best practices through MailChimp for email marketing; redesigning the SANDAG logo and agency brand color palette; educating the public about Motorist Aid programs; and increasing the use of social media to promote SANDAG programs and projects with an increase in number of followers.

Justification

As SANDAG implements services and educates the region about programs and projects, a creative marketing component is essential to build awareness and generate usage of the Transportation Demand Management (TDM) program, Freeway Service Patrol, FasTrak, and other services consistent with the Regional Plan. Coordination among SANDAG, Caltrans, Metropolitan Transit System (MTS), and North County Transit District (NCTD) is a key part of this effort.

Project Manager: Tedi Jackson, Marketing

Committee(s): None

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Adopt and populate a CRM tool to consolidate stakeholder contact information and touch points
		Product:	Database and analytics
		Completion Date:	3/31/2023
2	15	**Task Description:**	Coordinate with project managers to implement on-call marketing program
		Product:	Marketing, communications, and outreach plans; task orders and work orders
		Completion Date:	6/30/2023
3	30	**Task Description:**	Produce copy, develop print, broadcast, and/or outdoor educational programs, digital marketing, brochures, videos, and other marketing products
		Product:	Print, digital, and broadcast copy; eblasts; brochures; scripts; web content; direct mail; social media; and video.
		Completion Date:	6/30/2023
4	15	**Task Description:**	Coordinate marketing efforts among Caltrans, MTS, and NCTD to promote regional transportation projects
		Product:	Marketing and outreach projects, email blasts, social media posts, press releases
		Completion Date:	6/30/2023
5	30	**Task Description:**	Maximize marketing efforts by promoting programs and projects on the SANDAG website, and on social media; assist with transitioning program content from residual websites to the redesigned sandag.org website.
		Product:	Web copy; project information and advertising copy; web placements; eblasts; social media posts
		Completion Date:	6/30/2023

Future Activities

Coordinate with member agencies and other partners to extend awareness and messages using a variety of marketing techniques; adopt a strategic marketing effort, which is essential to implementing the TDM elements in the Regional Plan and coordinating iCommute efforts with transportation partners and member agencies to maximize resources; marketing efforts to support a new master brand for FasTrak in the region; continue to change behavior by educating commuters about travel choices; and leverage partnerships, integrate new media, and enhance existing web tools.

Work Element: **7300300 Software Development Services**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,109,499	$1,519,938	$1,220,619
Other Direct Costs	$8,211	$24,500	$26,000
Contracted Services	$877,127	$160,467	$50,000
Total	**$1,994,837**	**$1,704,905**	**$1,296,619**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TDA Planning/Administration	$1,544,837	$1,254,905	$884,859
FHWA Metropolitan Planning (PL)	$450,000	$450,000	$411,760
Total	**$1,994,837**	**$1,704,905**	**$1,296,619**

Objective

The objectives of this work element are to improve public outreach productivity through the application of database and programming technologies; increase the accessibility of the SANDAG data stores by developing, enhancing, and documenting custom software and database solutions for the agency functions; and provide direct, comprehensive technical support to staff for 511sd.com, iCommutesd.com, sandag.org, and other public facing SANDAG websites. Emphasis in FY 2023 will be on providing technical support for the new sandag.org website and on building internal applications that improve workflows.

Previous Accomplishments

Previous accomplishments include in-house hosting and maintenance of a web-based Board payment system; technical support of the Human Resource Information System (HRIS); technical support of the Integrated Master Budget Model (IMBM); and the development of new sections and functions on a variety of SANDAG websites.

Justification

This work element supports internal and external communications for various SANDAG departments by developing applications, automating workflows, and processes that facilitate the dissemination of data to the public. The work element plays a significant role in increasing the efficiency of these activities.

Project Manager: Jeff Harns, Software Development Solutions
Committee(s): None
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Provide technical support for the development and maintenance of in-house applications that automate workflows and processes that facilitate the dissemination of data to the public
		Product:	Specific applications or existing application enhancements under this task will be reported to management on a quarterly basis
		Completion Date:	6/30/2023
2	25	**Task Description:**	Provide technical support and enhancements to SANDAG's public facing websites (Consultant)
		Product:	Specific products or enhancements produced under this task will be reported to management on a quarterly basis
		Completion Date:	6/30/2023
3	25	**Task Description:**	Provide technical support for the agency's strategic initiative to modernize systems and technology
		Product:	Specific products or enhancements produced under this task will be reported to management on a quarterly basis
		Completion Date:	6/30/2023
4	25	**Task Description:**	Provide technical support for the development and maintenance of reporting resources
		Product:	Specific reports developed or modified under this task will be reported to management on a quarterly basis
		Completion Date:	6/30/2023

Future Activities

Technical support for sandag.org, the IMBM, the HRIS, the Board Payment System, and numerous data integration changes to support the new ERP system.

Work Element: **7300400 Government Relations**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,009,136	$1,090,144	$1,113,264
Other Direct Costs	$6,680	$120,000	$60,000
Contracted Services	$191,917	$600,000	$860,000
Total	**$1,207,733**	**$1,810,144**	**$2,033,264**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
SANDAG Member Assessments	$317,257	$250,000	$610,811
TransNet Administration	$515,243	$757,662	$711,226
TDA Planning/Administration	$375,233	$802,482	$711,227
Total	**$1,207,733**	**$1,810,144**	**$2,033,264**

Objective

The objective of this work element is to manage state and federal legislative activities in accordance with the SANDAG Legislative Program.
Emphasis in FY 2023 will be on implementing the Legislative Program, including supporting SANDAG's priority projects and Strategic Initiatives by utilizing relationships and outreach to elected members and stakeholders to advance project development and by securing funding and policy updates - at the federal level through stimulus, grants, annual appropriations, and the next transportation reauthorization; at the state level through the annual budget process, grant programs, and by working closely with state regulatory agencies and the Legislature; supporting member agencies and local jurisdictions by improving communications, providing updates on SANDAG projects and programs; and supporting the Board of Directors and Policy Advisory Committees to ensure timely and successful meetings and strategic outcomes.

Previous Accomplishments

Previous work element accomplishments include support for adoption of the 2021 Regional Plan, Opening the Mid-Coast Extension of the UC San Diego Blue Line Trolley, the approval of SANDAG Community Benefits Agreement, Del Mar Bluffs Emergency Repairs.
FY 2022 - Previous team accomplishments include securing support for the Central Mobility Hub in the National Defense Authorization Act to allow for flexible funding mechanisms for the Navy and Army Corp language in the Water Resources Development Act to support Del Mar stabilization efforts; partnering with the California State Transportation Agency to convene the Los Angeles-San Diego-San Luis Obispo San Diego Regional Rail Corridor Working Group and identifying the funding needed to complete Del Mar Bluffs stabilization work; partnering with the Lieutenant Governor and California State Transportation Agency to pursue high level dialogue with Government of Mexico to advance the Otay Mesa East Port of Entry and establishing a team to support future negotiations with U.S. Custom and Border Protection; securing more than $200 million in grant funding; securing passage of AB 2731 (Gloria, 2020), California Environmental Quality Act streamlining legislation; and increasing outreach to regulatory agencies to demonstrate sound policy initiatives that will yield funding for the region and improved processes.

Justification

Through coordinated state and federal legislative efforts, this work element helps accomplish key SANDAG initiatives, and coordinates regional priorities among member agencies, advisory members, and other stakeholders.

Project Manager: Anna Lowe, Sustainable Communities Planning and Implementation

Committee(s): Executive Committee, Borders Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Develop annual SANDAG Legislative Program (February 2023)
		Product:	Final SANDAG 2023 Legislative Program
		Completion Date:	3/31/2023
2	20	**Task Description:**	Identify priority projects and policies (January 31, 2023); facilitate joint advocacy trips to Washington, District of Columbia and Sacramento, California (March 2023); host regional legislative briefing (April 28, 2023)
		Product:	FY 2023 project information white papers and brochures and federal or state legislative agendas
		Completion Date:	6/30/2023
3	15	**Task Description:**	Represent SANDAG on state and federal organizations to advance agency policies and programs (i.e., California Association of Councils of Governments, California Transit Association, National Association of Regional Councils, American Public Transportation Association, and Southern California Legislative Roundtable)
		Product:	Executive Committee legislative status reports, as needed
		Completion Date:	6/30/2023
4	50	**Task Description:**	Monitor and respond to key state and federal legislation, policy changes, and funding opportunities (includes outside services)
		Product:	Executive Committee legislative status reports (monthly)
		Completion Date:	6/30/2023

Future Activities

SANDAG will continue to advance the agency's priorities, policies, and projects through its Legislative Program and intergovernmental relationships at the regional, state, federal, and binational levels. Activities will focus on policy, funding, and regulatory needs for the agency's priority projects and strategic initiatives.

Work Element: **7300500 Transportation-Related Public Meeting Activities**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,511,016	$1,638,468	$1,435,556
Other Direct Costs	$203	$300	$500
Total	**$1,511,219**	**$1,638,768**	**$1,436,056**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5307) Transit Planning	$476,441	$625,000	$525,000
FHWA Metropolitan Planning (PL)	$300,000	$350,000	$450,000
TDA Planning/Administration	$734,778	$263,768	$225,000
TransNet Administration	$0	$400,000	$236,056
Total	**$1,511,219**	**$1,638,768**	**$1,436,056**

Objective

The objective of this work element is to support transportation and transit-related efforts by the Board of Directors, Policy Advisory Committees, and Working Groups by developing and communicating interagency solutions concerning regional issues, transportation project/program implementation, conflict resolution, and other coordination needs. Emphasis in FY 2023 will be on facilitating discussions and policy decisions related to the implementation of San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) and continuing to enhance coordination activities with the public and member agencies to advance the region's priority projects and initiatives.

Previous Accomplishments

Board and Policy Advisory Committee meetings have provided significant opportunities to advance regionally coordinated issues. The ongoing information sharing, consensus building, and development of various memoranda of understanding have contributed to the successful implementation of key regional transportation improvements.

Justification

Many regional projects and programs are heavily dependent upon interagency agreement and commitment for successful implementation. Activities supported by this work element ensure that consistent communication in the planning and implementation phases occurs with a focus on regional strategic goals. This work element captures established as well as ad hoc efforts where additional coordination is necessary to ensure all impacted agencies have a chance to voice their concerns and agree on solutions that advance regional priorities.

Project Manager: Anna Lowe, Government Relations

Committee(s): Executive Committee, Transportation Committee, Regional Planning Committee, Audit Committee

Working Group(s): San Diego Traffic Engineers' Council, Cities/County Transportation Advisory Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Provide administrative support, develop agendas, and conduct Board of Directors' meetings as a forum for coordinating regional initiatives involving elected officials, agency executives, and staff of member agencies. Topics include SANDAG initiatives, programs and agreements impacting cities, transit agencies, tribal governments, and other agencies
		Product:	Regular meetings of the Board of Directors with agendas and reports; memoranda of understanding on several topics, including 2021 Regional Plan implementation, tribal relations, transit, transportation, and sustainable communities planning; policies and agreements on regional projects and initiatives
		Completion Date:	6/30/2023
2	40	**Task Description:**	Provide administrative support, develop agendas, and conduct Policy Advisory Committee meetings as a forum for coordinating regional initiatives involving elected officials, agency executives, and staff of member agencies. Topics include SANDAG initiatives, programs and agreements impacting cities, transit agencies, tribal governments, and other agencies
		Product:	Monthly agendas and reports – highlighting 2021 Regional Plan implementation and other regional efforts and agreements; administrative support for the meetings; oversight of regional transportation projects and programs; policy direction for consideration by the Board of Directors on key initiatives
		Completion Date:	6/30/2023
3	10	**Task Description:**	Provide administrative support and conduct Working Group meetings with representatives from member agencies to review, coordinate, and solicit feedback on technical aspects of regional initiatives
		Product:	Agendas and reports – highlighting regional efforts and agreements; administrative support for the meetings; technical and policy feedback for consideration by the Board of Directors, Policy Advisory Committees, and SANDAG staff on key initiatives
		Completion Date:	6/30/2023

Future Activities

SANDAG will evaluate the existing interagency coordination structure to better implement the 2021 Regional Plan and priority projects and strategies, and consider alternations to the structure that ensure more efficient and effective means to raise and address issues with various member agencies, receive feedback, and coordinate technical solutions to regional transportation and quality of life issues.

Work Element: **7300600 Social Equity Program**
Area of Emphasis: **Engage with the communities we serve**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$198,546	$370,047	$347,330
Other Direct Costs	$2,610	$4,000	$1,000
Contracted Services	$150	$190,000	$65,000
Total	**$201,306**	**$564,047**	**$413,330**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FTA (5307) Transit Planning	$143,000	$256,790	$250,000
TDA Planning/Administration	$58,306	$107,257	$75,000
TransNet Administration	$0	$200,000	$88,330
Total	**$201,306**	**$564,047**	**$413,330**

Objective

The objective of this work element is to ensure that all aspects of SANDAG policy and operations are not discriminatory and improve the situation of the disadvantaged; to ensure SANDAG is compliant with federal and state requirements on civil rights, including but not limited to Title VI of the Civil Rights Act of 1964, the Americans with Disability Act (ADA), External Equal Employment Opportunity, and Environmental Justice laws and executive orders; and to support other departments in achieving this compliance through training, technical assistance, and project reviews.
Emphasis in 2023 will be to provide Social Equity – including civil rights, environmental justice, and disability rights/accessibility focused – technical assistance and support to agency staff. This includes updating SANDAG's Language Assistance Plan, finalizing the development and implementation of our Civil Rights Document Repository to centralize all the agency's Social Equity files, updating policies and procedures, developing and delivering training, and providing a network of staff resources.

Previous Accomplishments

Completion and submittal of the 2021 Title VI Program. Development and delivery of updated Social Equity training.

Justification

This work element ensures that SANDAG does not risk losing funding due to non-compliance with civil rights regulations; and ensures that policies, projects, and facilities are developed that promote social equity across the San Diego region and reduce disparities and disproportionate burdens.

Project Manager: Sally Goodman, Diversity and Equity
Committee(s): None
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	**Task Description:**	Prepare updated Language Assistance Plan
		Product:	Language Assistance Plan
		Completion Date:	9/30/2022
2	20	**Task Description:**	Review capital project plans and drawings at 30, 60, and 95% completion; inspect projects before opening for ADA compliance
		Product:	Project reviews
		Completion Date:	6/30/2023
3	5	**Task Description:**	Investigate and make findings for Title VI and ADA complaints
		Product:	Investigative reports; communications with complainants (if necessary)
		Completion Date:	6/30/2023
4	30	**Task Description:**	Support departments to ensure that policies, projects, and operations are compliant with all civil rights regulations and executive orders through training, technical assistance, and project reviews
		Product:	Training and technical reports
		Completion Date:	6/30/2023
5	30	**Task Description:**	Support SANDAG priority projects by providing technical assistance and reviews for social equity
		Product:	Social Equity training materials; reviews of projects
		Completion Date:	6/30/2023

Future Activities

Update the SANDAG Language Assistance Plan; develop and deliver social equity, equity analysis, and providing language assistance training; review plans and project documents for social equity; receive and review possible discrimination complaints; provide technical assistance to staff throughout the agency as required.

Chapter 3

OWP Revenue and Expense Summary

Chapter 3
OWP Revenue and Expense Summary

This chapter provides a financial summary of the work elements described in Chapter 2. Beginning with the program revenues, each work element is shown grouped by its area of emphasis, with the various sources of funding identified for each project; refer to the program revenue notes for a more specific description of local, state, and federal funding sources. Also identified are the projects that have multi-year budgets, which signify additional funding in other years. Chapter 2 contains the complete funding picture for these multi-year projects.

Immediately following the program revenue notes page is the application of funds, where the detailed project budgets are shown by expense category. Group programs are listed, with related projects indented under the group title. Following the expense summary, details of each project's contracted services budget are shown, which describe the scope and estimated costs for professional services that are necessary to complete each work element.

The next section of this chapter shows the subset of work elements that are specifically supported by annual federal planning funds that constitute the core funding for the Overall Work Program. The Federal Highway Administration, Federal Transit Administration, and Caltrans appropriate these Consolidated Planning Grant Program funds. These agencies are authorized to review and approve the funded activities to ensure that they comply with federally established criteria for core planning functions. The final section shows the historical comparison of current project budgets relative to FY 2022 estimated expenditures and FY 2021 actual expenditures.

FY 2023 OVERALL WORK PROGRAM PROGRAM REVENUES

OWP #	PROJECT TITLE	FY 2023 TOTAL PROJECT FUNDING	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS-MENTS	Notes	LOCAL OTHER	Notes
USE DATA AND ANALYTICS TO SUPPORT INNOVATION AND INFORM DECISION MAKING																		
2300000	Data Science, Analytics, and Modeling	12,567,984	-	3,743,406	460,000	-	-		-		3,056,431		5,308,147	T1/ T11	-		-	
2301200	Regional Economic Research & Analyses	2,284,250	-	400,000	-	-	-		-		1,086,851		797,399	T1	-		-	
2302300	Data Acquisition, Management, and Governance	3,634,173	705,000	-	1,545,000	-	-		-		509,173		875,000	T11	-		-	
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	243,881	-	-	-	-	-		-		-		-		243,881	CJ	-	
2340100	CJAM – Substance Abuse Monitoring	135,963	-	-	-	-	-		-		-		-		18,750	S	117,213	L3/ L6
2346800	CJAM - Specialized Housing Services for Human Trafficking Victims Evaluation	7,550	-	-	-	-	7,550	F4	-		-		-		-		-	
2347000	CJAM - Drug Policy Gap Analysis and Evaluation	20,190	-	-	-	-	-		-		-		-		-		20,190	L3
2347100	CJAM - REACH Coalition Expansion Evaluation	6,795	-	-	-	-	6,795	F4	-		-		-		-		-	
2350100	CJAM – Juvenile Justice Crime Prevention Act	226,166	-	-	-	-	-		-		-		-		-		226,166	L9
2352400	CJAM - Reducing Racial and Ethnic Disparities	90,185	-	-	-	-	-		-		-		-		-		90,185	L9
2352800	CJAM - San Diego Promise Neighborhood (SDPN)	136,273	-	-	-	-	136,273	F17	-		-		-		-		-	
2353100	CJAM - Increasing Resiliency in High-Risk Youth	45,803	-	-	-	-	-		45,803	S50	-		-		-		-	
2353200	CJAM - DA Juvenile Diversion Initiative	98,573	-	-	-	-	-		-		-		-		-		98,573	L6
2353300	CJAM - San Diego Prop 64 Evaluation	90,274	-	-	-	-	-		90,274	S50	-		-		-		-	
2353400	CJAM - Chula Vista Prop 64 Evaluation	41,097	-	-	-	-	-		41,097	S50	-		-		-		-	
2353500	CJAM - La Mesa Prop 64 Evaluation	58,249	-	-	-	-	-		58,249	S50	-		-		-		-	
2353600	CJAM - Project Safe Neighborhood Research Partner	4,747	-	-	-	-	4,747	F4	-		-		-		-		-	
2353700	CJAM - Southern District USAO Project Safe Neighborhoods	6,417	-	-	-	-	6,417	F4	-		-		-		-		-	
2353800	CJAM - Central District USAO Project Safe Neighborhoods	310,962	-	-	-	-	310,962	F4	-		-		-		-		-	
2353900	CJAM - Northern District USAO Project Safe Neighborhoods	14,184	-	-	-	-	14,184	F4	-		-		-		-		-	
2354000	CJAM - Eastern District USAO Project Safe Neighborhoods	14,410	-	-	-	-	14,410	F4	-		-		-		-		-	
2354100	CJAM - BJA Chula Vista RIPA Analysis	167,094	-	-	-	-	167,094	F4	-		-		-		-		-	
2354200	CJAM - County Data Driven Study: Alternatives to Incarceration	171,576	-	-	-	-	-		-		-		-		-		171,576	L6
3311700	Transportation Performance Monitoring and Reporting	372,919	-	-	-	-	-		-		-		372,919	T1/ T2	-		-	
7500000	SANDAG Service Bureau	496,446	-	-	-	-	-		-		-		-		-		496,446	O1
	USE DATA AND ANALYTICS TO SUPPORT INNOVATION AND INFORM DECISION MAKING SUBTOTAL	$21,246,160	$705,000	$4,143,406	$2,005,000	-	$668,431		$235,423		$4,652,455		$7,353,465		$262,631		$1,220,349	
PLAN FOR A VIBRANT FUTURE																		
3100600	Air Quality Planning and Transportation Conformity	164,814	100,000	-	-	-	-		-		64,814		-		-		-	
3100700	Goods Movement Planning	216,301	150,000	-	-	-	-		-		66,301		-		-		-	
3102500	BREEZE Bus Speed and Reliability Plan	154,406	-	-	-	-	154,406	F26	-		-		-		-		-	
3103000	NEW - Regional Plan Development	935,593	50,000	50,000	-	-	-		755,769	S1	29,824		50,000	T1	-		-	
3200200	Regional Shoreline Management Planning	277,778	-	-	-	-	-		-		-		-		118,906	S	158,872	L4

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 OVERALL WORK PROGRAM
PROGRAM REVENUES

OWP #	PROJECT TITLE	FY 2023 TOTAL PROJECT FUNDING	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS-MENTS	Notes	LOCAL OTHER	Notes
3201701	Climate Action Planning Program FY 2022	222,484	-	-	-	-	-		196,965	S19	25,519		-		-		-	
3401200	Coastal Connections: Opportunities to Improve Public Access	52,580	-	-	-	-	37,345	F26	-		-		-		-		15,235	L2
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	19,196	-	-	-	-	16,993	F26	-		2,203		-		-		-	
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	321,705	-	-	-	-	-		284,805	S19	36,900		-		-		-	
3401500	Clairemont Complete Corridors	341,484	-	-	-	-	302,316	F26	-		39,168		-		-		-	
3401600	Next Generation Rapid Routes Advanced Planning	364,897	-	-	-	-	293,851	F26	-		71,046		-		-		-	
3401700	NEW - Rail Regional Infrastructure Accelerator	1,014,739	-	-	-	-	1,014,739	F27	-		-		-		-		-	
3420200	Northbound SR11 Border Wait Time Study	200,000	-	-	-	-	200,000	F24	-		-		-		-		-	
	PLAN FOR A VIBRANT FUTURE SUBTOTAL	$4,285,976	$300,000	$50,000	-	-	$2,019,649		$1,237,540		$335,774		$50,000		$118,906		$174,107	
BRING PLANS AND PROJECTS TO LIFE																		
2302500	Regional Parking Inventory Survey	157,968	-	-	-	-	-		139,849	S19	18,119		-		-		-	
3100400	Regional Plan Implementation	3,127,742	641,646	-	725,490	-	-		354,846	S1	200,000		1,205,759	T1/ T11	-		-	
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	387,611	-	-	300,000	-	-		-		87,611		-		-		-	
3100405	NEW - Regional Plan Outreach FY 2023	1,174,231	-	-	-	-	-		1,039,547	S19	134,684		-		-		-	
3102600	Mission Valley Revitalization Mobility Study	235,416	-	-	-	-	208,414	F26	-		27,002		-		-		-	
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	243,201	-	-	-	-	-		-		-		243,201	T1/ T4/T5	-		-	
3300200	Active Transportation Planning and Programs	624,678	-	-	500,000	-	-		-		75,000		49,678	T1	-		-	
3310714	Public Private Partnership Program	668,603	-	-	-	-	600,000	F2	-		-		68,603	T11	-		-	
3320100	Transit Planning	483,148	-	-	-	-	-		233,148	S1	200,000		50,000	T1	-		-	
3320200	Specialized Transportation Grant Program	318,878	-	-	-	-	218,878	F21	-		-		100,000	T6	-		-	
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	2,475,229	-	-	-	-	2,315,290	F21	-		-		-		-		159,939	L2
3321900	Regional Housing Acceleration Program - REAP 1.0	4,893,152	-	-	-	-	-		4,893,152	S22	-		-		-		-	
3321901	NEW - Regional Housing Incentive Program - REAP 2.0	2,185,630	-	-	-	-	-		2,185,630	S22	-		-		-		-	
3322000	SD Regional Electric Vehicle Charger Management Strategy	153,605	-	-	-	-	-		135,986	S19	17,619		-		-		-	
3322100	Access for All	2,744,721	-	-	-	-	-		-		-		-		-		2,744,721	L2
3322300	NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning	1,579,024	-	-	-	-	824,424	F2/ F23	-		-		-		-		754,600	L2
3322400	5310 Program - Covid-19 Relief	150,997	-	-	-	-	150,997	F21	-		-		-		-		-	
3322500	NEW - Purple Line Conceptual Studies	1,752,610	-	-	-	-	1,752,610	F2	-		-		-		-		-	
3322600	NEW - Digital Equity Action Plan Implementation	322,594	-	-	-	-	-		-		-		322,594	T11	-		-	
3330700	Regional Intelligent Transportation System Planning	778,748	-	-	-	-	-		-		-		778,748	T2	-		-	
3400600	LOSSAN and High-Speed Rail Corridor Planning	177,351	-	-	-	-	-		-		88,676		88,675	T1	-		-	
3430100	NEW - Research and Development	1,065,449	-	-	-	-	-		-		1,065,449		-		-		-	
3501000	Flexible Fleet Pilots	1,478,385	-	-	-	-	1,378,385	F2	100,000	S11	-		-		-		-	

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 OVERALL WORK PROGRAM
PROGRAM REVENUES

OWP #	PROJECT TITLE	FY 2023 TOTAL PROJECT FUNDING	FTA (5303) MPO PLANNING	FTA (5307) TRANSIT PLANNING	FHWA PLANNING	CMAQ	FEDERAL OTHER	Notes	STATE OTHER	Notes	TDA PLANNING / ADMIN	Notes	TransNet PROGRAM	Notes	MEMBER ASSESS-MENTS	Notes	LOCAL OTHER	Notes
3501001	eBike Incentive Program	396,128	-	-	-	396,128	-		-		-		-		-		-	
3502000	Regional Electric Vehicle Charger Incentive Program: CALeVIP	2,322,634	-	-	-	-	-		-		-		1,888,308	T2	-		434,326	L2
3503000	Next Operating System (Next OS) Planning	1,616,756	-	-	-	-	1,616,756	F2	-		-		-		-		-	
3504000	Clean Transportation Program	318,859	-	-	-	-	318,859	F2	-		-		-		-		-	
3504100	San Diego Regional MD/HD ZEV Blueprint	98,430	-	-	-	-	-		98,430	S91	-		-		-		-	
3505000	Early Action Transit Pilot	5,870,000	-	-	-	5,870,000	-		-		-		-		-		-	
3505001	NEW - Transit Fare Subsidy Impact Study	215,412	-	-	-	-	-		-		215,412		-		-		-	
	BRING PLANS AND PROJECTS TO LIFE SUBTOTAL	$38,017,189	$641,646	-	$1,525,490	$6,266,128	$9,384,612		$9,180,589		$2,129,572		$4,795,566		-		$4,093,586	
ENGAGE WITH THE COMMUNITIES WE SERVE																		
1500000	Project Monitoring and Oversight	316,986	-	-	-	-	-		316,236	S1	750		-		-		-	
1500100	TransNet Financial Management	2,250,643	-	-	-	-	-		-		-		2,250,643	T1	-		-	
1500300	Funds Management and Oversight	362,818	-	-	275,000	-	-		-		50,000		37,818	T1	-		-	
1500400	Overall Work Program and Budget Programs Management	279,673	125,000	-	120,000	-	-		-		34,673		-		-		-	
1500800	TDA Funds Management and Oversight	203,330	-	-	-	-	-		-		203,330		-		-		-	
7300000	TransNet Program: Public Engagement and Education	177,401	-	-	-	-	-		-		-		177,401	T1	-		-	
7300100	Public Engagement and Education Activities	525,856	-	-	200,000	-	-		-		325,856		-		-		-	
7300200	Public Awareness	263,593	-	-	-	-	-		-		131,796		131,797	T1	-		-	
7300300	Software Development Services	1,296,619	-	-	411,760	-	-		-		884,859		-		-		-	
7300400	Government Relations	2,033,264	-	-	-	-	-		-		711,227		711,226	T1	610,811	S	-	
7300500	Transportation-Related Public Meeting Activities	1,436,056	-	525,000	450,000	-	-		-		225,000		236,056	T1	-		-	
7300600	Social Equity Program	413,330	-	250,000	-	-	-		-		75,000		88,330	T1	-		-	
	ENGAGE WITH THE COMMUNITIES WE SERVE SUBTOTAL	$9,559,569	$125,000	$775,000	$1,456,760	-	-		$316,236		$2,642,492		$3,633,270		$610,811		-	
	FY 2023 OVERALL WORK PROGRAM TOTAL	$73,108,894	$1,771,646	$4,968,406	$4,987,250	$6,266,128	$12,072,692		$10,969,788		$9,760,292		$15,832,302		$992,348		$5,488,042	

Notes and Explanation of Fund Sources shown in OWP Program Revenues

Federal Transportation Planning Funds

FTA (5303) MPO Planning (CPG)
FTA (5307) Transit Planning
: These funds, which are allocated to Metropolitan Planning Organizations (MPOs) based on Federal Transit Administration (FTA) formula to be used for regional transportation planning efforts are subject to confirmation by federal and state funding agencies.

FHWA Planning (CPG)
: Regional transportation planning funds administered by the Federal Highway Administration (FHWA) and Caltrans, allocated to MPOs according to the requirements of 23 USC 134 and 135, as amended by Moving Ahead for Progress in the 21st Century Act . FTA (5303) and FHWA Planning grant funds are considered Consolidated Planning Grant (CPG) funds and are administered by Caltrans.

Federal Other

(F2) Regional Surface Transportation Program
(F4) U.S. Dept. of Justice
(F17) U.S. Dept. of Education
(F21) FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
(F23) FTA Transit Oriented Development Planning Pilot Program
(F24) FHWA Coordinated Border Infrastructure Program
(F26) FTA 5304 Strategic Partnerships Transit
(F27) U.S. Dept of Transportation - Build America Bureau

State Other

(S1) Planning, Programming, and Monitoring Program
(S11) California State DMV Vehicle Registration Fee
(S19) California Senate Bill 1 (SB 1) (Beall, 2017) Sustainable Communities Grant
(S22) State Other
(S50) Criminal Justice - Misc. Revenue
(S91) California Energy Commission - State Blueprint Grant

TransNet Sales Tax Revenue

(T1) TransNet Program Administration
(T2) TransNet Major Corridors Program
(T4) TransNet Bicycle/Pedestrian Program Monitoring
(T5) TransNet Smart Growth Program Monitoring
(T6) TransNet Senior Services Program Monitoring
(T11) TransNet / FasTrak® swap

Member Assessments

(CJ) Criminal Justice Member Assessments
(S) SANDAG Member Assessments

Local Other

(L2) Other Local Funds
(L3) California Border Alliance Group
(L4) Contribution from Local Cities or Member Agencies
(L6) County of San Diego
(L9) County Dept. of Probation

Services to Other Agencies

(O1) SANDAG Service Bureau Fees

Local Flexible Funds

Transportation Development Act (TDA) Planning/Administration
: The TDA passed by the state allocates a portion of the local quarter-percent sales tax revenue to MPOs for transportation planning and programming purposes and for the administration of TDA funds.

TransNet
: The voter approved TransNet Extension Ordinance provides administrative funding for SANDAG to administer the TransNet Program, undertake related planning efforts, and distribute funds for the various expenditure categories under the Ordinance (see Chapter 8).

Member Assessments
: SANDAG collects fees from member agencies for the provision of regional planning services. The Criminal Justice division of SANDAG collects fees from member agencies for ongoing criminal justice research.

Note:
Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 OVERALL WORK PROGRAM
PROGRAM EXPENSES

OWP #	Annual (A) or Multi-Year (M)	Project Title	Total Project Budget	Salaries, Benefits, Indirect	Salaries and Benefits	Indirect Cost Allocation	Other Direct Costs	Contract Services	Materials and Equipment	Pass through
Use data and analytics to support innovation and inform decision making										
2300000	(A)	Data Science, Analytics, and Modeling	$12,567,984	$8,475,584	$5,475,466	$3,000,119	$437,400	$3,655,000	-	-
2301200	(A)	Regional Economic Research & Analyses	2,284,250	2,060,750	1,329,278	731,472	23,500	200,000	-	-
2302300	(A)	Data Acquisition, Management, and Governance	3,634,173	2,759,173	1,779,793	979,380	330,000	545,000	-	-
2340000	(A)	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	243,881	243,619	157,145	86,473	262	-	-	-
2340100	(A)	CJAM – Substance Abuse Monitoring	135,963	101,464	74,862	26,601	7,044	27,455	-	-
2345000	(M)	CJAM – Adult Criminal Justice Projects (Group Program)								
2346800	(M)	CJAM - Specialized Housing Services for Human Trafficking Victims Evaluation	7,550	7,550	4,870	2,680	-	-	-	-
2347000	(M)	CJAM - Drug Policy Gap Analysis and Evaluation	20,190	20,190	13,024	7,167	-	-	-	-
2347100	(M)	CJAM - REACH Coalition Expansion Evaluation	6,795	6,795	4,383	2,412	-	-	-	-
2350000	(M)	CJAM – Youth Evaluation Projects (Group Program)								
2350100	(M)	CJAM – Juvenile Justice Crime Prevention Act	226,166	226,150	146,891	79,259	16	-	-	-
2352400	(M)	CJAM - Reducing Racial and Ethnic Disparities	90,185	90,185	58,173	32,011	-	-	-	-
2352800	(M)	CJAM - San Diego Promise Neighborhood (SDPN)	136,273	128,073	85,031	43,041	8,200	-	-	-
2353100	(M)	CJAM - Increasing Resiliency in High-Risk Youth	45,803	45,803	29,545	16,258	-	-	-	-
2353200	(M)	CJAM - DA Juvenile Diversion Initiative	98,573	98,573	66,861	31,712	-	-	-	-
2353300	(M)	CJAM - San Diego Prop 64 Evaluation	90,274	90,274	61,040	29,234	-	-	-	-
2353400	(M)	CJAM - Chula Vista Prop 64 Evaluation	41,097	41,097	26,510	14,588	-	-	-	-
2353500	(M)	CJAM - La Mesa Prop 64 Evaluation	58,249	58,249	37,573	20,676	-	-	-	-
2353600	(M)	CJAM - Project Safe Neighborhood Research Partner	4,747	4,747	3,062	1,685	-	-	-	-
2353700	(M)	CJAM - Southern District USAO Project Safe Neighborhoods	6,417	6,417	4,139	2,278	-	-	-	-
2353800	(M)	CJAM - Central District USAO Project Safe Neighborhoods	310,962	36,308	23,420	12,888	-	-	-	274,654
2353900	(M)	CJAM - Northern District USAO Project Safe Neighborhoods	14,184	14,184	9,149	5,035	-	-	-	-
2354000	(M)	CJAM - Eastern District USAO Project Safe Neighborhoods	14,410	14,410	9,295	5,115	-	-	-	-
2354100	(M)	CJAM - BJA Chula Vista RIPA Analysis	167,094	167,094	130,105	36,989	-	-	-	-
2354200	(M)	CJAM - County Data Driven Study: Alternatives to Incarceration	171,576	171,576	110,675	60,902	-	-	-	-
3311700	(A)	Transportation Performance Monitoring and Reporting	372,919	249,394	167,698	81,697	4,600	114,925	4,000	-
7500000	(A)	SANDAG Service Bureau	496,446	446,446	287,978	158,468	-	50,000	-	-
		Use data and analytics to support innovation and inform decision making Subtotal	**$21,246,160**	**$15,564,103**	**$10,095,967**	**$5,468,136**	**$811,023**	**$4,592,380**	**$4,000**	**$274,654**
Plan for a vibrant future										
3100600	(A)	Air Quality Planning and Transportation Conformity	164,814	164,814	106,312	58,501	-	-	-	-
3100700	(A)	Goods Movement Planning	216,301	216,301	139,524	76,777	-	-	-	-
3102500	(M)	BREEZE Bus Speed and Reliability Plan	154,406	2,581	1,665	916	-	-	-	151,825
3103000	(M)	NEW - Regional Plan Development	935,593	905,593	584,149	321,444	5,000	25,000	-	-
3200200	(A)	Regional Shoreline Management Planning	277,778	116,256	74,990	41,266	2,650	158,872	-	-
3201701	(M)	Climate Action Planning Program FY 2022	222,484	56,484	36,435	20,049	-	166,000	-	-
3401200	(M)	Coastal Connections: Opportunities to Improve Public Access	52,580	10,828	6,984	3,843	-	41,752	-	-

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 OVERALL WORK PROGRAM
PROGRAM EXPENSES

OWP #	Annual (A) or Multi-Year (M)	Project Title	Total Project Budget	Salaries, Benefits, Indirect	Salaries and Benefits	Indirect Cost Allocation	Other Direct Costs	Contract Services	Materials and Equipment	Pass through
3401300	(M)	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	19,196	19,196	12,382	6,814	-	-	-	-
3401400	(M)	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	321,705	136,705	88,181	48,524	-	185,000	-	-
3401500	(M)	Clairemont Complete Corridors	341,484	41,496	26,767	14,729	-	299,988	-	-
3401600	(M)	Next Generation Rapid Routes Advanced Planning	364,897	114,897	74,114	40,783	-	225,000	-	25,000
3401700	(M)	NEW - Rail Regional Infrastructure Accelerator	1,014,739	49,966	32,230	17,736	10,400	954,373	-	-
3420200	(M)	Northbound SR11 Border Wait Time Study	200,000	-	-	-	-	200,000	-	-
		Plan for a vibrant future Subtotal	**$4,285,976**	**$1,835,116**	**$1,183,734**	**$651,382**	**$18,050**	**$2,255,985**	**$0**	**$176,825**
Bring plans and projects to life										
2302500	(M)	Regional Parking Inventory Survey	157,968	2,260	1,458	802	-	155,708	-	-
3100400	(A)	Regional Plan Implementation	3,127,742	2,776,512	1,790,978	985,534	3,000	348,230	-	-
3100404	(A)	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	387,611	380,611	245,511	135,099	1,000	6,000	-	-
3100405	(A)	NEW - Regional Plan Outreach FY 2023	1,174,231	877,170	565,815	311,355	9,062	288,000	-	-
3102600	(M)	Mission Valley Revitalization Mobility Study	235,416	76,297	49,215	27,082	-	159,119	-	-
3300100	(A)	TransNet Smart Growth Incentive and Active Transportation Grant Programs	243,201	214,495	138,359	76,136	28,706	-	-	-
3300200	(A)	Active Transportation Planning and Programs	624,678	408,978	263,809	145,168	11,700	200,000	4,000	-
3310714	(A)	Public Private Partnership Program	668,603	416,603	268,728	147,875	2,000	250,000	-	-
3320100	(A)	Transit Planning	483,148	279,648	180,386	99,262	3,500	-	-	200,000
3320200	(A)	Specialized Transportation Grant Program	318,878	317,878	205,046	112,832	1,000	-	-	-
3321400	(M)	Enhanced Mobility for Seniors and Disabled Pass Through	2,475,229	-	-	-	799,696	-	-	1,675,533
3321900	(M)	Regional Housing Acceleration Program - REAP 1.0	4,893,152	683,470	440,870	242,601	15,000	1,494,682	-	2,700,000
3321901	(M)	NEW - Regional Housing Incentive Program - REAP 2.0	2,185,630	638,630	411,946	226,684	12,000	1,535,000	-	-
3322000	(M)	SD Regional Electric Vehicle Charger Management Strategy	153,605	71,448	46,087	25,361	3,009	79,148	-	-
3322100	(M)	Access for All	2,744,721	214,716	138,501	76,214	-	-	-	2,530,005
3322300	(M)	NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning	1,579,024	483,710	312,015	171,695	100,000	995,314	-	-
3322400	(M)	5310 Program - Covid-19 Relief	150,997	27,929	18,015	9,913	-	-	-	123,068
3322500	(M)	NEW - Purple Line Conceptual Studies	1,752,610	252,610	162,945	89,665	-	1,500,000	-	-
3322600	(A)	NEW - Digital Equity Action Plan Implementation	322,594	322,594	208,088	114,506	-	-	-	-
3330700	(A)	Regional Intelligent Transportation System Planning	778,748	402,248	259,468	142,780	1,500	375,000	-	-
3400600	(A)	LOSSAN and High-Speed Rail Corridor Planning	177,351	177,351	114,399	62,951	-	-	-	-
3430100	(A)	NEW - Research and Development	1,065,449	1,065,449	687,264	378,186	-	-	-	-
3501000	(M)	Flexible Fleet Pilots	1,478,385	225,209	145,270	79,939	50,000	1,103,176	-	100,000
3501001	(M)	eBike Incentive Program	396,128	51,123	32,977	18,146	-	345,005	-	-
3502000	(M)	Regional Electric Vehicle Charger Incentive Program: CALeVIP	2,322,634	195,111	125,855	69,255	-	160,200	-	1,967,323
3503000	(M)	Next Operating System (Next OS) Planning	1,616,756	616,756	429,736	187,020	-	1,000,000	-	-
3504000	(M)	Clean Transportation Program	318,859	217,559	140,336	77,224	1,300	100,000	-	-
3504100	(M)	San Diego Regional MD/HD ZEV Blueprint	98,430	13,430	8,663	4,767	-	85,000	-	-

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 OVERALL WORK PROGRAM
PROGRAM EXPENSES

OWP #	Annual (A) or Multi-Year (M)	Project Title	Total Project Budget	Salaries, Benefits, Indirect	Salaries and Benefits	Indirect Cost Allocation	Other Direct Costs	Contract Services	Materials and Equipment	Pass through
3505000	(M)	Early Action Transit Pilot	5,870,000	-	-	-	100,000	20,000	-	5,750,000
3505001	(M)	NEW - Transit Fare Subsidy Impact Study	215,412	135,412	87,347	48,065	-	80,000	-	-
		Bring plans and projects to life Subtotal	**$38,017,189**	**$11,545,205**	**$7,479,087**	**$4,066,118**	**$1,142,473**	**$10,279,582**	**$4,000**	**$15,045,930**
Engage with the communities we serve										
1500000	(A)	Project Monitoring and Oversight	316,986	308,986	199,310	109,676	8,000	-	-	-
1500100	(A)	TransNet Financial Management	2,250,643	1,877,995	1,211,393	666,602	45,600	327,048	-	-
1500300	(A)	Funds Management and Oversight	362,818	291,702	188,161	103,541	71,116	-	-	-
1500400	(A)	Overall Work Program and Budget Programs Management	279,673	278,573	179,692	98,880	1,100	-	-	-
1500800	(A)	TDA Funds Management and Oversight	203,330	105,034	68,947	36,087	-	98,296	-	-
7300000	(A)	TransNet Program: Public Engagement and Education	177,401	149,401	96,370	53,030	28,000	-	-	-
7300100	(A)	Public Engagement and Education Activities	525,856	415,856	268,246	147,610	110,000	-	-	-
7300200	(A)	Public Awareness	263,593	218,593	141,003	77,590	45,000	-	-	-
7300300	(A)	Software Development Services	1,296,619	1,220,619	787,355	433,264	26,000	50,000	-	-
7300400	(A)	Government Relations	2,033,264	1,113,264	718,107	395,158	60,000	860,000	-	-
7300500	(A)	Transportation-Related Public Meeting Activities	1,436,056	1,435,556	925,999	509,556	500	-	-	-
7300600	(A)	Social Equity Program	413,330	347,330	224,044	123,286	1,000	65,000	-	-
		Engage with the communities we serve Subtotal	**$9,559,569**	**$7,762,909**	**$5,008,628**	**$2,754,282**	**$396,316**	**$1,400,344**	**$0**	**$0**
		Total Overall Work Program Expenses	**$73,108,894**	**$36,707,333**	**$23,767,415**	**$12,939,918**	**$2,367,861**	**$18,528,290**	**$8,000**	**$15,497,409**

FY 2023 OVERALL WORK PROGRAM
CONTRACTED SERVICES

OWP #	Contract Type Scope	Current Budget Year Amount
TransNet		
Use data and analytics to support innovation and inform decision making		
2300000	Professional Services to support the Dynamic Traffic Assignment (DTA) model enhancements.	$25,000
2300000	Continuing contract for software maintenance fees of the highway and arterial counts for the Regional Count Database.	$45,000
2300000	Professional Services to complete enhancements, additional features, and code features of ABM2+.	$100,000
2300000	Professional Services to support enhancements to the Regional GIS Data Warehouse/Open Data Portal.	$25,000
2300000	Professional Services to replace the current out-dated system with the Next generation land use model that is critical for the agency's mandates of the 2025 Regional Plan.	$200,000
2300000	Professional Services to support worok for Estimates 2.0 Development.	$150,000
2300000	Storage, hosting, processing, and aggregating the passenger counting data.	$382,500
2300000	Continue onboard transit passenger and mid coast after survey to meet federal requirements for Title VI and new starts funding.	$650,000
2300000	Small sample household travel behavior survey for ABM3 will occur this fiscal year and next fiscal year to make up not being able to survey during the pandemic. RFP selection committee for this contact is happening now.	$600,000
2300000	Conduct commercial vehicle survey for ABM 3 modeling needs.	$400,000
2300000	Professional Services to support SANDAG regional land inventory system (SPACECORE) and Next Gen Land Use Model Integration.	$50,000
2300000	Professional Services to support the migration of SPACECORE system into ArcGIS Pro.	$50,000
2300000	Contribution to ActivitySIM consortium for the development of a common travel model software platform.	$35,000
2300000	ABM2+ support for the regional plan and other planning applications	$92,500
2300000	Continuing contract for the Rapid Strategic Model (RSM) development for the 2025 Regional Plan.	$250,000
2300000	Professional Services for Commercial Vehicle Model development.	$400,000
2300000	Professional Services to support critical migration of the Master Transportation Network to a modern solution consistent with current modeling software platform.	$200,000
2300000	**Data Science, Analytics, and Modeling**	**$3,655,000**
2301200	Economic growth assessments and economic impact assessments required for various SANDAG priority projects	$200,000
2301200	**Regional Economic Research & Analyses**	**$200,000**
2302300	S888217 - FY23 Costs for existing Task Order - TO23 - Cloud Migration (HNTB)	$45,000
2302300	Procurement of aerial imagery LiDAR elevation data through the regional imagery consortium.	$150,000
2302300	Procurement of big data through the execution of a multi-year, multi-vendor contract.	$350,000
2302300	**Data Acquisition, Management, and Governance**	**$545,000**
2340100	Purchase Sheriff's Deputy time during data collection and interviews.	$27,455
2340100	**CJAM – Substance Abuse Monitoring**	**$27,455**
3311700	SANDAG Bikeways Project Evaluation and Monitoring	$99,925
3311700	Purchase big data for SOC report	$15,000
3311700	**Transportation Performance Monitoring and Reporting**	**$114,925**
7500000	Conduct Business Process Review of Service Bureau Operations	$50,000
7500000	**SANDAG Service Bureau**	**$50,000**
	Use data and analytics to support innovation and inform decision making Subtotal	**$4,592,380**
Plan for a vibrant future		
3103000	Legal support for development of the 2025 RP and EIR	$25,000

FY 2023 OVERALL WORK PROGRAM
CONTRACTED SERVICES

OWP #	Contract Type Scope	Current Budget Year Amount
3103000	**NEW - Regional Plan Development**	**$25,000**
3200200	Shoreline monitoring services (fall and spring of each year) provided to local coastal jurisdictions from fall 2022-spring 2024. This program has been administered by SANDAG since 1996 and is paid for on a yearly basis by local coastal jurisdictions.	$158,872
3200200	**Regional Shoreline Management Planning**	**$158,872**
3201701	Regional Adaptation Framework: Consultant services for development of the Regional Adaptation Framework, with the project goal of providing localized adaptation guidance to S	$116,000
3201701	Climate Action Data Portal: Consultant services for ongoing data gathering, monitoring, and reporting to support the Climate Resilience Program (Program) areas of emphasis, including mitigating and adapting to impacts from climate change, as well as other related data-driven efforts.	$50,000
3201701	**Climate Action Planning Program FY 2022**	**$166,000**
3401200	Coastal Connections Planning Study in City of Del Mar.	$41,752
3401200	**Coasta Opportunities to Improve Public Access**	**$41,752**
3401400	Planning Assessments and Analysis: Draft Cost, Scheduling, and Funding Inventory Memorandum	$185,000
3401400	**San Diego and Imperial Counties Sustainable Freight Implementation Strategy**	**$185,000**
3401500	Consultant support needed to develop 30% preliminary engineering designs for two Clairemont corridors while continuing to conduct community outreach	$299,988
3401500	**Clairemont Complete Corridors**	**$299,988**
3401600	Professional services to support the Next Gen Rapid planning project.	$225,000
3401600	**Next Generation Rapid Routes Advanced Planning**	**$225,000**
3401700	Study management, corridor analysis, best practices analysis, investment strategy, public benefits analysis, and a final report in support of SANDAG's Rail Regional Infrastructure Accelerator project.	$954,373
3401700	**NEW - Rail Regional InfrastructureAccelerator**	**$954,373**
3420200	Planning Assessments and Analysis: Northbound Border Wait Times	$200,000
3420200	**Northbound SR11 Border Wait Time Study**	**$200,000**
	Plan for a vibrant future Subtotal	**$2,255,985**
Bring plans and projects to life		
2302500	Survey Analysis: conduct a parking inventory and behavior survey.	$155,708
2302500	**Regional Parking Inventory Survey**	**$155,708**
3100400	Contracted legal services for RHNA appeal.	$100,000
3100400	Planning Assessments and Analysis: Develop a methodology for social equity analysis of the RTIP	$150,000
3100400	Climate Data Gathering and Monitoring, Greenhouse Gas Analyses, and ReCAP Updates - This work supports ongoing data gathering, monitoring, and reporting to support the Climate Resilience Program (Program) areas of emphasis, including mitigating and adapting to impacts from climate change, as well as other related data-driven efforts. Consultants shall respond to changes in legislation, methodologies, data sources, and recommendations in SANDAG plans and policy documents throughout the contract term to ensure that the data is current and utilizes industry-wide best practices.	$15,579
3100400	Regional Adaptation Framework - The Regional Adaptation Framework is meant to be a cornerstone of the SANDAG Climate Resilience Program and will be critical to the implementation of the 2021 Regional Plan. Building off the success of the SANDAG Regional Climate Action Planning Framework, the Consultant team will participate in the development of this new Regional Adaptation Framework, with the goal of providing localized adaptation guidance to SANDAG member agencies for regionally consistent climate adaptation planning using best practices and allowing for local flexibility.	$82,651
3100400	**Regional Plan Implementation**	**$348,230**
3100404	English-Spanish interpretation services for policy advisory committee and working group meetings.	$6,000
3100404	**NEW - Borders Binational, Tribal, Interregional, and Military Collaboration**	**$6,000**

FY 2023 OVERALL WORK PROGRAM
CONTRACTED SERVICES

OWP #	Contract Type Scope	Current Budget Year Amount
3100405	Provide community outreach services to disadvantaged communities as defined by Calenviroscreen for up to 12 contracts to community-based organizations throughout the region.	$288,000
3100405	**NEW - Regional Plan Outreach FY 2023**	**$288,000**
3102600	Transit Planning Services: Mission Valley CPG portion of I-8 CMCP	$159,119
3102600	**Mission Valley Revitalization Mobility Study**	**$159,119**
3300200	Development of new Regional Active Transportation Plan.	$200,000
3300200	**Active Transportation Planning and Programs**	**$200,000**
3310714	Public Private Partnership Program and Unsolicited Proposal Process to guide the agency on leveraging partnerships and alternative delivery to advance pilot projects and capture value on agency assets.	$250,000
3310714	**Public Private Partnership Program**	**$250,000**
3321900	Planning Assessments and Analysis: Regional anti-displacement strategies	$300,000
3321900	Housing financial strategies consultant	$230,000
3321900	Planning Assessments and Analysis: Continuation of Housing education and leadership workshops	$100,000
3321900	Planning Assessments and Analysis: Regional GIS database for affordable housing	$290,000
3321900	Consultant support for Regional Housing Finance Authority	$400,000
3321900	Planning Assessments and Analysis: The Housing Policy Leadership Academy (HPLA) provides diverse leaders and community members with an in-depth forum to explore and develop equitable, inclusive policy solutions to increase housing production and affordability in their community and region. Participants in the course meet once a month for 10 months to explore the root causes of the housing crisis and discuss best practice policy solutions that address both the physical and social factors that underpin a healthy housing ecosystem.	$174,682
3321900	**Regional Housing Acceleration Program - REAP 1.0**	**$1,494,682**
3321901	Strategic Planning and Analysis: Pricing Implementation Study as detailed in the Regional Plan Implementation Actions.	$185,000
3321901	Planning Assessments and Analysis: Consultant services for education and outreach	$500,000
3321901	Planning Assessments and Analysis: Consultant services for housing planning activities	$500,000
3321901	Planning Assessments and Analysis: San Ysidro Mobility Hub urban design and land use planning for housing	$350,000
3321901	**NEW - Regional Housing Incentive Program - REAP 2.0**	**$1,535,000**
3322000	Consultant services for the development of the Regional EV Charger Management Strategy	$79,148
3322000	**SD Regional Electric Vehicle Charger Management Strategy**	**$79,148**
3322300	Consultant analysis to determine the feasibility of a Blue Line Express service on the existing trolley line between San Ysidro and Downtown San Diego. In the event it is determine that it is infeasible to operate on the existing tracks, the study will shift to develop a new alignment.	$341,314
3322300	Perform planning tasks for the San Ysidro Mobility Hub effort including existing conditions and performance assessment, conceptual design alternatives development, phasing and implementation strategy development, as well as draft and final report writing.	$599,000
3322300	Perform stakeholder communication and outreach tasks for the San Ysidro Mobility Hub effort including development of an outreach plan, implementation of outreach plan activities, coordination and development of various project collateral materials, and outreach meeting support.	$55,000
3322300	**NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning**	**$995,314**
3322500	Planning consultant will conduct alternatives analysis for the Purple Line commuter rail service.	$1,500,000
3322500	**NEW - Purple Line Conceptual Studies**	**$1,500,000**
3330700	Completion of Traveler Information 511 Concept of Operations Report.	$175,000
3330700	Consultant services for the development of a Next Generation Managed Lanes Concept of Operations and Implementation Roadmap	$200,000
3330700	**Regional Intelligent Transportation System Planning**	**$375,000**

FY 2023 OVERALL WORK PROGRAM
CONTRACTED SERVICES

OWP #	Contract Type Scope	Current Budget Year Amount
3501000	Contract vendors to operate Flexible Fleet operations	$1,103,176
3501000	**Flexible Fleet Pilots**	**$1,103,176**
3501001	Public Outreach Services: ebike incentive pilot administration	$325,000
3501001	Communications consultant support for marketing the ebike incentive pilot	$20,005
3501001	**eBike Incentive Program**	**$345,005**
3502000	Project Management Services to administer CALEVIP rebate project	$160,200
3502000	**Regio CALeVIP**	**$160,200**
3503000	Consultant services for the development of the Broadband and Digital Infrastructure Master Plan	$500,000
3503000	Consultant services for the development of a Next OS Business Plan to identify a funding strategy for advancing the development, management, and operations of the Next OS	$50,000
3503000	Consultant support for establishment and maintenance of Mobility Data Clearinghouse that complies with PIA standards	$450,000
3503000	**Next Operating System (Next OS) Planning**	**$1,000,000**
3504000	Planning Assessments and Analysis: ZEV infrastructure study &/or pilot	$100,000
3504000	**Clean Transportation Program**	**$100,000**
3504100	Planning Assessments and Analysis: Consultant services to support CEC grant	$85,000
3504100	**San Diego Regional MD/HD ZEV Blueprint**	**$85,000**
3505000	Marketing Research and Services: Research study to show CMAQ benefits	$20,000
3505000	**Early Action Transit Pilot**	**$20,000**
3505001	Transit Fare Subsidy Impact Study	$80,000
3505001	**NEW - Transit Fare Subsidy Impact Study**	**$80,000**
	Bring plans and projects to life Subtotal	**$10,279,582**
Engage with the communities we serve		
1500100	Host and maintain ProjectTrak, a customized database used to manage the RTIP and Grants Tracking Program.	$42,903
1500100	Auditing Services: Financial auditing services for San Diego County Regional Transportation Commission	$48,645
1500100	Financial Advisor: Ongoing Transnet monthly retainer for financial advisor services.	$209,000
1500100	Professional Services: Professional disclosure and dissemination	$2,000
1500100	Financial Advisor: Provide financial reporting on an annual basis to conform with Governmental Accounting Standards Board (GASB) Statement 53 regarding the fair value of derivatives.	$3,500
1500100	Financial Advisor: Provides financial reporting on an annual basis with GASB Statement 72 regarding the transparency of governmental entities' financial statements	$3,500
1500100	Financial Advisor: Provides for weekly calculations of the valuation of interest rate exchange agreement.	$7,500
1500100	Professional Services: 2023 ITOC annual report-proofing, editing, copy writing	$10,000
1500100	**TransNet Financial Management**	**$327,048**
1500800	Auditing Services: Financial auditing services for the state-mandated Transportation Development Act audits.	$98,296
1500800	**TDA Funds Management and Oversight**	**$98,296**
7300300	Software application development: Sitecore Half TAM: Technical Account Manager Support	$50,000
7300300	**Software Development Services**	**$50,000**
7300400	Legislative Services: Representation monitoring for federal legislation.	$430,000

FY 2023 OVERALL WORK PROGRAM
CONTRACTED SERVICES

OWP #	Contract Type Scope	Current Budget Year Amount
7300400	Legislative Services: Representation monitoring for state legislation	$430,000
7300400	**Government Relations**	**$860,000**
7300600	Professional Services : Language Assistance Program update, and Title VI and Environmental Justice programs	$65,000
7300600	**Social Equity Program**	**$65,000**
	Engage with the communities we serve Subtotal	**$1,400,344**
	CONTRACTED SERVICES GRAND TOTAL:	**$18,528,290**

FY 2023 OVERALL WORK PROGRAM - Excerpt Program Revenues
Projects with Consolidated Planning Grant Funding

OWP #	Project Title	FY 2023 Total Project Funding	FTA (5307) Transit Planning	FTA (5303) MPO Planning	FHWA Planning	FTA 5304	SB 1 Sustainable Communities	TDA Planning / Admin	Other Local or State	Notes	In-Kind Match (not included in Project Total)
1500300	Funds Management and Oversight	362,818	-	-	275,000	-	-	50,000	37,818	T1	-
1500400	Overall Work Program and Budget Programs Management	279,673	-	125,000	120,000	-	-	34,673	-		-
2300000	Data Science, Analytics, and Modeling	12,567,984	3,743,406	-	460,000	-	-	3,056,431	5,308,147	T1/ T11	-
2302300	Data Acquisition, Management, and Governance	3,634,173	-	705,000	1,545,000	-	-	509,173	875,000	T11	-
2302500	Regional Parking Inventory Survey	157,968	-	-	-	-	139,849	18,119	-		-
3100400	Regional Plan Implementation	3,127,742	-	641,646	725,490	-		200,000	1,560,606	S1/ T1/T11	-
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	387,611	-	-	300,000	-	-	87,611	-		-
3100405	NEW - Regional Plan Outreach FY 2023 (SB 1 FY 2022/2023)	1,174,231	-	-	-	-	1,039,547	134,684	-		-
3100600	Air Quality Planning and Transportation Conformity	164,814	-	100,000	-	-	-	64,814	-		-
3100700	Goods Movement Planning	216,301	-	150,000	-	-	-	66,301	-		-
3102500	BREEZE Bus Speed and Reliability Plan	154,406	-	-	-	154,406	-	-	-		21,055
3102600	Mission Valley Revitalization Mobility Study	235,416	-	-	-	208,414	-	27,002	-		-
3103000	NEW - Regional Plan Development	935,593	50,000	50,000	-	-		29,824	805,769	S1/ T1	-
3201701	Climate Action Planning Program FY 2022 (SB 1 FY 2021/2022)	222,484	-	-	-	-	196,965	25,519	-		-
3300200	Active Transportation Planning and Programs	624,678	-	-	500,000	-	-	75,000	49,678	T1	-
3322000	SD Regional Electric Vehicle Charger Management Strategy	153,605	-	-	-	-	135,986	17,619	-		-
3401200	Coastal Connections: Opportunities to Improve Public Access	52,580	-	-	-	37,345	-	-	15,235	L2	-
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	19,196	-	-	-	16,993	-	2,203	-		-
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	321,705	-	-	-	-	284,805	36,900	-		-
3401500	Clairemont Complete Corridors	341,484	-	-	-	302,316	-	39,168	-		-
3401600	Next Generation Rapid Routes Advanced Planning	364,897	-	-	-	293,851	-	71,046	-		-
7300100	Public Engagement and Education Activities	525,856	-	-	200,000	-	-	325,856	-		-
7300300	Software Development Services	1,296,619	-	-	411,760	-	-	884,859	-		-
7300500	Transportation-Related Public Meeting Activities	1,436,056	525,000	-	450,000	-	-	225,000	236,056	T1	-
Total Budget CPG Funded Projects		$28,757,887	$4,318,406	$1,771,646	$4,987,250	$1,013,324	$1,797,152	$5,981,802	$8,888,308		$21,055

Notes and Explanations of Fund Sources shown in OWP Projects with Consolidated Planning Grant Funding

Federal Transportation Planning Funds

FTA (5303) MPO Planning (CPG) FTA (5307) Transit Planning	These funds, which are allocated to Metropolitan Planning Organizations (MPOs) based on Federal Transit Administration (FTA) formula to be used for regional transportation planning efforts are subject to confirmation by federal and state funding agencies.
FHWA Planning (CPG)	Regional transportation planning funds administered by the Federal Highway Administration (FHWA) and Caltrans, allocated to MPOs according to the requirements of 23 USC 134 and 135, as amended by Moving Ahead for Progress in the 21st Century Act . FTA (5303) and FHWA Planning grant funds are considered Consolidated Planning Grant (CPG) funds and are administered by Caltrans.

State Other

(S1) Planning, Programming, and Monitoring Program

***TransNet* Sales Tax Revenue**

(T1) *TransNet* Program Administration

(T11) *TransNet* / FasTrak® swap

Local Other

(L2) Other Local Funds

Local Flexible Funds

Transportation Development Act (TDA) Planning/Administration	The TDA passed by the state allocates a portion of the local quarter-percent sales tax revenue to MPOs for transportation planning and programming purposes and for the administration of TDA funds.
TransNet	The voter approved *TransNet* Extension Ordinance provides administrative funding for SANDAG to administer the *TransNet* Program, undertake related planning efforts, and distribute funds for the various expenditure categories under the Ordinance (see Chapter 8).

Note:

Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs

FY 2023 Overall Program Program - Excerpt Program Expenses
Projects with Consolidated Planning Grant Funding

OWP #	Project Title	Total Project Budget	Salaries, Benefits, Indirect	Salaries and Benefits	Indirect Cost Allocation	Other Direct Costs	Contract Services	Materials and Equipment	Pass through	In-Kind Match (not included in Project Total)
1500300	Funds Management and Oversight	$362,818	$291,702	$188,161	$103,541	$71,116	-	-	-	-
1500400	Overall Work Program and Budget Programs Management	279,673	278,573	179,692	98,880	1,100	-	-	-	-
2300000	Data Science, Analytics, and Modeling	12,567,984	8,475,584	5,475,466	3,000,119	437,400	3,655,000	-	-	-
2302300	Data Acquisition, Management, and Governance	3,634,173	2,759,173	1,779,793	979,380	330,000	545,000	-	-	-
2302500	Regional Parking Inventory Survey	157,968	2,260	1,458	802	-	155,708	-	-	-
3100400	Regional Plan Implementation	3,127,742	2,776,512	1,790,978	985,534	3,000	348,230	-	-	-
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	387,611	380,611	245,511	135,099	1,000	6,000	-	-	-
3100405	NEW - Regional Plan Outreach FY 2023 (SB 1 FY 2022/2023)	1,174,231	877,170	565,815	311,355	9,062	288,000	-	-	-
3100600	Air Quality Planning and Transportation Conformity	164,814	164,814	106,312	58,501	-	-	-	-	-
3100700	Goods Movement Planning	216,301	216,301	139,524	76,777	-	-	-	-	-
3102500	BREEZE Bus Speed and Reliability Plan	154,406	2,581	1,665	916	-	-	-	151,825	21,055
3102600	Mission Valley Revitalization Mobility Study	235,416	76,297	49,215	27,082	-	159,119	-	-	-
3103000	NEW - Regional Plan Development	935,593	905,593	584,149	321,444	5,000	25,000	-	-	-
3201701	Climate Action Planning Program FY 2022 (SB 1 FY 2021/2022)	222,484	56,484	36,435	20,049	-	166,000	-	-	-
3300200	Active Transportation Planning and Programs	624,678	408,978	263,809	145,168	11,700	200,000	4,000	-	-
3322000	SD Regional Electric Vehicle Charger Management Strategy	153,605	71,448	46,087	25,361	3,009	79,148	-	-	-
3401200	Coastal Connections: Opportunities to Improve Public Access	52,580	10,828	6,984	3,843	-	41,752	-	-	-
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	19,196	19,196	12,382	6,814	-	-	-	-	-
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	321,705	136,705	88,181	48,524	-	185,000	-	-	-
3401500	Clairemont Complete Corridors	341,484	41,496	26,767	14,729	-	299,988	-	-	-
3401600	Next Generation Rapid Routes Advanced Planning	364,897	114,897	74,114	40,783	-	225,000	-	25,000	-
7300100	Public Engagement and Education Activities	525,856	415,856	268,246	147,610	110,000	-	-	-	-
7300300	Software Development Services	1,296,619	1,220,619	787,355	433,264	26,000	50,000	-	-	-
7300500	Transportation-Related Public Meeting Activities	1,436,056	1,435,556	925,999	509,556	500	-	-	-	-
	Total Overall Work Program Expenses	**$28,757,887**	**$21,139,232**	**$13,644,099**	**$7,495,132**	**$1,008,887**	**$6,428,944**	**$4,000**	**$176,825**	**$21,055**

Overall Work Program FY 2021 - 2023 Expenditure Comparison

Project No.		Project Title	FY 2021 ACTUAL EXPENDITURES	FY 2022 ESTIMATED EXPENDITURES	FY 2023 BUDGETED EXPENDITURES
Use data and analytics to support innovation and inform decision making					
2300000	(A)	Data Science, Analytics, and Modeling*	$8,705,430	$12,204,558	$12,567,984
2301200	(A)	Regional Economic Research & Analyses**	$995,019	$1,474,652	$2,284,250
2302300	(A)	Data Acquisition, Management, and Governance***	$2,380,922	$3,659,600	$3,634,173
2340000	(A)	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	$212,327	$237,053	$243,881
2340100	(A)	CJAM – Substance Abuse Monitoring	$127,816	$135,963	$135,963
2345000	(M)	CJAM – Adult Criminal Justice Projects (Group Program)			
2346800	(M)	CJAM - Specialized Housing Services for Human Trafficking Victims Evaluation	$17,539	$16,627	$7,550
2347000	(M)	CJAM - Drug Policy Gap Analysis and Evaluation	$26,387	$20,257	$20,190
2347100	(M)	CJAM - REACH Coalition Expansion Evaluation	$23,515	$25,734	$6,795
2350000	(M)	CJAM – Youth Evaluation Projects (Group Program)			
2350100	(M)	CJAM – Juvenile Justice Crime Prevention Act	$220,540	$228,726	$226,166
2352400	(M)	CJAM - Reducing Racial and Ethnic Disparities	$62,942	$80,595	$90,185
2352800	(M)	CJAM - San Diego Promise Neighborhood (SDPN)	$126,270	$115,586	$136,273
2353100	(M)	CJAM - Increasing Resiliency in High-Risk Youth	$8,818	$47,758	$45,803
2353200	(M)	CJAM - DA Juvenile Diversion Initiative	$6,412	$132,919	$98,573
2353300	(M)	CJAM - San Diego Prop 64 Evaluation	$488	$39,806	$90,274
2353400	(M)	CJAM - Chula Vista Prop 64 Evaluation	-	$39,599	$41,097
2353500	(M)	CJAM - La Mesa Prop 64 Evaluation	$488	$24,215	$58,249
2353600	(M)	CJAM - Project Safe Neighborhood Research Partner	-	$28,734	$4,747
2353700	(M)	CJAM - Southern District USAO Project Safe Neighborhoods	-	$61,885	$6,417
2353800	(M)	CJAM - Central District USAO Project Safe Neighborhoods	-	$305,171	$310,962
2353900	(M)	CJAM - Northern District USAO Project Safe Neighborhoods	-	$136,258	$14,184
2354000	(M)	CJAM - Eastern District USAO Project Safe Neighborhoods	-	$144,091	$14,410
2354100	(M)	CJAM - BJA Chula Vista RIPA Analysis	-	$150,377	$167,094
2354200	(M)	CJAM - County Data Driven Study: Alternatives to Incarceration	-	$128,424	$171,576
3311700	(A)	Transportation Performance Monitoring and Reporting	$59,866	$88,462	$372,919
7500000	(A)	SANDAG Service Bureau	$440,154	$209,058	$496,446
		Use data and analytics to support innovation and inform decision making - Total:	**$13,414,931**	**$19,736,107**	**$21,246,160**
Plan for a vibrant future					
3100600	(A)	Air Quality Planning and Transportation Conformity	$73,191	$164,388	$164,814
3100700	(A)	Goods Movement Planning	$506,482	$445,131	$216,301
3102500	(M)	BREEZE Bus Speed and Reliability Plan	$187	$155,058	$154,406
3103000	(M)	NEW - Regional Plan Development	-	-	$935,593
3200200	(A)	Regional Shoreline Management Planning	$231,757	$259,617	$277,778
3201701	(M)	Climate Action Planning Program FY 2022	-	$203,360	$222,484
3401200	(M)	Coastal Connections: Opportunities to Improve Public Access	$24,587	$205,833	$52,580
3401300	(M)	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	$76,381	$124,428	$19,196
3401400	(M)	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	-	$142,037	$321,705
3401500	(M)	Clairemont Complete Corridors	-	$82,101	$341,484
3401600	(M)	Next Generation Rapid Routes Advanced Planning	-	$232,858	$364,897
3401700	(M)	NEW - Rail Regional Infrastructure Accelerator	-	$321,315	$1,014,739
3420200	(M)	Northbound SR11 Border Wait Time Study	$135,775	$661,749	$200,000
		Plan for a vibrant future - Total:	**$1,048,361**	**$2,997,874**	**$4,285,976**

Overall Work Program FY 2021 - 2023 Expenditure Comparison

Project No.		Project Title	FY 2021 ACTUAL EXPENDITURES	FY 2022 ESTIMATED EXPENDITURES	FY 2023 BUDGETED EXPENDITURES
Bring plans and projects to life					
2302500	(M)	Regional Parking Inventory Survey	$6,658	$154,874	$157,968
3100400	(A)	Regional Plan Implementation	$686,112	$1,111,839	$3,127,742
3100404	(A)	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	$661,445	$614,138	$387,611
3100405	(A)	NEW - Regional Plan Outreach FY 2023	-	-	$1,174,231
3102600	(M)	Mission Valley Revitalization Mobility Study	$4,973	$324,110	$235,416
3300100	(A)	TransNet Smart Growth Incentive and Active Transportation Grant Programs	$198,377	$168,486	$243,201
3300200	(A)	Active Transportation Planning and Programs	$907,225	$624,515	$624,678
3310714	(A)	Public Private Partnership Program	$444,293	$675,859	$668,603
3320100	(A)	Transit Planning	$583,909	$689,354	$483,148
3320200	(A)	Specialized Transportation Grant Program	$204,968	$255,381	$318,878
3321400	(M)	Enhanced Mobility for Seniors and Disabled Pass Through	$3,714,215	$2,245,740	$2,475,229
3321900	(M)	Regional Housing Acceleration Program - REAP 1.0	$203,485	$1,653,392	$4,893,152
3321901	(M)	NEW - Regional Housing Incentive Program - REAP 2.0	-	-	$2,185,630
3322000	(M)	SD Regional Electric Vehicle Charger Management Strategy	$21,889	$174,506	$153,605
3322100	(M)	Access for All	-	$231,755	$2,744,721
3322300	(M)	NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning	-	$495,400	$1,579,024
3322400	(M)	5310 Program - Covid-19 Relief	-	$666,476	$150,997
3322500	(M)	NEW - Purple Line Conceptual Studies	-	$524,874	$1,752,610
3322600	(A)	NEW - Digital Equity Action Plan Implementation	-	$150,000	$322,594
3330700	(A)	Regional Intelligent Transportation System Planning	$508,104	$425,171	$778,748
3400600	(A)	LOSSAN and High-Speed Rail Corridor Planning	$91,926	$112,541	$177,351
3430100	(A)	NEW - Research and Development	-	-	$1,065,449
3501000	(M)	Flexible Fleet Pilots	$91,445	$666,167	$1,478,385
3501001	(M)	eBike Incentive Program	-	$103,872	$396,128
3502000	(M)	Regional Electric Vehicle Charger Incentive Program: CALeVIP	$1,763,349	$2,237,311	$2,322,634
3503000	(M)	Next Operating System (Next OS) Planning	$837,950	$842,844	$1,616,756
3504000	(M)	Clean Transportation Program	$166,899	$336,712	$318,859
3504100	(M)	San Diego Regional MD/HD ZEV Blueprint	-	$50,769	$98,430
3505000	(M)	Early Action Transit Pilot	-	$2,130,000	$5,870,000
3505001	(M)	NEW - Transit Fare Subsidy Impact Study	-	-	$215,412
		Bring plans and projects to life - Total:	**$11,097,222**	**$17,666,085**	**$38,017,189**
Engage with the communities we serve					
1500000	(A)	Project Monitoring and Oversight	$217,577	$261,683	$316,986
1500100	(A)	TransNet Financial Management	$1,441,750	$2,027,085	$2,250,643
1500300	(A)	Funds Management and Oversight	$284,587	$318,705	$362,818
1500400	(A)	Overall Work Program and Budget Programs Management	$382,396	$521,250	$279,673
1500800	(A)	TDA Funds Management and Oversight	$158,500	$202,810	$203,330
7300000	(A)	TransNet Program: Public Engagement and Education	$215,568	$295,207	$177,401
7300100	(A)	Public Engagement and Education Activities	$233,713	$647,791	$525,856
7300200	(A)	Public Awareness	$92,556	$157,575	$263,593
7300300	(A)	Software Development Services	$1,994,837	$1,704,905	$1,296,619
7300400	(A)	Government Relations	$1,207,733	$1,810,144	$2,033,264
7300500	(A)	Transportation-Related Public Meeting Activities	$1,511,219	$1,638,768	$1,436,056
7300600	(A)	Social Equity Program	$201,306	$564,047	$413,330
		Engage with the communities we serve - Total:	**$7,941,741**	**$10,149,970**	**$9,559,569**
		Overall Work Program Total:	**$109,283,797**	**$97,526,531**	**$134,499,778**

*Work element 2300000 is a combination of efforts from the following previous year projects: 2300400, 2300600, 2300800 2301100, 2301400, 2301700, 2302100, 2302200, 3320300. FY 2021 and FY 2022 figures are the combined total of these projects.
**Work element 2301200 is a combination of efforts from the following previous year projects: 2301200 and 2401000.FY 2021 and FY 2022 figures are the combined total of these projects.
***Work element 2302300 is a combination of efforts from the following previous year projects: 2300900, 2301900, 2302000, 2302300.FY 2021 and FY 2022 figures are the combined Totalof these projects.

Chapter 4

Regional Operations and Services

Chapter 4
Regional Operations and Services

Operate programs and services. Deliver high-quality mobility and public safety services for the region; operate and maintain regional transportation facilities and law enforcement data systems that support travelers, employers, and public safety agencies in San Diego County.

This chapter describes regional operations and services, including operations of the State Route 125 toll facilities, Freeway Service Patrol program, the Interstate 15 FasTrak® Value Pricing program, Intelligent Transportation Systems Operations, and Transportation Demand Management. The Regional Operations and Services area of emphasis includes these mobility programs, as well as the Automated Regional Justice Information System, and property management activities. The following pages describe the work elements and budgets in much the same format as Chapters 2 and 3 for this distinct group of projects.

Work Element: 3310200 Motorist Aid Services – Freeway Service Patrol
Area of Emphasis: Operate Programs and Services

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$268,650	$273,007	$306,642
Other Direct Costs	$68,908	$184,000	$112,450
Contracted Services	$4,587,939	$5,335,000	$5,465,070
Total	**$4,925,497**	**$5,792,007**	**$5,884,162**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Caltrans Freeway Service Patrol	$2,684,375	$2,500,000	$2,500,000
California State DMV Vehicle Registration Fee	$920,956	$1,192,007	$1,284,162
SB1 Freeway Service Patrol	$1,320,166	$2,100,000	$2,100,000
Total	**$4,925,497**	**$5,792,007**	**$5,884,162**

Objective

The objective of this work element is to reduce non-recurrent freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated urban freeways and assists/removes stranded or disabled vehicles.

Emphasis in FY 2023 will be the procurement of the Fleet Management System and Tow Service Agreements.

Previous Accomplishments

By the end of FY 2022 the FSP is projected to assist over 96,000 motorists.

Justification

The FSP program is an established incident management program operating in metropolitan areas throughout the state that facilitates the rapid clearing of accidents and other incidents, thereby improving traffic flow. FSP is a transportation systems management strategy that supports the implementation of San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan by improving safety, reducing congestion, and reducing greenhouse gas emissions on regional highways. SANDAG currently contracts with local tow operators to provide FSP program service on 225 miles of the region's busiest freeways.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Provide cost-effective and efficient FSP motorist aid service and optimize service delivery
		Product:	Ongoing motorist aid services and contract documents
		Completion Date:	6/30/2023
2	50	**Task Description:**	Provide program management and coordination with regional FSP partners; continue regular monitoring of fleet operations; increase active real-time fleet management and integrate the CHP dispatch system, both via the fleet management system; optimize operations and improve program effectiveness and efficiency.
		Product:	Monitor progress and performance reports; cost-benefit analysis and service updates; meetings with stakeholders; and integration with the CHP dispatch system.
		Completion Date:	6/30/2023

Future Activities

The FSP will move forward to procure service for Tow Operation Services Agreements and continue to provide congestion relief and improve safety by assisting stranded motorists on the region's urban freeways.

Work Element: 3310300 Interstate 15 FasTrak® Value Pricing Program
Area of Emphasis: Operate Programs and Services

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,063,206	$1,785,658	$1,970,896
Other Direct Costs	$2,573,013	$3,115,516	$1,620,400
Materials and Equipment	$19,815	$125,000	$52,000
Contracted Services	$197,392	$1,028,539	$1,679,701
Pass-Through to Other Agencies	$1,181,459	$1,550,000	$1,790,000
Total	**$5,034,885**	**$7,604,713**	**$7,112,997**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
FasTrak Revenues and Violation Fines & Forfeitures	$5,034,885	$7,604,713	$7,112,997
Total	**$5,034,885**	**$7,604,713**	**$7,112,997**

Objective

The objectives of this work element are to maximize utilization of the Interstate 15 (I-15) Express Lanes by allowing FasTrak customers to pay a toll/fee to use the excess capacity of the facility; cost-effectively manage the program; and utilize price controls to maintain performance levels in the lanes.

Emphasis in FY 2023 will be on advancing implementation of strategies that improve travel time reliability, equitable access, and carpool verification in the Express Lanes; increasing toll revenue and efficiently managing operating expenses; and improving customer service through new account management tools and support options.

Previous Accomplishments

The I-15 Express Lanes had experienced consistent growth in traffic and revenue prior to the COVID-19 pandemic, while maintaining reliable performance levels.

Justification

San Diego Forward: The 2015 Regional Plan and San Diego Forward: The 2021 Regional Plan (anticipated to be adopted in FY 2022) both include pricing strategies, such as the I-15 Express Lanes, to reduce the demand on the region's transportation system. The I-15 Express Lanes incentivize the use of public transit and sharing rides, both of which contribute to reducing greenhouse gas emissions. The I-15 program also improves mobility in the corridor by allowing solo drivers to pay a fee to use the facility, thereby removing traffic from the general-purpose lanes. In addition, net revenues available after covering the cost of operating the program may be used for other mobility improvements including subsidizing transit services in the corridor.

Project Manager: Dalila Ramos Rios, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	35	**Task Description:** Program management, including tracking revenue, expenditures and program costs, oversee contracted service operations, collection processes, perform peer presentations, and sharing of information on the project **Product:** Quarterly/monthly reports and presentations **Completion Date:** 6/30/2023
2	25	**Task Description:** Customer Service and Marketing Activities – Marketing and promotion of the facility with the goal to increase usage, revenue, FasTrak® accounts and transponder growth; meet customer service goals related to call center wait times, distribution of FasTrak® program information and 6C toll technology information, violation distribution, processing of payments and customer account management **Product:** Call center performance reports; outreach and marketing plans, marketing collateral and updated customer agreements. **Completion Date:** 6/30/2023
3	30	**Task Description:** Partner with Caltrans and the Metropolitan Transit System to support facility operations and to optimize corridor performance through effective operations **Product:** Cost sharing, annual transit subsidy payment, and implementation of operational improvement strategies **Completion Date:** 6/30/2023
4	10	**Task Description:** Conduct performance monitoring on I-15 Express Lanes facility and advance implementation of operational strategies related to High Occupancy Vehicle eligibility and transponder requirements that improve performance and to document implementation implications **Product:** Data collection and analysis presented at quarterly corridor management meetings; implementation plan for operational strategies and documentation of related benefits and implications. **Completion Date:** 6/30/2023

Future Activities

Ongoing operations include efforts to actively manage maintenance requirements, pricing strategies, and enforcement.

Work Element: **3310500 511 Advanced Traveler Information Service**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$16,284	$86,349	$53,937
Other Direct Costs	$97,378	$80,000	$80,000
Contracted Services	$59,561	$200,000	$120,000
Total	**$173,223**	**$366,349**	**$253,937**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Major Corridors Program	$173,223	$137,603	$138,375
California State DMV Vehicle Registration Fee	$0	$228,746	$115,562
Total	**$173,223**	**$366,349**	**$253,937**

Objective

The objective of this work element is to operate and maintain the region's 511 Advanced Traveler Information Service.

Emphasis in FY 2023 will be to monitor and improve motorist front facing service and coordinate with the Next OS team for future 511 integration.

Previous Accomplishments

In FY 2022, the advanced traveler information service is projected to field nearly 120,000 calls and host more than 200,000 website visits.

Justification

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

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	60	**Task Description:** Provide operations oversight and maintenance of the 511 system **Product:** Vendor operations meetings, performance analytics and monthly reporting **Completion Date:** 6/30/2023
2	40	**Task Description:** Coordinate, plan and implement marketing efforts to promote 511 services **Product:** Coordination of marketing to promote 511 services in the San Diego region Including increasing public awareness of the 511 Roadside Assistance Services **Completion Date:** 6/30/2023

Future Activities

Coordinated efforts with Next OS team.

Work Element: **3310703 Transportation Demand Management – Program and Service Delivery**

Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$348,978	$595,307	$545,023
Other Direct Costs	$24,089	$189,500	$145,075
Materials and Equipment	$340,719	$455,000	$571,000
Contracted Services	$53,443	$80,000	$5,000
Pass-Through to Other Agencies	$1,428	$30,000	$30,000
Total	**$768,657**	**$1,349,807**	**$1,296,098**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Congestion Management Air Quality (CMAQ)	$752,450	$1,329,807	$1,276,098
FasTrak Revenues	$10,800	$13,332	$13,332
TransNet New MC Transit Ops	$5,400	$6,668	$6,668
TDA Planning/Administration	$7	$0	$0
Total	**$768,657**	**$1,349,807**	**$1,296,098**

Objective

The objective of this work element is to assist with managing the demand of the regional transportation system by providing commuter programs and services that promote transportation alternatives to driving alone.

Emphasis in FY 2023 will be on continuing improvements to bike parking facilities; updating the digital Regional Bike Map; administering the Bike Parking and the Guaranteed Ride Home (GRH) programs; providing Park & Ride coordination; providing customer service to commuters region wide; and monitoring and measuring Transportation Demand Management (TDM) programs that reduce vehicle miles traveled (VMT) and support greenhouse gas (GHG) emission reduction goals established in the 2021 Regional Plan.

Previous Accomplishments

FY 2022 accomplishments included administering the GRH and Bike Parking programs through Salesforce; expanded the Bike Parking Program to include bike lockers at all the new Mid Coast stations; upgraded the customer experience by showing real time bike locker availability online; conducted ongoing maintenance of those facilities; added a new online interactive Park & Ride map; and provided assistance to customers looking for an alternative commute.

Justification

TDM is an important component of the 2021 Regional Plan by contributing to improved mobility through congestion reduction, meeting regional air quality goals through reducing VMT and GHG, and providing more travel choices in the region.

Project Manager: Jay Faught, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Perform bike locker maintenance as needed and expand program by adding lockers or relocating underutilized bike lockers.
		Product:	Expanded bike parking facilities and operational equipment
		Completion Date:	6/30/2023
2	20	**Task Description:**	Administer the Bike Parking program and contract per the standard operating procedures and make improvements to increase usage.
		Product:	Salesforce records and reports. Bikelink records and reports.
		Completion Date:	6/30/2023
3	20	**Task Description:**	Administer the GRH program per the standard operating procedures and make improvements to make it an equitable program for lower income participants.
		Product:	Salesforce records and reports and program updates to make it equitable for all.
		Completion Date:	6/30/2023
4	10	**Task Description:**	Assist the public, iCommute program participants, partners, and stakeholders via phone or web inquiries.
		Product:	Salesforce records and reports
		Completion Date:	6/30/2023
5	20	**Task Description:**	Manage the TDM program and conduct performance monitoring and reporting on program progress.
		Product:	Monthly and quarterly reports
		Completion Date:	6/30/2023
6	10	**Task Description:**	Quickbuild micromobility pilots to support Flexible Fleet options, mobility hub implementation, and Vision Zero commitments made in the 2021 Regional Plan
		Product:	New or upgraded micromobility facilities consistent with the 2021 Regional Plan that enhance safety and visibility of users
		Completion Date:	6/30/2023

Future Activities

Future activities include expanding the Bike Parking program to more areas; bike locker maintenance; growing participation in the GRH program and making process improvements; conducting Park & Ride coordination; and providing customer service.

Work Element: **3310704 Transportation Demand Management – Regional Vanpool Program**

Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$166,799	$210,909	$252,794
Other Direct Costs	$6	$10,000	$16,000
Contracted Services	$1,751,099	$2,990,000	$3,082,700
Total	**$1,917,904**	**$3,210,909**	**$3,351,494**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Congestion Management Air Quality (CMAQ)	$1,917,904	$3,210,909	$3,351,494
Total	**$1,917,904**	**$3,210,909**	**$3,351,494**

Objective

The objective of this work element is to administer the regional SANDAG Vanpool program and complete the annual Federal Transit Administration (FTA) National Transit Database (NTD) reporting.

Emphasis in FY 2023 will be to increase vanpools in the program; research other ridership tracking technologies to streamline monthly and annual reporting to the FTA; and conduct an updated Vanpool Passenger Survey.

Previous Accomplishments

Accomplishments in FY 2022 was adding more Zero Emission vanpools to our vanpool program. The annual NTD report was provided to the FTA and the annual audit was completed with no findings.

Justification

Transportation Demand Management is an important component of San Diego Forward: The 2015 Regional Plan, the 2019 Federal Regional Transportation Plan, and the 2021 Regional Plan by contributing to improved mobility through congestion reduction, meeting regional air quality goals through reducing vehicle miles traveled and greenhouse gas emissions, and providing more travel choices in the region.

Project Manager: Michelle Porter, TDM and Motorist Aid

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Prepare annual NTD report to FTA; prepare program audit
		Product:	Final NTD report, program audit, and closure report
		Completion Date:	3/2/2023
2	10	**Task Description:**	Vanpool Passenger Survey
		Product:	Survey all vanpool participants
		Completion Date:	4/30/2023
3	70	**Task Description:**	Administer the regional vanpool program including vendor management, outreach and education, customer service, and performance monitoring and reporting. Research other triptracking systems.
		Product:	Reports on vanpool participation and vehicle miles reduced; regular coordination meetings with vendors; outreach and customer support for vanpool participants
		Completion Date:	6/30/2023

Future Activities

To regain some of the vanpools back to the program pre pandemic.

Work Element: **3310711 Transportation Demand Management – Employer Outreach**

Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$722,353	$767,811	$746,148
Other Direct Costs	$8,693	$230,000	$237,500
Contracted Services	$1,279,023	$1,386,832	$1,444,996
Pass-Through to Other Agencies	$18,183	$78,000	$118,000
Total	**$2,028,252**	**$2,462,643**	**$2,546,644**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Congestion Management Air Quality (CMAQ)	$2,028,252	$2,462,643	$2,546,644
Total	**$2,028,252**	**$2,462,643**	**$2,546,644**

Objective

The objective of this work element is to manage the public outreach, communications, and marketing of the Transportation Demand Management (TDM) programs and services; and to assist employers, organizations, and local jurisdictions with the development of TDM programs for their employees.

Emphasis in FY 2023 is to continue to grow employer and employee participation in iCommute programs and services.

Previous Accomplishments

In FY 2022, staff administered the annual Bike to Work Day campaign and the GO by BIKE Mini Grant program; annual Rideshare Week campaign; bike education program for employers and schools; iCommute social media management; and a regional vanpool program marketing campaign and iCommute-related social media management and email marketing. In addition, work continued with over 130 employers of all sizes across the region to assist them out of the COVID-19 pandemic specifically with commuter survey and transit resources. A targeted set of webinars were developed, and virtual Diamond Awards event was held to recognize 141 employers for reducing drive alone trips to their worksite.

Justification

TDM is an important component of the 2021 Regional Plan by contributing to improved mobility through congestion reduction, meeting regional air quality goals through reducing vehicle miles traveled and greenhouse gas emissions, and providing more travel choices in the region.

Project Manager: Jay Faught, TDM and Motorist Aid

Committee(s): Transportation Committee

Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	**Task Description:**	Plan and implement the annual Rideshare Week event and Clean Air Day.
		Product:	Annual Rideshare Week-Clean Air Day event
		Completion Date:	10/31/2022
2	10	**Task Description:**	Plan and implement the annual Bike to Work Day event
		Product:	Annual Bike to Work Day event
		Completion Date:	5/31/2023
3	10	**Task Description:**	Administer the GO by BIKE Mini-Grant program
		Product:	Executed mini-grant agreements and events
		Completion Date:	6/30/2023
4	10	**Task Description:**	Coordinate the Bike Education program to include safety classes, tune ups, and group rides with employers and schools
		Product:	Active transportation education courses for employers and schools
		Completion Date:	6/30/2023
5	10	**Task Description:**	Coordinate TDM program marketing activities that increase TDM awareness and participation by employers and commuters to include a website redesign, content management, social media, incentive program management
		Product:	Marketing materials, incentives and promotions; updated website content; and social media posts/campaigns
		Completion Date:	6/30/2023
6	5	**Task Description:**	Partnership development and management to include coordinated promotions with transportation service providers (Metropolitan Transit System, North County Transit District, Uber, Lyft, etc.)
		Product:	Sponsor/partner support (cash and in-kind) of TDM campaigns and events
		Completion Date:	6/30/2023
7	40	**Task Description:**	Assist employers, organizations, and local jurisdictions with the development and implementation of commuter programs that reduce single occupancy vehicle trips; grow employer program participation by 10-20%
		Product:	Increase in the number of employers offering commuter benefits to their employees; increase in the number of employees using commute alternatives; and offer Try Transit and commuter events to employers
		Completion Date:	6/30/2023
8	5	**Task Description:**	Develop a carpool incentive and a method for distribution. Develop Request for Partnership Proposals for a ridematching vendor.
		Product:	Quarterly summaries of incentivized carpool trips; carpool matching partner.
		Completion Date:	6/30/2023

Future Activities

Ongoing promotion of TDM programs and services to employers and commuters; ongoing administration of the GO by BIKE Mini-Grant and Try Transit programs. Encourage and support employers in their efforts to reduce drive alone commute trips. Increase the number of employers who offer commuter benefits to their employees by 20%.

Work Element: **3311000 Intelligent Transportation Systems Operational Support**

Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$464,137	$308,058	$319,559
Other Direct Costs	$585,149	$892,000	$907,000
Materials and Equipment	$3	$10,000	$10,000
Contracted Services	$106,551	$0	$0
Total	**$1,155,840**	**$1,210,058**	**$1,236,559**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
TransNet Major Corridors Program	$934,840	$989,058	$1,015,559
Caltrans Traffic Program	$24,400	$24,400	$24,400
Contribution from Local Cities or Member Agencies	$11,300	$11,300	$11,300
TransNet Local System Improvement	$185,300	$185,300	$185,300
Total	**$1,155,840**	**$1,210,058**	**$1,236,559**

Objective

The objective of this work element is to address the ongoing operations, system administration, network communications, and maintenance needs of external facing Intelligent Transportation Systems (ITS) such as the regional ITS deployments.

Emphasis in FY 2023 will be on continuing to maintain the Regional Arterial Management System (RAMS) and the Integrated Corridor Management System (ICMS) and building capacity to support future systems such as the Regional Border Management System and Next Operating System.

Previous Accomplishments

Previous accomplishments include completion of the Transparity server rollout to last remaining city/agencies, upgraded bandwidth for Transparity network on AT&T's network on demand, implemented a firewall hardware refresh on half of the existing city/agencies, switched over all agencies environment to new network time server for their traffic engineering departments, and troubleshot and optimized existing data syncing issues around the Transparity network.

Justification

San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan describes Transportation Systems Management and Emerging Technologies as vital strategies to meet our plan goals including maximizing the region's existing transportation system and reducing greenhouse gas emissions. The ITS Operations program ensures that transportation systems that have been deployed are effectively operated and maintained.

Project Manager: Stan Glowacki, IT Service and Infrastructure
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Maintain all related ITS Operations contracts and direct consultant teams for day-to-day support tasks
		Product:	Maintenance of third-party support contracts and agreements to provide regional technical support, administration, and monitoring of ITS; daily review of system generated performance metrics and reports to ensure service level agreements are met based on environment – 24/7 or next business day support
		Completion Date:	6/30/2023
2	25	**Task Description:**	Provide technical staffing support of SANDAG-operated systems, such as ICMS and RAMS; conduct cross-training of staff to enhance support across all ITS operations environments
		Product:	Day-to-day operational support of all SANDAG ITS systems and support to partner agencies
		Completion Date:	6/30/2023
3	25	**Task Description:**	Maintain communication lines, servers, and services that comprise the regional network and support regional ITS applications, as well as continued support of the RAMS and ICMS, including any equipment upgrades due to performance requirements or replacement due to end of life hardware; and application maintenance, support, and enhancements required for system performance and security
		Product:	Technical support, administration, monitoring, and controlling of regional ITS daily review of system generated performance metrics and reports as well as end user submittals – 24/7 or next business day support
		Completion Date:	6/30/2023
4	15	**Task Description:**	Coordinate change management procedures in alignment with the configuration management system, including training of staff and users to properly follow protocols for system changes
		Product:	Documented change management requests through change management process
		Completion Date:	6/30/2023
5	10	**Task Description:**	Develop an operations and maintenance support model for the Bus on Shoulder demonstration project, including establishing service level agreements with project stakeholders
		Product:	Operations and maintenance plan
		Completion Date:	6/30/2023

Future Activities

This program will continue to focus on the administration and support of ITS operational systems.

Work Element: **3312100 State Route 125 Facility Operations**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$6,129,862	$6,320,013	$6,179,456
Other Direct Costs	$3,659,362	$5,104,471	$6,072,197
Materials and Equipment	$406,550	$547,000	$623,000
Contracted Services	$1,222,443	$1,823,631	$2,127,100
Debt Service and Project Reserves	$13,876,000	$13,882,750	$13,887,250
Total	**$25,294,217**	**$27,677,865**	**$28,889,003**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
State Route 125 Toll Road Revenue	$25,294,217	$27,677,865	$28,889,003
Total	**$25,294,217**	**$27,677,865**	**$28,889,003**

Objective

The objective of this work element is to maintain and operate the State Route 125 (SR 125) Toll Road; collect tolls; and project revenue to pay for operations, maintenance, and debt.

Emphasis in FY 2023 will be on successfully transitioning to the new roadway toll collection system and cash and credit card payment machines; increasing toll revenue and efficiently managing operating expenses to support the repayment of outstanding debt; and improving customer service through new account management tools and support options.

Previous Accomplishments

SANDAG has consistently operated the facility within budget, met debt service obligations, and exceeded traffic and revenue targets prior to the pandemic.

Justification

In 2011, SANDAG completed the acquisition of the SR 125 Development Franchise Agreement, which is scheduled to terminate in 2042. To complete the purchase, SANDAG incurred debt and is required to manage the facility in a manner to support repayment of the bonds, adhere to Caltrans standards for maintenance, and to make improvements based on traffic levels. This work element provides for SANDAG management of the program, contracted services, daily operations, and debt service payments.

Project Manager: Dalila Ramos Rios, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	**Task Description:**	Roadway Operations – Overall responsibility for toll collections, traffic management, enforcement and safety, roadway maintenance, and landscaping
		Product:	Toll road operations on a 24/7/365 basis and monthly maintenance report
		Completion Date:	6/30/2023
2	25	**Task Description:**	Customer Service and Marketing Activities – Marketing and promotion of the facility with the goal to increase usage, revenue, FasTrak® accounts and transponder growth; meet customer service goals related to call center wait times, distribution of FasTrak® program information and 6C toll technology information, violation distribution, processing of payments and customer account management.
		Product:	Call center performance reports; outreach and marketing plans, marketing collateral and updated customer agreements
		Completion Date:	6/30/2023
3	10	**Task Description:**	Project Management – Operations management and oversight of the program and facility, including revenue and expenditure planning and tracking, contractor management, and financial reporting along with adherence to the Master Trust and Franchise Development Agreements
		Product:	Reports and presentations, project plans, and schedules
		Completion Date:	6/30/2023
4	15	**Task Description:**	Tolling System and Information Technology Activities – Complete transition to the new Regional Tolling System; database migration, administration and support for SANDAG's Tolling and Customer Information Services in support of SANDAG's tolling software implementation, maintain high level of tolling system availability, network security, and interface with external partners
		Product:	Reliable system performance at toll lanes and back office, database administration support for ongoing operational needs, monthly supplemental reports, an interoperable toll system that conforms to applicable standards
		Completion Date:	6/30/2023
5	10	**Task Description:**	Financial Management – Maintain accurate revenue and expense information in SR 125 accounting system; ensure debt service and funding reserve obligations are recorded in a timely manner; and provide management reports as needed
		Product:	Quarterly and annual financial and operations reports via the Municipal Securities Rulemaking Board's Electronic Municipal Market Access portal required under the Security and Exchange Commission Rule 15c2-12 with respect to the Continuing Disclosure and Master Trust Agreements
		Completion Date:	6/30/2023

Future Activities

Continue to improve the Toll Operations center building, roadway, and network infrastructure to meet the terms of the SR 125 Development Franchise Agreement.

Work Element: **3312200 Motorist Aid – Call Box Program**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$194,363	$273,182	$430,813
Other Direct Costs	$55,803	$279,019	$249,070
Contracted Services	$1,240,188	$1,405,936	$1,199,308
Total	**$1,490,354**	**$1,958,137**	**$1,879,191**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
California State DMV Vehicle Registration Fee	$1,490,354	$1,958,137	$1,879,191
Total	**$1,490,354**	**$1,958,137**	**$1,879,191**

Objective

The objective of this work element is to improve the safety of the public and the highway system by providing lifeline assistance to stranded motorists.

Emphasis in FY 2023 will be on procuring a new Call Answering Center Service and on maintaining and monitoring usage and continuing to increase public awareness through enhanced marketing to meet the changing needs of motorists.

Previous Accomplishments

By the end of FY 2022, it is projected that the San Diego region Call Box and 511 network will have fielded over 10,000 motorist aid calls.

Justification

State law authorizes the formation of county service authorities for freeway emergencies for the purpose of funding and operating freeway motorist aid systems to help stranded motorists in need of assistance. As a result of Assembly Bill 1572 (Fletcher, 2012), SANDAG became the responsible agency effective January 1, 2013, and assumed the responsibilities for all operational, administrative, and maintenance activities for the freeway call box system.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Operate and maintain fixed and mobile call box systems, including installations and removals (includes contracted services); and coordinate with the SANDAG regional 511 program (mobile 511 Roadside Assistance program)
		Product:	Ongoing operation, maintenance, and monthly reporting of motorist aid systems
		Completion Date:	6/30/2023
2	25	**Task Description:**	Provide call center services for stranded motorists
		Product:	Summary of call center services
		Completion Date:	6/30/2023
3	25	**Task Description:**	Provide call box program oversight and management of related contracts; enhanced public awareness marketing
		Product:	Summary of program oversight/management activities; marketing collateral (billboards, tv spots, radio spots, etc.); request for proposals
		Completion Date:	6/30/2023

Future Activities

The program looks to procure a new Call Answering Center and will continue to provide motorist aid assistance on the region's freeways and meet the needs of the stranded motorists.

Work Element: 3312400 Freeway Service Patrol – Traffic Mitigation Program
Area of Emphasis: Operate Programs and Services

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$0	$9,342	$23,779
Contracted Services	$132,692	$1,188,000	$1,188,000
Total	**$132,692**	**$1,197,342**	**$1,211,779**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Traffic Mitigation Program - Caltrans	$132,692	$1,197,342	$1,211,779
Total	**$132,692**	**$1,197,342**	**$1,211,779**

Objective

The objective of this Caltrans-funded Traffic Mitigation Program (TMP) is to reduce freeway congestion and enhance safety by providing a roving motorist aid service that patrols designated construction zones and assists/removes stranded or disabled vehicles.

Emphasis in FY 2023 will be on continuing support for Caltrans construction projects.

Previous Accomplishments

In FY 2022 SANDAG provided service in support of the TMP on two construction projects. This construction-related service was projected to assist over 8,000 motorists.

Justification

The Freeway Service Patrol (FSP) TMP is an established incident management program, operating in designated construction zones to facilitate the rapid clearing of accidents and other incidents, thereby improving traffic flow. FSP is a transportation systems management strategy that supports the implementation of San Diego Forward: The 2015 Regional Plan, and San Diego Forward: The 2021 Regional Plan (anticipated to be adopted in FY 2022) by improving safety, reducing congestion, and thereby reducing greenhouse gas emissions on regional highways. SANDAG contracts with local tow operators to provide FSP program service in construction zones on the region's busiest freeways.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): Freeway Service Patrol Management Team

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	**Task Description:**	Administer contracts with contractors, California Highway Patrol, and Caltrans
		Product:	Executed and active contracts
		Completion Date:	6/30/2023
2	50	**Task Description:**	Provide On Demand FSP - TMP service for Caltrans construction projects
		Product:	On Demand FSP TMP service with bi-monthly reporting
		Completion Date:	6/30/2023

Future Activities

The FSP-TMP service will continue to assist Caltrans by providing a roving motorist aid service in designated construction zones.

Work Element: **3312500 Santa Fe Street Building Management**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$15,483	$68,450	$50,287
Other Direct Costs	$91,296	$100,000	$155,000
Materials and Equipment	$2,931	$55,500	$35,000
Contracted Services	$24,435	$82,887	$82,373
Total	**$134,145**	**$306,837**	**$322,660**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Lease Revenue	$134,145	$306,837	$322,660
Total	**$134,145**	**$306,837**	**$322,660**

Objective

The objective of this work element is to provide general services and facilities maintenance of 5965 and 5975 Santa Fe Street in support of the Mid-Coast Corridor Transit project.

Emphasis in FY 2023 will be the selection of an On-Call Commercial Real Estate Broker in preparation for the sale of both buildings, the completion of facility repairs when needed, as well as the continued support of current tenants until sale is final.

Previous Accomplishments

Completed minor repairs of roof for both buildings and continued to provide safe and timely facility service for current tenants.

Justification

The parcels at 5965 and 5975 Santa Fe Street were purchased to support the Mid-Coast Corridor Transit project. Each parcel has a stand-alone building. The 5965 and 5975 buildings house a single tenant who pays rent through a lease along with a single space for the SANDAG project engineering team.

Project Manager: Dalila Ramos Rios, Business Services
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Selection of an On-Call Commercial Real Estate Broker to handle sale of the property
		Product:	Executed Task Order Agreement with On-Call firm
		Completion Date:	8/31/2022
2	15	**Task Description:**	Maintenance for HVAC condenser in building 5965
		Product:	Patch rusted areas of unit with sheet metal and use outdoor sealant to prevent leaks Perform full leak check on refrigeration circuits Perform full functionality test on equipment including compressor and blower motor
		Completion Date:	9/10/2022
3	15	**Task Description:**	Inspect roofs on all buildings, remove debris, identify any potential leaks
		Product:	Repairs, if needed
		Completion Date:	11/30/2022
4	50	**Task Description:**	Standard maintenance and repair for all buildings; quarterly building inspections performed by facility coordinator
		Product:	Quarterly reports and facility maintenance log
		Completion Date:	6/30/2023

Future Activities

This project is expected to be completed in FY 2023

Work Element: **3312700 A Street Property Management**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$1,754	$6,254	$3,377
Other Direct Costs	$0	$0	$10,000
Total	**$1,754**	**$6,254**	**$13,377**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
Lease Revenue	$1,754	$6,254	$13,377
Total	**$1,754**	**$6,254**	**$13,377**

Objective

The objective of this work element is to provide oversight and property management for A Street Auto and ACE Parking who are tenants on SANDAG-owned real property.

Emphasis in FY 2023 will be the collection of rent and to ensure the compliance of insurance requirements and lease terms. Staff will continue to support facility needs for the current tenants.

Previous Accomplishments

Collection of rent from both tenants, monitoring insurance requirements, and managing repairs as necessary.

Justification

On June 22, 2018, the Board of Directors authorized purchasing two parcels to support the Downtown Bus Stopover project. Both parcels have been purchased as of May 2019 and both include existing leases to tenants that SANDAG has assumed. This project will ensure the collection of rent and manage related aspects of property management. SANDAG later purchased an additional adjoining property, which was leased to one of the existing tenants. Having active tenants on the property provides less risk to SANDAG and the public than leaving the lots vacant pending the beginning of construction of the bus stopover.

Project Manager: Dalila Ramos Rios, Business Services
Committee(s): Transportation Committee
Working Group(s): None

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	**Task Description:**	Continue to monitor insurance needs related to these properties; ensure certificates of insurance are updated
		Product:	Discussions with risk management and insurance broker to consider any possible new risks that should be insured each year; obtain current certificates of insurance from tenants
		Completion Date:	6/30/2023
2	50	**Task Description:**	Ensure tenants continue to comply with lease/rental terms
		Product:	Quarterly and associated resolution reports
		Completion Date:	6/30/2023
3	25	**Task Description:**	Respond to service requests and hire maintenance professionals if needed; collect rent as needed
		Product:	Quarterly and associated resolution reports on requested services
		Completion Date:	6/30/2023

Future Activities

Continue with oversight and management of the property, as well as the collection of rent from tenants.It is anticipated that the leases will be terminated when the Metropolitan Transit System begins construction of the new Downtown Bus Stop-Over facility, the specific date is to be determined.

Group Program Title:	**7350000 ARJIS: Services to Member Agencies (Group Program)**
Area of Emphasis:	**Operate Programs and Services**

Group Objective

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

Project Manager:	Ken Amerige, Automated Regional Justice Information System
Committee(s):	Public Safety Committee
Working Group(s):	Chiefs'/Sheriff's Management Committee

Work Element: **7350100 ARJIS: Maintenance and Support**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$674,410	$1,122,991	$1,057,002
Other Direct Costs	$821,985	$993,592	$971,088
Materials and Equipment	$0	$15,000	$15,750
Total	**$1,496,395**	**$2,131,583**	**$2,043,840**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
ARJIS Member Assessments and User Connectivity Fees	$1,496,395	$1,758,250	$1,632,366
ARJIS Enterprise Reserve Fund	$0	$373,333	$411,474
Total	**$1,496,395**	**$2,131,583**	**$2,043,840**

Objective

The objective of this work element is to provide ongoing maintenance for the Automated Regional Justice Information System (ARJIS).

Emphasis in FY 2023 will be on completing and maintaining the California Incident Based Reporting System (CIBRS); completing the transition of the ARJIS data center move from Nlets and 401B to the San Diego Sheriff's Department; procuring and installing new data storage systems and VMware (Virtual Machine) host servers in Sheriff data center; migrating databases from the current data storage system to new data storage system procured in FY 2022; providing 24/7/365 support to member agencies via the ARJIS help desk; create and maintain database backup procedures; enhancing software applications by procuring, installing, and upgrading licenses including the new COPLINK X cloud solution, ARJIS database systems and over 50 interfaces.

Previous Accomplishments

During the past fiscal year, ARJIS successfully completed including National Incident Based Reporting System (NIBRS) project and obtained the NIBRS certification from FBI; VMware server software and environment upgrade; HelpDesk application migration and upgrade; migration from ARJIS email system into SANDAG Office 365; rewrote and implement new SRFERS, ONS applications and new internal SharePoint site.

Justification

This work element has dedicated local funding from ARJIS member agencies, it is critical for ensuring continuity of ARJIS applications and maintenance of the complex system infrastructure to include secure data storage. Protection of all systems, distributed servers, and databases in ARJIS using industry standards and the management of numerous software licenses is essential to allow continuous access to member agencies, thereby ensuring officer and public safety.

Project Manager: Poa-Hsiung Lin, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
ARJIS Technical Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	10	**Task Description:** Work with member agencies to implement the cloud-based version of COPLINK X **Product:** Continue to maintain and support the current COPLINK application and provide user guides and trainings for new COPLINK X application. **Completion Date:** 12/31/2022
2	15	**Task Description:** Provide CIBRS maintenance and support on behalf of the region **Product:** Quarterly database optimization reports and daily backup logs; data transfer process maintenance and support **Completion Date:** 3/31/2023
3	25	**Task Description:** Provide application maintenance, support, rewrite, and upgrades for ARJIS applications and interfaces **Product:** Monthly maintenance windows to update applications and apply patches; applications and interfaces bug fix and rewrite **Completion Date:** 6/30/2023
4	25	**Task Description:** Monitor and maintain ARJIS databases, over 50 interfaces and 198 validation tables to ensure regional data standardization **Product:** Daily interface load confirmation reports and near real-time automated updates to validation tables **Completion Date:** 6/30/2023
5	25	**Task Description:** Provide 24/7/365 help desk support, accessible online and through customer service call center maintained by ARJIS staff **Product:** Help desk reports and weekly service logs distributed to all member agencies **Completion Date:** 6/30/2023

Future Activities

Continue to develop, monitor and maintain the ARJIS Enterprise system, including database, network, infrastructure, and applications; continue to implement enhancements from the SANDAG Assessment, including the tracking and reporting of grant deliverables, mobile program platform flexibility, and coordination between agency legal resources; develop and update the ARJIS Acceptable Use Policies in compliance with the FBI Criminal Justice Information Systems and Cal DOJ Security Policies and Practices; develop new applications, database, network environment from on premise to cloud solution.

Work Element: **7350200 ARJIS: Project Management and Administration**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$806,227	$1,055,747	$1,322,827
Other Direct Costs	$206,674	$310,401	$360,900
Materials and Equipment	$2,939	$0	$4,320
Contracted Services	$6,964	$50,000	$52,475
Total	**$1,022,804**	**$1,416,148**	**$1,740,522**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
ARJIS Member Assessments and User Connectivity Fees	$1,022,804	$1,113,148	$1,740,522
ARJIS Enterprise Reserve Fund	$0	$303,000	$0
Total	**$1,022,804**	**$1,416,148**	**$1,740,522**

Objective

The objective of this work element is to manage operations and administration for the Automated Regional Justice Information System (ARJIS) based on priorities set by the Board of Directors, Public Safety Committee (PSC), Chiefs'/Sheriff's Management Committee (CSMC), and the ARJIS Business Working Group (BWG).

Emphasis in FY 2023 will be on completing the member and fee structure assessment that was initiated in FY 2022; re-engaging members of the ARJIS Technical and User Working Groups, researching grant opportunities and submitting associated applications; and providing overall administrative duties for the ARJIS division including contracts, legal, finance, human resources, and executive support.

Previous Accomplishments

ARJIS briefed agencies and various Policy Advisory Committees (PACs) on the National Incident Based Reporting System (NIBRS), which changes the way the region reports crime statistics to the Federal Bureau of Investigations. A communications plan to explain the changes in crime statistics was developed for agencies and the media. PACs were briefed on policy changes and new technologies through various meetings and presentations. ARJIS executed over 20 contracts, purchase orders, and memorandums of understanding, and tracked all revenue and expenses for the division.

Justification

This work element has dedicated local funding used to assist public safety initiatives in the region by providing support for the PSC and the CSMC; administrative duties including contract execution, legal guidance, billing, and recruitment; managing regional projects; providing customer support, training, and outreach to member agencies to promote new systems and features; and seeking grant funding from local, state, and federal entities.

Project Manager: Ken Amerige, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
ARJIS Technical Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	25	**Task Description:** Complete the member and fee structure assessment that was initiated in FY 2022 **Product:** Updated member agency cost model **Completion Date:** 12/31/2022
2	20	**Task Description:** Re-engage members of the ARJIS Technical Working Group by including additional agencies with cyber experts and establish several user groups to advise on new applications, changes to data and associated business rules and mapping. **Product:** Enhanced regional law enforcement cyber security protocols **Completion Date:** 1/1/2023
3	20	**Task Description:** Seek grant opportunities and apply for funding from local, state, and federal agencies **Product:** Grant applications that focus on implementation of new technology **Completion Date:** 4/30/2023
4	20	**Task Description:** Provide legislative, legal, finance, and overall administrative support for the ARJIS division **Product:** Quarterly invoices for member agencies, contracts, and purchase orders; FY 2023 budget; and legal briefings **Completion Date:** 6/30/2023
5	15	**Task Description:** Provide oversight and staff to various committees and working groups (PSC, CSMC, ARJIS BWG, and ARJIS Technical Working Group) **Product:** Meeting agendas, minutes, corresponding reports, presentations, and actions **Completion Date:** 6/30/2023

Future Activities

This work element will continue to focus on addressing the needs of public safety agencies through the ongoing evaluation and implementation of new technologies and opportunities identified by the Board, PSC, and CSMC.

Work Element: **7350300 ARJIS: Enterprise System**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$650,260	$668,919	$776,384
Other Direct Costs	$122,500	$916,359	$757,550
Materials and Equipment	$0	$215,000	$247,500
Contracted Services	$28,026	$45,284	$0
Total	**$800,786**	**$1,845,562**	**$1,781,434**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
ARJIS Member Assessments and User Connectivity Fees	$800,786	$1,496,714	$776,384
ARJIS Enterprise Reserve Fund	$0	$348,848	$1,005,050
Total	**$800,786**	**$1,845,562**	**$1,781,434**

Objective

The objective of this work element is to support and enhance the Automated Regional Justice Information System (ARJIS) Enterprise; this includes upgrading the division's infrastructure, including network connectivity between ARJIS member agencies, the data center(s), and systems in accordance with the Federal Bureau of Investigation Criminal Justice Information Services (CJIS) policy.

Emphasis in FY 2023 will be continuing the implementation of upgrades to the ARJIS network, which allows member agencies to share information across jurisdictions, with an emphasis on preparing ARJIS for a future migration to Cloud-based architectures. ARJIS will upgrade the existing environment by providing additional servers at the new data center; this will allow for improved redundancy if there is a problem at one site. Systems and applications will still be accessible via a backup data center.

Previous Accomplishments

ARJIS has begun the process of updating the infrastructure, with an emphasis on both the server environment (directory services, messaging, document management, etc.), as well as the network services used to delivery applications to our agencies. An MOW has been signed with the San Diego Sheriff's Department who will serve as a primary site for ARJIS infrastructure.

Justification

This work element is part of the overall vision to develop and enhance the ARJIS Enterprise System. This platform enables ARJIS to embrace newer technologies and maintain infrastructure best practices. Further, this effort will realize more cost-effective ways for collaboration and exchange of information among the San Diego area's public safety agencies. Through this flexible and secure infrastructure, ARJIS can scale hardware, systems, and services to meet the changing needs of the region.

Project Manager: Frank Prather II, Automated Regional Justice Information System

Committee(s): Public Safety Committee

Working Group(s): ARJIS Business Working Group
ARJIS Technical Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	15	**Task Description:** Install new psychical hosts at the Sheriff's Data Center to host ARJIS servers **Product:** Upgraded server devices **Completion Date:** 12/31/2022
2	15	**Task Description:** Review disaster recovery and backup systems and implement any recommended changes **Product:** Backup and system recovery plan **Completion Date:** 4/30/2023
3	30	**Task Description:** Complete network redesign **Product:** Network Infrastructure **Completion Date:** 6/30/2023
4	20	**Task Description:** Configure infrastructure to provide redundancy and fail-over to provide continuation of services even during outages **Product:** Redundancy and failover **Completion Date:** 6/30/2023
5	20	**Task Description:** Implement enhanced cyber-security **Product:** Network security **Completion Date:** 6/30/2023

Future Activities

ARJIS will be redesigning the infrastructure using modern technologies. Changes will also be made to the architecture & design to begin the process of allowing ARJIS to migrate their applications to web based formats. The network equipment will also be upgraded, with a complete redesign performed to optimize the security and delivery of applications and services.

Work Element: **7352000 ARJIS: ARJISnet Mobile**
Area of Emphasis: **Operate Programs and Services**

Project Expenses			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
Salaries, Benefits, Indirect	$538,035	$161,519	$227,330
Other Direct Costs	$1,130,478	$401,808	$422,000
Materials and Equipment	$5,724	$0	$13,000
Total	**$1,674,237**	**$563,327**	**$662,330**

Annual Project Funding			
	FY 2021	FY 2022	**FY 2023**
ARJIS Member Assessments and User Connectivity Fees	$1,674,237	$563,327	$662,330
Total	**$1,674,237**	**$563,327**	**$662,330**

Objective

The objective of this work element is to provide ongoing support, maintenance, and enhancement for Automated Regional Justice Information System (ARJIS) mobile project. This includes all wireless connectivity between ARJIS and more than 1,500 mobile devices used by over 30 ARJIS member agencies, while maintaining compliance with the Federal Bureau of Investigation Criminal Justice Information Services (CJIS) policy.

Emphasis in FY 2023 will be on configuring, managing and deploying mobile devices to users throughout the region and maintaining mobile continuity within the ARJIS membership base. ARJIS will also Procure, Implement and support the Mobile ID solution selected by the San Diego Sheriff's Department and County Cal-ID personnel.

Previous Accomplishments

ARJIS has been successful in maintaining the mobile environment, including cellular carrier account management; mobile device management system; virtual private network (VPN) connectivity between mobile devices and ARJISnet; and periodic replacement of mobile devices as needed.

Justification

ARJIS member agencies rely on the ARJIS mobile program as it provides critically needed officer and public safety data to law enforcement personnel in the field. Applications were developed specifically for use on wireless devices, and this work element supports these applications and the ARJIS mobile users.

Project Manager: Lloyd Muenzer, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
ARJIS Technical Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	10	**Task Description:** Continue to assist Sheriff's Cal-ID staff with installation of Android fingerprint reader software on ARJIS managed smartphones. **Product:** Fingerprint readers that can utilize ARJIS Android smartphones (via Bluetooth connection). **Completion Date:** 3/31/2023
2	20	**Task Description:** Handle cellular carrier billing and reimbursement process for participating member agencies. **Product:** Successful passthrough cost management between cellular carrier, SANDAG and participating member agencies. **Completion Date:** 6/30/2023
3	50	**Task Description:** Continue to manage and support the ARJIS mobile program for all participating member agencies, to include procurement, software installation, network connectivity and CJIS compliance on mobile devices. **Product:** Continuity of Mobile Project throughout the San Diego region. **Completion Date:** 6/30/2023
4	15	**Task Description:** Automate and streamline Mobile configuration and distribution where possible. **Product:** Streamlined distribution and configuration **Completion Date:** 6/30/2023
5	5	**Task Description:** Incorporate recommendations from the regional cost model assessment into the mobile program to assist with the distribution and maintenance of mobile devices **Product:** Regional cost model for ARJIS mobile devices **Completion Date:** 6/30/2023

Future Activities

Continue to support and maintain the ARJIS mobile environment. Work to streamline and automate the setup and distribution of ARJIS mobile phones.

Work Element: **7352700 ARJIS: Urban Area Security Initiative FFY 2020**
Area of Emphasis: **Operate Programs and Services**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$97,471	$239,529	$337,000
Total	**$0**	**$0**	**$97,471**	**$239,529**	**$337,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Dept. of Homeland Security	$0	$0	$97,471	$239,529	$337,000
Total	**$0**	**$0**	**$97,471**	**$239,529**	**$337,000**

Objective

The objective of this Automated Regional Justice Information System (ARJIS) work element is to implement emerging mobile technologies that comply with local, state, and federal security policies and legislation.

Emphasis in FY 2023 will be on procuring mobile fingerprint readers and/or other equipment that will assist in the deployment of this regional project. In addition, ARJIS will use these grant funds to continue funding a senior software programmer responsible for enhancing the ARJIS Mobile Program including applications, security requirements, and tools such as fingerprint readers. The Regional Training Program, which has been grant funded since inception, will continue training users on regional information sharing systems with a focus on mobile applications.

Previous Accomplishments

ARJIS maintains a robust mobile program, which allows over 1,200 officers and investigators to access critically needed data in the field. ARJIS has trained over 2,500 users on various applications and technologies.

Justification

This work element has dedicated federal funding from the Department of Homeland Security Urban Area Security Initiative. The ARJIS Chiefs'/Sheriff's Management Committee, with the support of the SANDAG Public Safety Committee directed ARJIS to apply for projects that support the Mobile and Training Programs.

Project Manager: Ken Amerige, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	50	**Task Description:** Implement fingerprint reader technology; eliminate the need for officers to return to their stations for identification and investigative purposes. **Product:** Fingerprint reader policy **Completion Date:** 12/15/2022
2	25	**Task Description:** Enhance ARJIS mobile applications including SRFERS and Field interview applications; incorporate fingerprint readers into the mobile environment; and strengthen security policies. **Product:** Updated applications, user guides and training material; better informed officers **Completion Date:** 12/15/2022
3	25	**Task Description:** Continue training the approx. 4,900+ ARJIS users on various regional law enforcement applications. **Product:** Updated curriculum **Completion Date:** 12/15/2022

Future Activities

This grant funded project ends on December 15, 2022. Remaining tasks will move to OWP Nos. 73520 and 73502.

Work Element: **7352800 ARJIS: Urban Area Security Initiative FFY 2021**
Area of Emphasis: **Operate Programs and Services**

Project Expenses					
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	Multi-Year Total
Materials and Equipment	$0	$0	$0	$450,000	$450,000
Contracted Services	$0	$0	$0	$200,000	$200,000
Total	**$0**	**$0**	**$0**	**$650,000**	**$650,000**

Multi-Year Project Funding					
	Prior Years	FY 2021	FY 2022	**FY 2023**	Total
Dept. of Homeland Security	$0	$0	$0	$650,000	$650,000
Total	**$0**	**$0**	**$0**	**$650,000**	**$650,000**

Objective

The objective of this work element is to coordinate, develop, and implement technologies that enhance public safety throughout the San Diego region. The Department of Homeland Security (DHS) Urban Area Security Initiative (UASI) assists with this work element by funding the Automated Regional Justice Information System (ARJIS) to implement projects that target information sharing in San Diego County.

Emphasis in FY 2023 will be on deploying a new public mapping application to include various modernized reports and crime statistics; enhance our cyber security posture by implementing new security tools and guidance from a security consultant; evaluate eCite and determine ARJIS' role in this project; and continue supporting the Training Program.

Previous Accomplishments

ARJIS has long been considered the regional law enforcement hub for public mapping applications and services. In this capacity, ARJIS supports a regional public crime mapping application on behalf of the 18 jurisdictions in San Diego County. The Division also maintains a repository of these cities' crime data. To ensure the regions network and data are efficiently safeguarded, ARJIS has implemented monitoring tools and conducted security assessments each year to identify potential cyber threats. Finally, the ARJIS Training Program has allowed 2,500+ users to learn regional applications and data which is key for officer and public safety.

Justification

This work element has dedicated federal funding from the DHS-UASI grant. The region's law enforcement and fire chiefs were responsible for selecting the top projects out of approximately 50 applicants. The ARJIS projects were ranked in the top twenty and awarded funding

Project Manager: Ken Amerige, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
Chiefs'/Sheriff's Management Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	20	**Task Description:** Evaluate the eCite app and determine ARJIS' role in this project **Product:** Presentation and minutes from the Chiefs'/Sheriff's Management Committee from the meeting in which this was determined. **Completion Date:** 9/2/2022
2	25	**Task Description:** Deploy a new public mapping application to include modernized reports and crime statistics **Product:** Advanced mapping application with public access to data and reports. **Completion Date:** 6/30/2023
3	30	**Task Description:** Enhance our cyber security posture by implementing new security tools and guidance from a security consultant **Product:** Updated infrastructure with advanced cyber security tools and guidelines **Completion Date:** 6/30/2023
4	25	**Task Description:** Continue to train the regions public safety personal. **Product:** Applications curriculum to include user guides and FAQs **Completion Date:** 6/30/2023

Future Activities

As ARJIS moves to the cloud, cyber security will continue to be a top priority for the Division. Presentations will be made across the region to train citizens and inform them on the new public crime mapping application.

Work Element: **7352900 NEW - ARJIS: Urban Area Security Initiative FFY 2022**
Area of Emphasis: **Operate Programs and Services**

Project Expenses						
	Prior Years	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	$0	$0	$0	$95,327	$316,673	$412,000
Other Direct Costs	$0	$0	$0	$0	$409,785	$409,785
Materials and Equipment	$0	$0	$0	$180,000	$0	$180,000
Contracted Services	$0	$0	$0	$0	$386,400	$386,400
Total	**$0**	**$0**	**$0**	**$275,327**	**$1,112,858**	**$1,388,185**

Multi-Year Project Funding						
	Prior Years	FY 2021	FY 2022	**FY 2023**	FY 2024	Total
Dept. of Homeland Security	$0	$0	$0	$275,327	$1,112,858	$1,388,185
Total	**$0**	**$0**	**$0**	**$275,327**	**$1,112,858**	**$1,388,185**

Objective

This work element is intended to strengthen ARJIS infrastructure and applications to help address the needs identified in the San Diego Urban Area Security Strategy. A such, ARJIS was awarded funding for four separate projects; all intended to securely share information across jurisdictions to enhance public safety.

Emphasis in FY 2023 is to: (1) begin the transition to the cloud; (2) implement single sign-on, which will allow ARJIS users to use one set of credentials for all ARJIS application logins/passwords; (3) support the Training Program with a focus on mapping; and (4) manage the Live911 pilot project with participating member agencies.

Previous Accomplishments

ARJIS has maintained a successful Training Program, which has provided education on law enforcement and applications for thousands of officers in the San Diego region.

Justification

This grant-funded initiative will enhance information-sharing capabilities among local, state, and federal justice agencies to combat terrorism and other crimes that threaten the region's security. This project is funded by DHS-UASI and is intended to implement components of the San Diego Urban Area Security Strategy; all projects were ranked as a high priority by the region's public safety stakeholders.

Project Manager: Ken Amerige, Automated Regional Justice Information System
Committee(s): Public Safety Committee
Working Group(s): ARJIS Business Working Group
ARJIS Technical Working Group

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule
1	25	**Task Description:** Develop a multi-phased project plan for the transition to the Azure cloud. **Product:** Detailed project plan to include timeline, budget, revenue, technical requirements, project team, etc. **Completion Date:** 6/30/2023
2	20	**Task Description:** Recruit a part time project manager to lead the transition to the cloud. **Product:** Project Manager recruitment documentation **Completion Date:** 6/30/2023
3	25	**Task Description:** Manage the ARJIS Training Program; focus on new mapping applications and on demand content. **Product:** Training curriculum, bulletins and user guides **Completion Date:** 6/30/2023
4	10	**Task Description:** Identify consultant to assist with the Cyber Security Program **Product:** Executed contract **Completion Date:** 6/30/2023
5	20	**Task Description:** Initiate the Single Sign on project; develop a project plan and gather requirements. **Product:** Single sign on project plan to include technical requirements **Completion Date:** 6/30/2023

Future Activities

Over the next few years ARJIS will continue the transition to the Azure cloud. A report on the Live911 pilot project will be produced to include lessons learned and next steps. ARJIS will continue to seek grant funding for information sharing tools in support of San Diego public safety agencies.

FY 2023 Operate Programs and Services - Program Revenues

OWP #	Project Title	FY 2023 Total Project Funding	CMAQ	Federal Other	Notes	State Other	Notes	TransNet Program	Notes	Member Assessments / User Fees	Notes	Local Other	Notes
OPERATE PROGRAMS AND SERVICES													
3310200	Motorist Aid Services – Freeway Service Patrol	5,884,162	-	-		5,884,162	S2/S11 /S15	-		-		-	
3310300	Interstate 15 FasTrak® Value Pricing Program	7,112,997	-	-		-		-		-		7,112,997	L1
3310500	511 Advanced Traveler Information Service	253,937	-	-		115,562	S11	138,375	T2	-		-	
3310703	Transportation Demand Management – Program and Service Delivery	1,296,098	1,276,098	-		-		6,668	T8	-		13,332	L1
3310704	Transportation Demand Management – Regional Vanpool Program	3,351,494	3,351,494	-		-		-		-		-	
3310711	Transportation Demand Management – Employer Outreach	2,546,644	2,546,644	-		-		-		-		-	
3311000	Intelligent Transportation Systems Operational Support	1,236,559	-	-		24,400	S20	1,200,859	T2/T7	-		11,300	L4
3312100	State Route 125 Facility Operations	28,889,003	-	-		-		-		-		28,889,003	L11
3312200	Motorist Aid – Call Box Program	1,879,191	-	-		1,879,191	S11	-		-		-	
3312400	Freeway Service Patrol – Traffic Mitigation Program	1,211,779	-	-		1,211,779	S17	-		-		-	
3312500	Santa Fe Street Building Management	322,660	-	-		-		-		-		322,660	L16
3312700	A Street Property Management	13,377	-	-		-		-		-		13,377	L16
7350100	ARJIS: Maintenance and Support	2,043,840	-	-		-		-		1,632,366	A	411,474	L5
7350200	ARJIS: Project Management and Administration	1,740,522	-	-		-		-		1,740,522	A	-	
7350300	ARJIS: Enterprise System	1,781,434	-	-		-		-		776,384	A	1,005,050	L5
7352000	ARJIS: ARJISnet Mobile	662,330	-	-		-		-		662,330	A	-	
7352700	ARJIS: Urban Area Security Initiative FFY 2020	239,529	-	239,529	F6	-		-		-		-	
7352800	ARJIS: Urban Area Security Initiative FFY 2021	650,000	-	650,000	F6	-		-		-		-	
7352900	NEW - ARJIS: Urban Area Security Initiative FFY 2022	275,327	-	275,327	F6	-		-		-		-	
	OPERATE PROGRAMS AND SERVICES SUBTOTAL	$61,390,885	$7,174,236	$1,164,856		$9,115,095		$1,345,902		$4,811,602		$37,779,194	

Notes and Explanations of Fund Sources shown in Regional Operations and Services Program Revenues

Federal Dedicated Funds

Congestion Management & Air Quality (CMAQ) Program - Federal funds for projects and activities that contribute to a reduction in traffic congestion and improvement in air quality. Administered by FHWA and Caltrans.

Federal Other

(F6) Dept. of Homeland Security

State Other

(S2) Caltrans Freeway Service Patrol (FSP)

(S11) California State Dept. of Motor Vehicle - Vehicle Registration Fee

(S15) California Senate Bill 1 (Beall, 2017) FSP

(S17) Traffic Mitigation Program - Caltrans

(S20) Caltrans Traffic Program

Member Assessments

(A) ARJIS Member Assessments and User Connectivity Fees

Local Other

(L1) FasTrak® Revenues

(L4) Contribution from Local Cities or Member Agencies

(L5) Use of Automated Regional Justice Information System (ARJIS) Reserve

(L11) State Route 125 Toll Road Revenue

(L16) Lease Revenue

TransNet Sales Tax Revenues

(T2) TransNet Major Corridors Program

(T7) TransNet Local System Improvements

(T8) TransNet New Major Corridors Transit Operations (8.1%)

Note:

Footnotes are not consecutive due to use of other footnote references in other SANDAG programs.

FY 2023 Operate Programs and Services - Program Expenses

OWP #	ANNUAL (A) OR MULTI YR (M)	PROJECT TITLE	TOTAL PROJECT BUDGET	SALARIES, BENEFITS, INDIRECT	SALARIES AND BENEFITS	INDIRECT COST ALLOCATION	OTHER DIRECT COSTS	CONTRACT SERVICES	MAT EQUIP	PASS THROUGH	DEBT SERVICE
Operate Programs and Services											
3310200	(A)	Motorist Aid Services – Freeway Service Patrol	$5,884,162	$306,642	$197,798	$108,844	$112,450	$5,465,070	-	-	-
3310300	(A)	Interstate 15 FasTrak® Value Pricing Program	$7,112,997	$1,970,896	$1,271,318	$699,578	$1,620,400	$1,679,701	$52,000	$1,790,000	-
3310500	(A)	511 Advanced Traveler Information Service	$253,937	$53,937	$34,792	$19,145	$80,000	$120,000	-	-	-
3310703	(A)	Transportation Demand Management – Program and Service Delivery	$1,296,098	$545,023	$351,565	$193,458	$145,075	$5,000	$571,000	$30,000	-
3310704	(A)	Transportation Demand Management – Regional Vanpool Program	$3,351,494	$252,794	$163,064	$89,730	$16,000	$3,082,700	-	-	-
3310711	(A)	Transportation Demand Management – Employer Outreach	$2,546,644	$746,148	$481,300	$264,848	$237,500	$1,444,996	-	$118,000	-
3311000	(A)	Intelligent Transportation Systems Operational Support	$1,236,559	$319,559	$206,130	$113,429	$907,000	-	$10,000	-	-
3312100	(A)	State Route 125 Facility Operations	$28,889,003	$6,179,456	$5,523,091	$656,365	$6,072,197	$2,127,100	$623,000	-	$13,887,250
3312200	(A)	Motorist Aid – Call Box Program	$1,879,191	$430,813	$277,894	$152,919	$249,070	$1,199,308	-	-	-
3312400	(A)	Freeway Service Patrol – Traffic Mitigation Program	$1,211,779	$23,779	$15,339	$8,441	-	$1,188,000	-	-	-
3312500	(A)	Santa Fe Street Building Management	$322,660	$50,287	$32,438	$17,850	$155,000	$82,373	$35,000	-	-
3312700	(A)	A Street Property Management	$13,377	$3,377	$2,179	$1,199	$10,000	-	-	-	-
7350000	(M)	ARJIS: Services to Member Agencies (Group Program)									
7350100	(A)	ARJIS: Maintenance and Support	$2,043,840	$1,057,002	$1,057,002	-	$971,088	-	$15,750	-	-
7350200	(A)	ARJIS: Project Management and Administration	$1,740,522	$1,322,827	$1,228,357	$94,469	$360,900	$52,475	$4,320	-	-
7350300	(A)	ARJIS: Enterprise System	$1,781,434	$776,384	$776,384	-	$757,550	-	$247,500	-	-
7352000	(A)	ARJIS: ARJISnet Mobile	$662,330	$227,330	$227,330	-	$422,000	-	$13,000	-	-
7352700	(M)	ARJIS: Urban Area Security Initiative FFY 2020	$239,529	$239,529	$239,529	-	-	-	-	-	-
7352800	(M)	ARJIS: Urban Area Security Initiative FFY 2021	$650,000	-	-	-	-	$200,000	$450,000	-	-
7352900	(M)	NEW - ARJIS: Urban Area Security Initiative FFY 2022	$275,327	$95,327	$95,327	-	-	-	$180,000	-	-
		Operate Programs and Services Subtotal	**$61,390,885**	**$14,601,112**	**$12,180,837**	**$2,420,275**	**$12,116,230**	**$16,646,723**	**$2,201,570**	**$1,938,000**	**$13,887,250**

FY 2023 Five-Year Projected Revenue and Expenses
Selected Programs (In Thousands)

I-15 FasTrak® Value Pricing Program - 3310300	Budget FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027
Revenues					
FasTrak Revenues and Violation Fines	$ 10,872	$ 11,198	$ 11,534	$ 11,880	$ 12,237
Operating Expenses					
Salaries, Benefits, Indirect	$ 1,971	$ 2,030	$ 2,091	$ 2,154	$ 2,218
Other Direct Costs	1,620	1,669	1,719	1,771	1,824
Contracted Services	1,680	1,730	1,782	1,835	1,891
Materials and Equipment	52	54	55	57	59
Pass-Through to Other Agencies	1,790	1,814	1,838	1,863	1,889
Total Operating	$ 7,113	$ 7,296	$ 7,485	$ 7,680	$ 7,880
Non-Operating Expenses					
Project Reserve Deposits	$ 3,759	$ 3,902	$ 4,049	$ 4,200	$ 4,356
Total Non-Operating	$ 3,759	$ 3,902	$ 4,049	$ 4,200	$ 4,356
Total Program Activities	**$ 10,872**	**$ 11,198**	**$ 11,534**	**$ 11,880**	**$ 12,237**

SR 125 Facility Operations - 3312100	Budget FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027
Revenues					
SR 125 Toll Revenues	$ 39,418	$ 41,123	$ 42,734	$ 44,335	$ 45,519
Operating Expenses					
Salaries, Benefits, Indirect	$ 6,179	$ 6,488	$ 6,813	$ 7,153	$ 7,511
Other Direct Costs	$ 6,072	6,376	6,695	7,029	7,381
Contracted Services	$ 2,127	2,233	2,345	2,462	2,586
Materials and Equipment	$ 623	654	687	721	757
Total Operating	$ 15,002	$ 15,752	$ 16,539	$ 17,366	$ 18,235
Non-Operating Expenses					
Debt Service	$ 13,887	$ 13,894	$ 13,902	$ 13,911	$ 13,920
O&M Expense Fund Deposits	201	125	131	138	145
O&M Reserve Fund Deposits	1,538	1,615	1,695	1,780	1,869
Capital Expenditures Fund Deposits	8,790	9,737	10,466	11,139	11,350
Total Non-Operating	$ 24,416	$ 25,371	$ 26,195	$ 26,968	$ 27,284
Total Program Activities	**$ 39,418**	**$ 41,123**	**$ 42,734**	**$ 44,335**	**$ 45,519**

Motorist Aid - Call Box Program - 3312200	Budget FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2026
Revenues					
DMV Vehicle Registration Fee	2,750	2,888	3,032	3,183	3,343
Collections	5	5	5	5	5
Interest Income	10	10	10	10	10
Reserve Fund	614	560	682	951	1,270
	$ 3,379	$ 3,462	$ 3,729	$ 4,149	$ 4,628
Expenses					
Salaries, Benefits, Indirect	431	444	457	471	485
Contracted Services	449	453	457	461	465
Other Direct Costs	249	249	250	251	252
Regional Helicopter Program	750	750	750	750	750
	$ 1,879	$ 1,896	$ 1,914	$ 1,933	$ 1,952
Other					
Freeway Service Patrol	1,284	1,299	1,696	2,096	2,554
511 Motorist Traveler	116	117	119	121	122
Transportation Demand Management	100	150	-	-	-
	$ 1,500	$ 1,566	$ 1,815	$ 2,217	$ 2,676
Total Program Activities	**$ 3,379**	**$ 3,462**	**$ 3,729**	**$ 4,149**	**$ 4,628**

FY 2023 Five-Year Projected Revenue and Expenses
Selected Programs (In Thousands)

ARJIS Program - (7350100 - 7352900)	Budget FY 2023	Estimated FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027
Revenues					
Member Assessments / User Fees	$ 4,812	$ 4,901	$ 4,901	$ 4,901	$ 4,901
Grants	1,165	750	750	750	750
Reserve/Carry-over	1,417	529	644	762	434
Total Revenues	$ 7,393	$ 6,180	$ 6,295	$ 6,413	$ 6,085
Operating Expenses					
Salaries, Benefits, Indirect	$ 3,718	$ 3,830	$ 3,945	$ 4,063	$ 4,185
Other Direct Costs	2,512	1,950	1,950	1,950	1,500
Contracted Services	252	200	200	200	200
Materials and Equipment	911	200	200	200	200
Total Operating	$ 7,393	$ 6,180	$ 6,295	$ 6,413	$ 6,085
Total Program Activities	**$ 7,393**	**$ 6,180**	**$ 6,295**	**$ 6,413**	**$ 6,085**

FY 2023 Five-Year Projected Reserve Fund Balances
Selected Programs (In Thousands)

SR 125 Operations Program

Project No.	Project Name	Revenue/Expense Category	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	SR 125 - Capital Expenditures Fund	Carryover	$ 30,316	$ 21,380	$ 15,350	$ 23,984	$ 33,967	$ 44,792
		Reserve Deposits	7,136	8,790	9,737	10,466	11,139	11,350
		Available Funds	$ 37,452	$ 30,170	$ 25,087	$ 34,450	$ 45,106	$ 56,142
1130102	Financial System Upgrade Contract Management System	Expenditures	$ 3	$ 2	$ 2	$ 1	$ 1	$ 1
1142600	Joint Transportation Operations Center (JTOC)	Expenditures	88	181	80	-	-	
1201101	Design and ROW SR 11 and Otay Mesa East POE	Expenditures	2,200	400	-	-	-	-
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction	Expenditures	3,080	1,705	83	-	-	-
1390506	SR 125/905 Southbound to Westbound Connector	Expenditures	3,759	1,318	226	3	-	-
1400000	Regional Tolling Back Office System	Expenditures	1,670	2,388	-	-	-	-
1400402	Roadway Toll Collection System	Expenditures	3,700	8,659	-	-	-	-
1400405	SR 125 Ramps Overlay	Expenditures	1,017	12	-	-	-	-
	Pavement Maintenance	Expenditures	-	-	-	-	-	300
	Bridge/Structure Maintenance	Expenditures	155	155	155	155	155	155
	Vehicle Replacement	Expenditures	-	-	158	174	158	138
	Facilities Maintenance and Improvements	Expenditures	400	-	400	150	-	-
		Total Expenditures	**$ 16,072**	**$ 14,820**	**$ 1,104**	**$ 483**	**$ 314**	**$ 594**
		Balance	**$ 21,380**	**$ 15,350**	**$ 23,984**	**$ 33,967**	**$ 44,792**	**$ 55,549**

Project No.	Project Name	Revenue/Expense Category	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	SR 125 - Debt Service Reserve Fund	Carryover	$ 13,871	$ 13,871	$ 13,871	$ 13,871	$ 13,871	$ 13,871
		Reserve Deposits		-	-	-	-	-
		Balance	**$ 13,871**	**$ 13,871**	**$ 13,871**	**$ 13,871**	**$ 13,871**	**$ 13,871**
	SR 125 - O&M Expense Fund	Carryover	$ 5,099	$ 5,099	$ 5,300	$ 5,425	$ 5,557	$ 5,694
		Reserve Deposits		201	125	131	138	145
		Balance	**$ 5,099**	**$ 5,300**	**$ 5,425**	**$ 5,557**	**$ 5,694**	**$ 5,839**
	SR 125 - O&M Reserve Fund	Carryover	$ 30,754	$ 30,754	$ 32,292	$ 33,906	$ 35,602	$ 37,382
		Reserve Deposits		1,538	1,615	1,695	1,780	1,869
		Balance	**$ 30,754**	**$ 32,292**	**$ 33,906**	**$ 35,602**	**$ 37,382**	**$ 39,251**

Note: Reserve requirements per bond indenture.

FY 2023 Five-Year Projected Reserve Fund Balances
Selected Programs (In Thousands)

I-15 FasTrak Value Pricing Program

Project No.	Project Name	Revenue/Expense Category	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	I-15 Fastrak Capital Expenditures Fund	Carryover	$ 21,442	$ 3,863	$ 1,018	$ 2,070	$ 3,269	$ 4,619
		Reserve Deposits		3,759	3,902	4,049	4,200	4,356
		Available Funds	$ 21,442	$ 7,622	$ 4,920	$ 6,119	$ 7,469	$ 8,975
1400402	Roadway Toll Collection System	Expenditures	$ 7,789	$ 410	$ -	$ -	$ -	$ -
1400000	Regional Tolling Back Office System	Expenditures	940	1,344	-	-	-	-
	Capital Expenditures	Expenditures	350	350	350	350	350	350
	MTS Fund Transfer for Routes 235 and 237	Expenditures	8,500	4,500	2,500	2,500	2,500	2,500
		Total Expenditures	**$ 17,579**	**$ 6,604**	**$ 2,850**	**$ 2,850**	**$ 2,850**	**$ 2,850**
		Balance	**$ 3,863**	**$ 1,018**	**$ 2,070**	**$ 3,269**	**$ 4,619**	**$ 6,125**

Note: Funds available after covering the cost of operations may be used for other mobility improvements in the corridor.

Motorist Aid -Call Box Program

Project No.	Project Name	Revenue/Expense Category	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	Reserve Fund	Carryover	$ 8,667	$ 6,527	$ 5,913	$ 5,353	$ 4,671	$ 3,720
		Reserve Deposits		-	-	-	-	-
		Available Revenues	$ 8,667	$ 6,527	$ 5,913	$ 5,353	$ 4,671	$ 3,720
33122	Call Box Program	Expenditures	$ 2,140	$ 614	$ 560	$ 682	$ 951	$ 1,270
		Total Expenditures	**$ 2,140**	**$ 614**	**$ 560**	**$ 682**	**$ 951**	**$ 1,270**
		Balance	**$ 6,527**	**$ 5,913**	**$ 5,353**	**$ 4,671**	**$ 3,720**	**$ 2,450**

Note: Reserve fund includes $2 million for contingency/risk mitigation.

ARJIS Program

Project No.	Project Name	Revenue/Expense Category	Prior Years	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027
	Reserve Fund	Carryover	$ 5,814	$ 5,814	$ 4,397	$ 3,868	$ 3,224	$ 2,462
		Reserve Deposits		-	-	-	-	
		Available Revenues	$ 5,814	$ 5,814	$ 4,397	$ 3,868	$ 3,224	$ 2,462
7350100 7350200 7350300 7352000	ARJIS: Project Management and Infrastructure	Expenditures		$ 1,417	$ 529	$ 644	$ 762	$ 434
		Total Expenditures	**$ -**	**$ 1,417**	**$ 529**	**$ 644**	**$ 762**	**$ 434**
		Balance	**$ 5,814**	**$ 4,397**	**$ 3,868**	**$ 3,224**	**$ 2,462**	**$ 2,028**

Note: Reserve fund includes $2 million contingency for legal and business disruption/disaster recovery.

FY 2023 Operate Programs and Servics - Contracted Services

OWP #	Contract TypeScope	Current Budget Year Amount
Operate Programs and Services		
3310200	FSP - Peak South	$1,300,000
3310200	FSP - Peak North	$1,300,000
3310200	FSP - RST Service	$765,000
3310200	Systems Engineering Planning and Support: CHP CAD Maintenance	$25,000
3310200	CHP - Overtime Service	$182,000
3310200	FSP - Fleet Management O&M	$100,000
3310200	FSP - Midday South	$630,000
3310200	FSP - Midday North	$450,000
3310200	FSP - Weekend South	$320,000
3310200	FSP - Weekend North	$320,000
3310200	FSP - Radio Maintenance	$2,000
3310200	RCS Radio - FSP Service	$71,070
3310200	**Motorist Aid Services – Freeway Service Patrol**	**$5,465,070**
3310300	Vehicle Occupancy Survey Data for I-15 Express Lanes Corridor	$100,000
3310300	Additional address validation for returned violation notices and second violation notices	$3,300
3310300	BOS Maintenance support	$54,000
3310300	Collection Services	$75,000
3310300	Roadway Toll Collection System - Image Review	$345,600
3310300	FasTrak Website Redesign Project	$18,500
3310300	Out of State License Plate Look Up	$15,500
3310300	Mail room Operations	$18,750
3310300	HOV eligibility requirements study and implementation plan "I-15 Express Lanes Operational Analysis"	$296,251
3310300	Records Media Storage	$1,800
3310300	Labor Compliance Monitoring Services	$1,000
3310300	SBXPRESS Trademark Legal Services	$10,000
3310300	Funding Agreement with CHP for I-15 Express Lanes Enforcement Service	$740,000
3310300	**Interstate 15 FasTrak® Value Pricing Program**	**$1,679,701**
3310500	511 - Call Answering and Web O&M	$120,000
3310500	**511 Advanced Traveler Information Service**	**$120,000**
3310703	Printing of new signage with SANDAG logo for bike lockers	$5,000
3310703	**Transportation Demand Management – Program and Service Delivery**	**$5,000**
3310704	Vanpool Program subsidy	$2,835,500
3310704	Vanpool Program subsidy	$147,200
3310704	Software application development: Trip tracking software for vanpoolers to track their monthly ridership data	$100,000
3310704	**Transportation Demand Management – Regional Vanpool Program**	**$3,082,700**
3310711	Assisting employers to adopt and expand sustainable commute options.	$1,294,996
3310711	Management of TDM marketing campaigns	$150,000
3310711	**Transportation Demand Management – Employer Outreach**	**$1,444,996**
3312100	800-02 - Professional Services - CHP	$225,000
3312100	Manual Image Review services	$614,400
3312100	Mail room Operations	$88,000
3312100	Thirds-Party Services	$33,800

FY 2023 Operate Programs and Servics - Contracted Services

OWP #	Contract TypeScope	Current Budget Year Amount
3312100	BOS Maintenance support	$96,000
3312100	Miscellaneous contracted services to support TOC operation: Shredding services & records management/storage, Prorated Pass Through Costs from HR to TOC (background checks, recruitment advertising, Wellness fair, ergonomic evaluations, SuccessFactors license fee)	$25,500
3312100	Armored Car Services	$90,000
3312100	Financial Model Support - SR 125 Proforma	$15,000
3312100	FasTrak Website Redesign Project	$31,500
3312100	Credit Rating Agencies expense	$35,000
3312100	Miscellaneous Legal Services in support of toll operations	$320,000
3312100	Collection services	$268,000
3312100	Auditing services for the annual financial report.	$29,900
3312100	IT consultation services	$80,000
3312100	IT security: RSI PCI compliance services	$45,000
3312100	DBA migration services	$130,000
3312100	**State Route 125 Facility Operations**	**$2,127,100**
3312200	Regional Helicopter - County	$375,000
3312200	Regional Helicopter - City	$375,000
3312200	Call Box Operation and Maintenance	$215,000
3312200	Call Answering Center	$127,308
3312200	CHP Services	$7,000
3312200	Motorist Aid Technologies	$100,000
3312200	**Motorist Aid – Call Box Program**	**$1,199,308**
3312400	On Demand TMP Construction Service	$1,188,000
3312400	**Freeway Service Patrol – Traffic Mitigation Program**	**$1,188,000**
3312500	Fire suppression system repair and maintenance services	$8,000
3312500	Fire alarm system monitoring and notification services	$12,000
3312500	Landscaping maintenance services	$15,283
3312500	Heating, ventilation, and air conditioning (HVAC) system repair and maintenance services	$30,000
3312500	Regular janitorial services for buildings 5965 and 5975	$7,090
3312500	As needed electrician services for buildings 5965 and 5975	$2,500
3312500	As needed plumbing services for buildings 5965 and 5675	$7,500
3312500	**Santa Fe Street Building Management**	**$82,373**
7350200	Auditing services for the annual financial report.	$7,475
7350200	Legal assistance to address changes in local, state and federal legislation.	$45,000
7350200	**ARJIS: Project Management and Administration**	**$52,475**
7352800	Computer Network Services: Nlets as data center and network assessor.	$200,000
7352800	**ARJIS: Urban Area Security Initiative FFY 2021**	**$200,000**
	Operate Programs and Services Subtotal	**$16,646,723**

Operate Programs and Services FY 2021 - 2023 Expenditure Comparison

Project No.		Project Title	FY 2021 ACTUAL EXPENDITURES	FY 2022 ESTIMATED EXPENDITURES	FY 2023 BUDGETED EXPENDITURES
Operate Programs and Services					
3310200	(A)	Motorist Aid Services – Freeway Service Patrol	$4,925,497	$5,792,007	$5,884,162
3310300	(A)	Interstate 15 FasTrak® Value Pricing Program	$5,034,885	$7,604,713	$7,112,997
3310500	(A)	511 Advanced Traveler Information Service	$173,223	$366,349	$253,937
3310703	(A)	Transportation Demand Management – Program and Service Delivery	$768,658	$1,349,807	$1,296,098
3310704	(A)	Transportation Demand Management – Regional Vanpool Program	$1,917,904	$3,210,909	$3,351,494
3310711	(A)	Transportation Demand Management – Employer Outreach	$2,028,252	$2,462,643	$2,546,644
3311000	(A)	Intelligent Transportation Systems Operational Support	$1,155,840	$1,210,058	$1,236,559
3312100	(A)	State Route 125 Facility Operations	$25,294,217	$27,677,865	$28,889,003
3312200	(A)	Motorist Aid – Call Box Program	$1,490,354	$1,958,137	$1,879,191
3312400	(A)	Freeway Service Patrol – Traffic Mitigation Program	$132,692	$1,197,342	$1,211,779
3312500	(A)	Santa Fe Street Building Management	$134,145	$306,837	$322,660
3312700	(A)	A Street Property Management	$1,754	$6,254	$13,377
7350000	(M)	ARJIS: Services to Member Agencies (Group Program)			
7350100	(A)	ARJIS: Maintenance and Support	$1,496,395	$2,131,583	$2,043,840
7350200	(A)	ARJIS: Project Management and Administration	$1,022,804	$1,416,148	$1,740,522
7350300	(A)	ARJIS: Enterprise System	$800,786	$1,845,562	$1,781,434
7352000	(A)	ARJIS: ARJISnet Mobile	$1,674,237	$563,327	$662,330
7352700	(M)	ARJIS: Urban Area Security Initiative FFY 2020	-	$97,471	$239,529
7352800	(M)	ARJIS: Urban Area Security Initiative FFY 2021	-	-	$650,000
7352900	(M)	NEW - ARJIS: Urban Area Security Initiative FFY 2022	-	-	$275,327
		Operate Programs and Services - Total:	**$48,051,643**	**$59,197,013**	**$61,390,885**

Chapter 5

Pending Discretionary Grants and Projects

Chapter 5
Pending Discretionary Grants and Projects from the Caltrans Sustainable Transportation Planning Grant Program

This chapter describes proposed projects that are actively competing for pending discretionary grants within the Caltrans Sustainable Transportation Planning Grant Program. The final grant awards/additional funding will not be available before the SANDAG Program Budget is approved, therefore the funding for these work elements is not included as part of the final budget. Amendments to the budget will be requested as grant awards become available or additional funding is identified. The FY 2023 pending discretionary grants are summarized on the following page.

FY 2023 Pending Discretionary Grants and Projects from the Caltrans Sustainable Transportation Planning Grant Program

Pending Project No.	Project Title	Grant Type	Project Manager	Department Director	Proposed Budget[1]	Proposed Grant Amount	Local Match
SC1	Last-Mile Freight Delivery Study	Sustainable Communities	Garrett	Clementson	$564,781	$500,000	$64,781
SC2	San Diego Regional Zero Emission Vehicle Incentive Program	Sustainable Communities	Freedman	Meier	$450,694	$399,000	$51,694
SP1	Complete CorridAIR Planning: A Regional Strategy for Advanced Air Mobility Services	Strategic Partnerships	Ayala	Meier	$500,625	$400,500	$100,125
SP2	Regional Transit Fare Subsidy Impact Study	Strategic Partnerships	Lane	Clementson	$350,000	$309,854	$40,146
SP3	Automated Passenger Counting Performance Monitoring Dashboard	Strategic Partnerships	Miño	Burke	$338,885	$300,000	$38,885
SP4	San Diego Freight Resilience Plan	Strategic Partnerships	Robinson	Clementson	$625,000	$ 500,000	$125,000
SP5	On the Move: Innovative Transit Priority Solutions for Complete Streets	Strategic Partnerships	Williamson	Clementson	$500,000	$442,650	$57,350
				Total	**$3,329,985**	**$2,852,004**	**$477,981**

[1] Total project cost

Pending Project Number: SC1

Title: Last-Mile Freight Delivery Study
Proposed Budget: $ 564,781
Project Manager: Garrett

In partnership with the City of San Diego, SANDAG will develop a Last-Mile Freight Delivery Study (Study) that focuses on the San Diego region's localized goods movement by obtaining and analyzing last-mile delivery data for the Barrio Logan community. Analysis will include "mapping the curb" to understand current demand for delivery activity and conflicts among different road users. The Study also will establish collaborative relationships between public, private, and nonprofit actors to find feasible and effective alternatives for last-mile delivery, which reduce emissions and freight-related impacts while meeting local goods movement needs. The project will seek to improve multimodal safety and delivery efficiency, minimize goods movement impacts on communities, and advance goods movement-supportive technologies.

Findings from the Study will be valuable for implementing sustainable freight actions that lower emissions in the Assembly Bill 617 Portside Community Emissions Reduction Plan, California Freight Mobility Plan, and California Sustainable Freight Action Plan.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$500,000	$64,781	$564,781

Pending Project Number: SC2

Title: San Diego Regional Zero Emission Vehicle Incentive Program
Proposed Budget: $450,694
Project Manager: Freedman

In partnership with the County of San Diego, the project will research, design, and establish a Zero-Emissions Vehicle (ZEV) Incentive program to accelerate adoption of 100,000 battery electric and fuel cell electric vehicles in the county, and make ZEVs more accessible to low- and moderate-income households.

Deliverables will include existing conditions assessment of vehicle incentive policies; programs and market conditions; community engagement and social equity plan; incentive program strategy that explores partnership opportunities; ZEV Incentive program implementation plan; and methodology report to enable metropolitan planning organizations to consider used vehicle incentives in future Sustainable Communities Strategies (SCS).

This project is a near-term implementation strategy for the 2021 SCS, it aligns with local Climate Action Plans, the County of San Diego's Electric Vehicle Roadmap, state policies including Executive Order N-79-20, and California Air Resources Board's Mobile Source Strategy.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$399,000	$51,694	$450,694

Pending Project Number: SP1

Title: Complete CorridAIR Planning: A Regional Strategy for Advanced Air Mobility Services
Proposed Budget: $500,625
Project Manager: Ayala

To better plan for new technologies and the transformations identified in the California Aviation System Plan 2020, SANDAG is partnering with the San Diego County Regional Airport Authority (SDCRAA) to develop a regional strategy for the deployment of advanced air mobility (AAM) services in the San Diego region. This project will establish a regional vision for advanced air technologies, conduct robust public outreach, and convene a Southern California collaborative, which will serve as a forum for public agencies, industry, and community stakeholders to develop policy and establish a consistent operating environment for aerial services throughout the state. This integrated strategic planning effort will equip public agencies with the tools needed to shape advanced air mobility deployment and improve the quality of life in the San Diego region.

Deliverables will include a regional strategy, which will define roles and responsibilities for government; regulatory and policy framework for the deployment of AAM with resources and technical assistance materials that local jurisdictions, SDCRAA, and regional governments can use to tailor planning and permitting of AAM services; a regionwide public outreach and education campaign; and use cases for AAM to plan, design, and test in different applications.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$400,500	$100,125	$500,625

Pending Project Number: SP2

Title: Regional Transit Fare Subsidy Impact Study
Proposed Budget: $350,000
Project Manager: Lane

Building on the limited-term pilot for free fares for youth ages 0-18 approved by the SANDAG Board of Directors in October 2021, this project will explore extending free or reduced fares to a wider group of San Diegans – either the general public or target populations such as youth ages 0-24, seniors, persons with disabilities, and low-income persons. The project will examine the viability of various free and reduced fare program options. The project will provide important answers about potential impacts of free or reduced fares on the transit system, including how traveler behavior may change, how much new funding will be needed to offset lost fare revenue, and how other elements – such as service levels and security – may be addressed to ensure the efficiency and safety of the system. In addition to an impact analysis, the project will examine phasing options to implement a comprehensive free fare policy and explore alternative sources of revenue to ensure preservation of the transit system.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$309,854	$40,146	$350,000

Pending Project Number: SP3

Title: Automated Passenger Counting Performance Monitoring Dashboard
Proposed Budget: $338,885
Project Manager: Miño

In partnership with the Metropolitan Transit System (MTS), the project will modernize the Passenger Counting Program by developing a web-based, live dashboard, which automates the collection and analysis of transit ridership data and displays the data in a meaningful way that can be accessed by SANDAG, the transit operators, local jurisdictions, and the public.

Deliverables will include an evaluation of the existing methodology for data collection and analysis and identify components that need to be improved and updated; an inventory of available data resources that also identifies gaps in the existing data; public engagement; final report; and a web-based, live data dashboard.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$300,000	$38,885	$338,885

Pending Project Number: SP4

Title: San Diego Freight Resilience Plan
Proposed Budget: $625,000
Project Manager: Robinson

In partnership with the County of San Diego Office of Emergency Services, SANDAG will develop the San Diego Freight Resilience Plan (Plan), which will assess how the San Diego region can build resiliency in our multimodal freight network to prepare and respond to climate change, natural disasters, and other crises that can disrupt the supply chain. In developing the Plan, the project will conduct threat and hazard identification and risk assessments (THIRAs) with stakeholders to identify critical truck, rail, air, and sea supply routes and determine the roles and responsibilities of public and private entities in implementing regional disaster preparedness, response, recovery, and mitigation efforts. The Plan will provide recommendations for interjurisdictional and binational disaster management coordination between the public and private sector, including public infrastructure agencies, disaster management agencies, freight owners and operators, and major supply chain companies. Recommendations also will prioritize future resiliency infrastructure projects and identify funding sources for resiliency investments.

The Plan will establish regional actions needed to address sustainable and resilient freight recommendations outlined in President Biden's "America's Supply Chains" Executive Order (EO) 14017, Governor Newsom's EO N-19-21, California Transportation Plan 2050, Climate Action Plan for Transportation Infrastructure, California Freight Mobility Plan 2020, draft Caltrans Freight Resilience Framework, California Sustainable Freight Action Plan, and SANDAG 2021 Regional Plan.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$500,000	$125,000	$625,000

Pending Project Number: SP5

Title: On the Move: Innovative Transit Priority Solutions for Complete Streets
Proposed Budget: $500,000
Project Manager: Williamson

In partnership with the City of San Diego and MTS, SANDAG will develop near-term transit priority solutions that preserve and improve upon the existing transportation network in the City of San Diego, enhance connectivity across and between modes, increase safety within the transportation system for motorized and non-motorized users, and enhance the quality of life and economic vitality of the region. The project will leverage existing social equity resources to develop a stakeholder engagement plan that incorporates the needs and opinions from historically marginalized groups and communities.

Deliverables include an assessment of the existing transit services, planned transportation projects, and social equity gaps; a project inventory that develops "Priority Improvement Corridors" and recommendations for quick build (0-2 years) and near term (2-5 years) improvements to enhance the mobility and safety for transit users and roadway users of all ages and abilities; a quick build implementation plan for a pilot in the City of San Diego; and a final report that assesses feasibility and cost estimates of proposed improvements. Recommendations from this study could be replicated throughout the county and statewide to address the growing need for near-term solutions for a balanced, multimodal regional transportation network.

Amount Requested:	Proposed Match:	Total Proposed Budget:
$442,650	$57,350	$500,000

Chapter 6

Certifications/Assurances and Resolutions

Planning Factors

As part of the annual budget development planning process, SANDAG, as the Metropolitan Planning Organization for the San Diego region, has an obligation to fully consider and incorporate the federal and state planning factors into the development of planning efforts in the Overall Work Program.

The Federal Transit Administration and Federal Highway Administration jointly issued updated Planning Emphasis Areas (PEAs) on December 30, 2021, for metropolitan transportation agencies to incorporate into their work. SANDAG staff has incorporated these additional provisions and emphasis areas into upcoming transportation planning efforts where federal funding is involved. For the development and implementation of regional transportation planning activities and the five-year Regional Transportation Improvement Program, due consideration has been given to adhere to the federal planning factors identified in the legislation.

Title 23 of the United States Code describes Federal Planning Factors issued by Congress to emphasize planning factors from a national perspective. The following table illustrates how SANDAG's work program for FY 2023 addresses these eight planning factors.

Overall Work Program Planning Emphasis Areas

1. Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future
2. Equity and Justice40 in Transportation Planning
3. Complete Streets
4. Public Involvement
5. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination
6. Federal Land Management Agency (FLMA) Coordination
7. Planning and Environment Linkages (PEL)
8. Data in Transportation Planning

Work Element No.	Project Name	Planning Emphasis Areas							
		1	2	3	4	5	6	7	8
1500300	Funds Management and Oversight		X		X			X	
1500400	Overall Work Program and Budget Programs Management	X	X	X	X	X	X	X	X
2300000	Data Science, Analytics, and Modeling	X	X	X		X	X	X	X
2302300	Data Acquisition, Management, and Governance								X
2302500	Regional Parking Inventory Survey								X
3100400	Regional Plan Implementation	X		X	X			X	X
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration		X	X		X	X		
3100405	NEW - Regional Plan Outreach FY 2023		X		X				
3100600	Air Quality Planning and Transportation Conformity	X						X	X
3100700	Goods Movement Planning	X						X	X
3102500	BREEZE Bus Speed and Reliability Plan		X	X	X				
3102600	Mission Valley Revitalization Mobility Study				X				X
3103000	NEW - Regional Plan Development	X	X	X	X			X	X
3201701	Climate Action Planning Program FY 2022	X			X				
3300200	Active Transportation Planning and Programs			X	X				X
3322000	SD Regional Electric Vehicle Charger Management Strategy	X			X				
3401200	Coastal Connections: Opportunities to Improve Public Access				X			X	
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study		X		X				X
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	X	X		X				X
3401500	Clairemont Complete Corridors		X	X	X				X
3401600	Next Generation Rapid Routes Advanced Planning		X	X	X				X
7300100	Public Engagement and Education Activities		X		X				
7300300	Software Development Services								X
7300500	Transportation-Related Public Meeting Activities				X				

FY 2022/2023 FHWA Metropolitan Transportation Planning
Process Self-Certification

In accordance with 23 CFR part 450, the California Department of Transportation and San Diego Association of Governments (SANDAG), the designated Metropolitan Planning Organization for the San Diego, California urbanized area(s), hereby certify that the transportation planning process is being carried out in accordance with all applicable requirements including:

1) 23 U.S.C. 134, 49 U.S.C. 5303, and subpart C of 23 CFR part 450;
2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d–1) and 49 CFR part 21;
4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5) Section 1101(b) of the FAST Act (Pub. L. 114-94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

_____	_____
MPO Authorizing Signature	Caltrans District Approval Signature
Chief Executive Officer	
Title	Title
_____	_____
Date	Date

FEDERAL FISCAL YEAR 2022 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: San Diego Association of Governments (SANDAG)

The Applicant certifies to the applicable provisions of all categories: (*check here*) ✓.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		**Certification**
01	Certifications and Assurances Required of Every Applicant	
02	Public Transportation Agency Safety Plans	
03	Tax Liability and Felony Convictions	
04	Lobbying	
05	Private Sector Protections	
06	Transit Asset Management Plan	
07	Rolling Stock Buy America Reviews and Bus Testing	
08	Urbanized Area Formula Grants Program	
09	Formula Grants for Rural Areas	
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	

12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	
13	State of Good Repair Grants	
14	Infrastructure Finance Programs	
15	Alcohol and Controlled Substances Testing	
16	Rail Safety Training and Oversight	
17	Demand Responsive Service	
18	Interest and Financing Costs	
19	Cybersecurity Certification for Rail Rolling Stock and Operations	
20	Tribal Transit Programs	
21	Emergency Relief Program	

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: San Diego Association of Governments (SANDAG)

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature _____ Date: _____

Name Hasan Ikhrata Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): San Diego Association of Governments (SANDAG)

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature _____ Date: _____

Name John F. Kirk Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

Fiscal Year 2022/2023 California Department of Transportation Debarment and Suspension Certification

As required by U.S. DOT regulations on governmentwide Debarment and Suspension (Nonprocurement), 49 CFR 29.100:

1) The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:
    a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency;
    b) Have not, within the three (3) year period preceding this certification, been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, state, or local) transaction or contract under a public transaction, violation of Federal or state antitrust statutes, or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
    c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, state, or local) with commission of any of the offenses listed in subparagraph (1)(b) of this certification; and
    d) Have not, within the three (3) year period preceding this certification, had one or more public transactions (Federal, state, and local) terminated for cause or default.
2) The Applicant also certifies that, if Applicant later becomes aware of any information contradicting the statements of paragraph (1) above, it will promptly provide that information to the State.
3) If the Applicant is unable to certify to all statements in paragraphs (1) and (2) of this certification, through those means available to Applicant, including the General Services Administration's ***Excluded Parties List System (EPLS)***, Applicant shall indicate so in its applications, or in the transmittal letter or message accompanying its annual certifications and assurances, and will provide a written explanation to the State.

CALIFORNIA DEPARTMENT OF TRANSPORTATION
DEBARMENT AND SUSPENSION CERTIFICATION
FISCAL YEAR 2022/2023

SIGNATURE PAGE

In signing this document, I declare under penalties of perjury that the foregoing certifications and assurances, and any other statements made by me on behalf of the Applicant are true and correct.

Signature_____ Date_____

Printed Name Hasan Ikhrata

As the undersigned Attorney for the above named Applicant, I hereby affirm to the Applicant that it has the authority under state and local law to make and comply with the certifications and assurances as indicated on the foregoing pages. I further affirm that, in my opinion, these certifications and assurances have been legally made and constitute legal and binding obligations of the Applicant.

I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

AFFIRMATION OF APPLICANT'S ATTORNEY

For San Diego Association of Governments (SANDAG) (Name of Applicant)

Signature_____ Date_____

Printed Name of Applicant's Attorney John Kirk

Approved by OMB
0348-0046

Disclosure of Lobbying Activities

Complete this form to disclose lobbying activities pursuant to 31 U.S.C. 1352
(See reverse for public burden disclosure)

1. Type of Federal Action: a. contract B b. grant c. cooperative agreement d. loan e. loan guarantee f. loan insurance	**2. Status of Federal Action:** a. bid/offer/application A b. initial award c. post-award	**3. Report Type:** a. initial filing A b. material change **For material change only:** Year _____ quarter _____ Date of last report_____

4. Name and Address of Reporting Entity: ✓ Prime _____ Subawardee Tier_____, if Known: **Congressional District,** *if known*: 4C	**5. If Reporting Entity in No. 4 is Subawardee,** Enter Name and Address of Prime: **Congressional District,** *if known*:
6. Federal Department/Agency: Department of Transportation	**7. Federal Program Name/Description:** CFDA Number, *if applicable*: _____
8. Federal Action Number, *if known:*	**9. Award Amount**, *if known:* **$**
10. a. Name and Address of Lobbying Registrant *(if individual, last name, first name, MI):* Peyser, Peter Peyser and Associates 100 M Street, Suite 600 Washington, D.C. 20003	**b. Individuals Performing Services** *(including address if different from No. 10a)* *(last name, first name, MI):*
11. Information requested through this form is authorized by title 31 U.S.C. section 1352. This disclosure of lobbying activities is a material representation of fact upon which reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to the Congress semi-annually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.	**Signature:** _____ **Print Name:** Victoria Stackwick **Title:** Chief of Staff **Telephone No.:** (619) 699-6926 **Date:** _____
Federal Use Only	**Authorized for Local Reproduction** **Standard Form - LLL (Rev. 7-97)**

SANDAG
401 B Street, Suite 800
San Diego, CA 92101
Phone (619) 699-1900
Fax (619) 699-1905
sandag.org

Adoption of FY 2023 Program Budget, and Providing for All Authorizations Necessary and Pertinent Thereto

WHEREAS, the San Diego Association of Governments (SANDAG) Bylaws stipulate that the Board of Directors shall adopt a final Program Budget no later than June 30 of each year; and

WHEREAS, SANDAG serves as the San Diego County Regional Transportation Commission (RTC) and California Public Utilities Section 132104(a), which is part of the enabling legislation creating the RTC, requires the adoption of an annual budget; and

WHEREAS, the adopted FY 2023 Program Budget, including the Overall Work Program (OWP), anticipates reliance on federal, State of California, and other funds, which require certification of nonfederal matching funds; and

WHEREAS, such required match is identified as being available from Transportation Development Act funds, member agency assessments, local assistance, and other local funds and in-kind services; and

WHEREAS, pursuant to SANDAG Board Policy No. 017, Delegation of Authority, adoption of the annual budget by the Board shall automatically authorize the Chief Executive Officer to enter into any agreements or take any other actions necessary to implement budget items or other actions approved by the Board; and

WHEREAS, California Code of Regulations, Title 2, Section 570.5 (Requirement for a Publicly Available Pay Schedule) and Sections 571(b) and 571.1 (Definition of Special Compensation) were adopted by the California Public Employee Retirement System to provide specific requirements on how public agencies should approve and document pay rates and special compensation items; and

WHEREAS, it is necessary to authorize the SANDAG Chief Executive Officer to reimburse SANDAG for necessary administrative expenditures made on behalf of the RTC, including Board of Directors expenses, SANDAG staff services, and contractual services necessary to carry out the legal, administrative, auditing, and investment management responsibilities of the RTC;

NOW THEREFORE

The SANDAG Board of Directors, ALSO ACTING AS THE RTC, DOES HEREBY RESOLVE AS FOLLOWS:

a. The FY 2023 Program Budget and associated Position Classification / Salary Range Table, hereby incorporated by reference, is adopted in an amount projected to be $960 million, including the OWP in the amount of $73.1 million, the annual portion of the Capital Program in the amount of $441.4 million, and the annual portion of Regional Operations and Programs in the amount of $61.4 million. The SANDAG Director of Finance hereby is authorized to finalize the FY 2023 appropriations based on actual grant agreements/funding contracts executed, transfer of funds from consolidated transit agencies, actual sales tax revenues, sales tax-backed commercial paper proceeds, interest earnings received pursuant to this budgetary authority, and actual end-of-year carryover funds status as determined by the Director of Finance; and

DRAFT

b. Each member agency hereby is assessed its share of the amount shown in the adopted FY 2023 Program Budget for the base SANDAG membership, the Criminal Justice Clearinghouse assessment, and for the Automated Regional Justice Information System assessment; and

c. The FY 2023 Position Classification / Salary Range Table (page 11-5) and FY 2023 Special Compensation Table (page 11-11) are hereby duly approved consistent with 2 CCR § 570.5, 571(b), and § 571.1; and

d. The SANDAG Chief Executive Officer, or his/her designee, is authorized to make, if applicable, such personnel changes and employee compensation and benefits package adjustments for which funding is provided in the adopted FY 2023 Program Budget and as may be amended by the Board of Directors; and

e. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to submit grant applications and revenue claims, and execute grant and revenue agreements in the amounts identified in this adopted FY 2023 Program Budget and as may be amended subject to the final agreement of the funding agencies; and

f. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to execute grant agreements and all necessary documents and covenants required by granting agency laws, rules, and administrative regulations, and the Board of Directors hereby certifies the required nonfederal match to the above listed agencies and in the amounts necessary subject to SANDAG Director of Finance certification of funds availability; and

g. The SANDAG Chief Executive Officer, or his/her designee, is hereby authorized to invest or to reinvest funds, and to sell or exchange securities so purchased, in accordance with the full allowances, conditions, and limitations set forth in Board Policy No. 003, Investment Policy during FY 2023.

h. The SANDAG Chief Executive Officer is hereby authorized to accept funds from member agencies and other entities for the performance of Service Bureau projects and is further authorized to enter into agreements for goods and services in any amount requested by the entities as may be necessary to carry out the project; and

BE IT FURTHER RESOLVED that a copy of this resolution and adopted FY 2023 Program Budget be filed with the Clerk of each member agency.

PASSED AND ADOPTED this 27th of May 2022.

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

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Chapter 7

Administration and Board Budgets

Chapter 7
Administration and Board Budgets

This chapter contains the Administration, Office of the Independent Performance Auditor (OIPA), Business and Information Technology Services (IT), and the Board of Directors' budgets. The Administration and IT budgets show the costs of providing administration services, including staff time, office leases, contracted services, information systems support, travel, and training. These costs, along with the OIPA's expenses, are allocated across the Overall Work Program, Regional Operations and Services, and Capital Improvement Program project costs based on direct labor dollars charged to each project and funded accordingly. Each year, the allocation method for assigning these costs to projects is reviewed and approved by the Federal Transit Administration, acting as the cognizant federal agency on behalf of other federal agencies that contribute to funding the SANDAG Budget.

In FY 2019, as a result of California Assembly Bill 805 (Gonzalez, 2017), SANDAG hired an Independent Performance Auditor to oversee and conduct independent examinations of SANDAG's programs, functions, and operations. The OIPA's budget shows the costs to implement the Business and Audit Plan that is approved each year by the Audit Committee.

The Board's budget shows the costs associated with conducting the Board's business and related Policy Advisory Committee meetings, those costs are funded with SANDAG member agency assessments and TransNet funds.

The information shown in the following pages includes the budget summaries, descriptions of the cost categories for the FY 2023 Budget as well as prior years for the Administration, OIPA, IT and the Board's budget.

FY 2023 Administration Budget

Personnel	FY 2021 Actuals	FY 2022 Revised Estimate	FY 2023 Budget	% of Non-Personnel Costs	Annual % Change
Total Agency Salaries and Benefits	$ 49,518,172	$ 57,213,001	$ 63,431,702		10.9%
Administration Salaries and Benefits - (Included in Total Agency Salaries and Benefits shown above)	8,670,029	9,303,246	9,978,412		7.3%
Subtotal Admin Salaries and Benefits	$8,670,029	$9,303,246	$9,978,412		7.3%
Non-Personnel					
Office and Graphics Supplies	52,374	191,500	187,500	2.4%	-2.1%
Postage	15,909	10,000	10,500	0.1%	5.0%
Contracted Services	744,324	1,679,710	1,595,792	20.4%	-5.0%
Parking and Mileage	62,077	60,000	70,000	0.9%	16.7%
Travel	-	19,500	50,000	0.6%	156.4%
Meeting and Miscellaneous Expenses	14,690	42,000	51,000	0.7%	21.4%
Temporary Personnel	84,063	75,000	75,000	1.0%	0.0%
Recruitment Expenses	23,575	31,000	60,000	0.8%	93.5%
Memberships and Publications	73,226	111,000	111,800	1.4%	0.7%
Rent, Facilities	3,247,975	3,666,000	4,066,000	51.9%	10.9%
Lease/Purchase/Maintenance - Vehicles	4,987	20,000	20,000	0.3%	0.0%
Lease/Purchase/Maintenance - Office Equipment	144,430	50,000	50,000	0.6%	0.0%
Insurance	637,860	693,405	725,845	9.3%	4.7%
Telecommunications	219,479	91,000	223,000	2.8%	145.1%
Training Program	86,856	200,000	200,000	2.6%	0.0%
COVID-19 Expenses	525,425	265,000	-	0.0%	-100.0%
Information Systems - Maintenance and Equipment	185,444	281,995	212,600	2.7%	-24.6%
Contingency	125,000	125,000	125,000	1.6%	0.0%
Subtotal Non-Personnel	$6,247,694	$7,612,110	$7,834,037		2.9%
Total Administration Budget	**$14,917,723**	**$16,915,356**	**$17,812,449**		**5.3%**
Less: Contingency funded separately with Member Assessments and TransNet	(125,000)	(125,000)	(125,000)		0.0%
Less: Items Funded with Other Sources[1]	(280,000)	(1,205,000)	(14,000)		-98.8%
Total Administration Costs Charged to Overhead	**$14,512,723**	**$15,585,356**	**$17,673,449**	**100%**	**13.4%**
OIPA Indirect Cost - Salaries and Benefits	-	-	1,043,019		100.0%
OIPA Indirect Cost - Non-Personnel	-	-	37,600		100.0%
IT Indirect Cost - Salaries and Benefits	1,504,659	1,529,013	1,679,196		9.8%
IT Indirect Costs - Non-Personnel	1,256,730	2,757,482	2,794,601		1.3%
Total Indirect Costs to be Allocated (See Below)	**$17,274,112**	**$19,871,851**	**$23,227,865**		**16.9%**

The Administration Budget is allocated to the OWP, *TransNet* , Regional Operations, and Capital Projects as follows:	FY 2021	% of Costs	FY 2022	% of Costs	FY 2023	% of Costs	Annual % Change
Salaries and Benefits allocated to OWP Projects	$4,883,850	48%	$5,416,130	50%	$7,075,341	56%	30.6%
Salaries and Benefits allocated to TransNet Projects	101,747	1%	108,323	1%	76,491	1%	-29.4%
Salaries and Benefits allocated to Operations Projects	1,322,709	13%	1,191,548	11%	1,323,368	10%	11.1%
Salaries and Benefits allocated to Capital Projects	3,866,382	38%	4,116,258	38%	4,225,427	33%	2.7%
Total Salaries and Benefits Allocated	10,174,688	100%	$10,832,259	100%	$12,700,627	100%	17.2%
Non-Personnel allocated to OWP Projects	$3,407,724	48%	$4,519,796	50%	$5,864,577	56%	29.8%
Non-Personnel allocated to TransNet Projects	70,994	1%	90,396	1%	63,402	1%	-29.9%
Non-Personnel allocated to Operations Projects	922,925	13%	994,355	11%	1,096,907	10%	10.3%
Non-Personnel allocated to Capital Projects	2,697,781	38%	3,435,045	38%	3,502,352	33%	2.0%
Total Non-Personnel Allocated	7,099,424	100%	$9,039,592	100%	$10,527,238	100%	16.5%
Total Indirect Cost Allocations	**$17,274,112**		**$19,871,851**		**$23,227,865**		

Note:

[1] Contingency Reserve for COVID-19 expenses (FY 2021), Regional Workforce Development Program start-up costs, COVID-19 expenses, Equity Action Plan, and Community Benefits Agreement Implementation (FY 2022), and local TDA funds for federally ineligible costs (FY 2023)

FY 2023 Administration Budget Detailed Descriptions

Account Title/Purpose	FY 2021 Actuals	FY 2022 Budget	FY 2023 Budget	Change Amount	Annual % Change	Primary Reason for Change
Office and Graphics Supplies Standard office supplies, paper, materials, ergonomic resources, outside graphics, etc.	$52,374	$191,500	$187,500	($4,000)	-2.1%	Certain costs reduced due to decreased demand and/or better pricing for
Postage Standard mailing expenses, shipping costs, and couriers.	15,909	10,000	10,500	$500	5.0%	Increased costs for shipping services.
Contracted Services Professional services related to: financial audits, legal consultation, program management and administration services, and organization development initiatives.	744,324	1,679,710	1,595,792	($83,918)	-5.0%	Budget reflects anticipated need for professional services in FY2023.
Parking and Mileage Parking validations and mileage reimbursement.	62,077	60,000	70,000	$10,000	16.7%	Resumption of in-person business meetings at the 401 B
Travel Employee business travel not charged to specific projects.	0	19,500	50,000	$30,500	156.4%	Resumption of business travel; budget reflects pre-pandemic costs.
Meeting and Miscellaneous Expenses All-Hands employee meetings; public notices.	14,690	42,000	51,000	$9,000	21.4%	Resumption of in-person employee meetings.
Temporary Personnel Resources for short-term/interim staffing needs.	84,063	75,000	75,000	$0	0.0%	No change proposed.
Recruitment Expenses Advertising, pre-employment checks, and candidate travel.	23,575	31,000	60,000	$29,000	93.5%	Increased volume of recruitments and enhanced outreach efforts.
Memberships and Publications Agency and employee membership in professional associations.	73,226	111,000	111,800	$800	0.7%	Increased costs for membership fees.
Rent and Facilities 401 B Street office lease and related fees, taxes, and maintenance expenses.	3,247,975	3,666,000	4,066,000	$400,000	10.9%	Increased cost for additional leased space and rate escalation for 401 B Street
Lease/Purchase/Maintenance: Vehicles Maintenance of SANDAG fleet vehicles.	4,987	20,000	20,000	$0	0.0%	No change proposed.
Lease/Purchase/Maintenance: Furniture and Acquisition, replacement, and maintenance of office furniture and equipment.	144,430	50,000	50,000	$0	0.0%	No change proposed.
Insurance Coverage for general liability, property, travel, cyber, bonds, and other insurance types.	637,860	693,405	725,845	$32,440	4.7%	Increase reflects market trends for general liability and cyber insurance.
Telecommunications Telephone and voicemail system and services.	219,479	91,000	223,000	$132,000	145.1%	Budget reflects pre-pandemic costs for telecomm services.
Training Program Professional development, coaching, technical training, and tuition reimbursement for employees.	86,856	200,000	200,000	$0	0.0%	No change proposed.
COVID-19 Expenses	525,425	265,000	0	($265,000)	-100.0%	COVID-19 related expenses are embedded in other budget line items.
Maintenance/Equipment - Information Systems Maintenance, software, and equipment costs	185,444	281,995	212,600	($69,395)	-24.6%	Software license costs are included in the Information Technology budget.
Contingency Administration reserve for unforeseen expenses.	125,000	125,000	125,000	$0	0.0%	
Total Non-Personnel Costs	**$6,247,694**	**$7,612,110**	**$7,834,037**	**$221,927**	**2.9%**	
Less: Items funded with other sources	(280,000)	(1,205,000)	(14,000)	1,191,000	-98.8%	
Less: Contingency funded separately with Member Assessments and *TransNet*	(125,000)	(125,000)	(125,000)	-	0.0%	
Total Non-Personnel Costs Charged to Overhead	**$5,842,694**	**$6,282,110**	**$7,695,037**	**$1,412,927**	**22.5%**	

FY 2023 Administration Budget Contracted Services

OWP No.	Contract Type Scope	Budget Year Amount
Administration		
8000100	Legal Services: Online legal research	$27,000
8000100	Legal Services: On-Call Open Government Law Legal Services	$70,000
8000100	Legal Services: Outside counsel for agency needs and Other legal contracts	$40,000
8000100	**Admin - Overhead**	**$137,000**
8000120	Professional Services - Other: Moving and storage services	$25,000
8000120	Administrative Services: Consultant services for lease terms advice	$15,000
8000120	Office Space Services: Vendor for installing TV for conference rooms	$3,600
8000120	Office Space Services: Office Space Management Tool	$10,000
8000120	**Office & Property Services**	**$53,600**
8000125	Legal Services: Breach counsel and cyber forensics team / Outside insurance counsel as needed	$5,000
8000125	**Insurance and Risk Management**	**$5,000**
8000141	Professional Services - Other: On-Call Legal Services - Employment	$150,000
8000141	Personnel Services: On-Call Class/Comp Work	$200,000
8000141	Personnel Services: SuccessFactors Annual License	$25,000
8000141	Professional Services - Other: Outplacement Services	$3,000
8000141	Personnel Services: Ergonomic Consulting	$5,000
8000141	Personnel Services: Org. Effectiveness Strategies/Initiatives	$50,000
8000141	Personnel Services: Driving Record Checks (Samba)	$16,000
8000141	**Human Resources - Contractual Services**	**$449,000**
8000144	Personnel Services: Wellness Fair Coordination Services	$6,000
8000144	**Human Resources - Programs**	**$6,000**
8000146	Professional Services - Other: Professional services for training	$25,000
8000146	Professional Services - Other: Ongoing support to develop and implement the agency's Equity Action Plan	$100,000
8000146	**Diversity, Equity, Inclusion Initiatives**	**$125,000**
8000161	Legal Services: CBA Legal services to support additional negotiations, document preparation, agreement preparation, and administration of the agreement.	$50,000
8000161	Professional Services - Other: Mira Costa College (North Coast Small Business Development Center) annual support/sponsorship	$10,000
8000161	DBE Consulting Services: DBE Consulting Services to support SANDAG in DBE Goal Setting, maintaining the Compliance Information System, technical services, triennial DBE goal evaluation and annual review, and outreach/marketing.	$246,000
8000161	Professional Services - Other: ADA Consulting Services and Technical Assistance	$26,000
8000161	Professional Services - Other: San Diego Contracting Opportunities Center (Southwestern College) sponsorship agreement to provide support services to the small business community.	$10,000
8000161	Professional Services - Other: Community Benefit Agreement consulting services to provide guidance and assistance to ensure SANDAG meets or exceeds the requirements for the program.	$300,000
8000161	Professional Services - Other: Conduct a comprehensive Disparity Study for the time period of 2018 through 2022 within the legal framework as established by 49 CFR Part 26.	$60,000
8000161	Professional Services - Other: Labor Compliance Technical Services	$45,000
8000161	**Diversity and Equity**	**$747,000**
8000180	Auditing Services: Auditing services for the Comprehensive Annual Financial Report, Federal Single Audit, and other financial reports.	$73,192
8000180	**Finance (Admin)**	**$73,192**
	Administration Total - Contracted Services	**$1,595,792**

FY 2023 Office of the Independent Performance Auditor Budget[1]

Personnel	FY 2021 Actuals	FY 2022 Budget	FY 2023 Budget	% of Non-Personnel Costs	Annual % Change
Office of the Independent Performance Auditor Salaries and Benefits	$ 745,756	$ 909,020	$ 1,043,019		14.7%
Subtotal Salaries and Benefits	$ 745,756	$ 909,020	$ 1,043,019		14.7%
Non-Personnel					
Memberships and Publications	2,011	7,000	7,000	18.6%	0.0%
Training Program	11,283	30,600	30,600	81.4%	0.0%
Subtotal Non-Personnel	$ 13,294	$ 37,600	$ 37,600	100.0%	0.0%
Total Office of the Independent Performance Auditor Budget	$ 759,050	$ 946,620	$ 1,080,619		14.2%
Less: Items Funded with Other Sources[1]	$ (759,050)	$ (946,620)	$ -		-100.0%
Indirect Costs to be Allocated	**$ -**	**$ -**	**$ 1,080,619**		100.0%

Note:

[1] Funded with Member Assessments, TransNet Administration, and TransNet /FasTrak® swap

Office of the Independent Performance Auditor Budget Detailed Descriptions

Account Title/Purpose	FY 2021 Actuals	FY 2022 Budget	FY 2023 Budget	Change Amount	Annual % Change	Primary Reason for Change
Memberships and Publications Professional memberships for auditors - ACFE, AICPA, IIA. Additionally, other memberships such as time tracking, project tracking and audit cycle tracking	2,011	7,000	7,000	-	0.0%	
Training Program Auditor Training as required by GAGAS professional auditing standards and professional development.	11,283	30,600	30,600	-	0.0%	
Total Non-Personnel Costs	**$13,294**	**$37,600**	**$37,600**	**$24,306**	**182.8%**	

FY 2023 Business Information and Technology Services (IT Department) Budget

Personnel	FY 2021 Actuals	FY 2022 Budget	FY 2023 Budget	% of Non-Personnel Costs	Annual % Change
Business Information and Technology Services Salaries and	$ 1,504,659	$ 1,529,013	$ 1,679,196		9.8%
Subtotal Salaries and	$ 1,504,659	$ 1,529,013	$ 1,679,196		9.8%
Non-Personnel					
Office Supplies	3,430	22,000	23,000	0.8%	4.5%
Memberships and Publications	120	-	8,250	0.3%	100.0%
Meeting and Miscellaneous	24,759	-	-	0.0%	0.0%
Information Systems - Maintenance and Equipment	1,228,421	2,735,482	2,763,351	98.9%	1.0%
Subtotal Non-Personnel	$ 1,256,730	$ 2,757,482	$ 2,794,601	100.0%	1.3%
Total Business Information and Technology Services Budget	$ 2,761,389	$ 4,286,495	$ 4,473,797		4.4%
Indirect Costs to be Allocated	**$2,761,389**	**$ 4,286,495**	**$ 4,473,797**		**4.4%**

Business Information and Technology Services (IT Department) Budget Detailed Descriptions

Account Title/Purpose	FY 2021 Actuals	FY 2022 Budget	FY 2023 Budget	Change Amount	Annual % Change	Primary Reason for Change
Office Supplies All standard office supplies, forms, paper, materials, small equipment, etc.	$ 3,430	$ 22,000	$ 23,000	$ 1,000	4.5%	Expected inflationary increases in the cost of goods.
Memberships and Publications ITSCA	120	-	8,250	8,250	100.0%	ITSCA Membership costs consolidated from other budgets
Meeting and Miscellaneous Expe Temporary services to assist with PC and laptop deployment. Additional project team support, requirement gathering and process mapping as needed.	24,759	-	-	-	0.0%	
Information Systems – Maintenance and Equipment Maintenance, software, and equipment costs	1,228,421	2,735,482	2,763,351	27,869	1.0%	Expected contractual increases in annual software licensing
Total Non-Personnel Costs	**$1,256,730**	**$2,757,482**	**$2,794,601**	**$37,119**	**1.3%**	

FY 2023 Board of Directors Budget

Board of Directors Expense	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	Annual % Change	
Professional Services	$61,825	$393,000	$318,500	-19.0%	
Parking and Mileage	3,574	37,000	45,000	21.6%	
Travel	0	25,000	30,000	20.0%	
Meeting and Misc Expense	10,977	187,500	168,000	-10.4%	
Board Compensation	179,133	170,000	180,000	5.9%	
Total Board Expense	**$255,509**	**$812,500**	**$741,500**	**-8.7%**	-8.7%
Sources of Funding					
Member Agency Assessments	$127,755	$406,250	$370,750	-8.7%	
TransNet Administration	127,755	406,250	370,750	-8.7%	
Total Funding Sources	**$255,509**	**$812,500**	**$741,500**	**-8.7%**	

FY 2023 Board of Directors Budget Detailed Descriptions

Account Title/Purpose	FY 2021 Actual	FY 2022 Budget	FY 2023 Budget	Annual Change	% Change	Primary Reason for Change
Professional Services Closed captioning, interpretation, and security services for Board of Directors (Board) and Policy Advisory Committee (PAC) meetings; also media and legal services.	61,825	393,000	318,500	(74,500)	-19.0%	The upgrade of the Board Room audio visual system was completed in FY 2022. Costs for language interpretation services have been added for FY 2023.
Parking and Mileage Mileage reimbursement for Board and PAC members, and parking validation for public meetings.	3,574	37,000	45,000	8,000	21.6%	The budget has been restored to prior year levels to reflect return to in-person public meetings.
Travel Board and PAC member business travel.	-	25,000	30,000	5,000	20.0%	The budget reflects pre-pandemic travel expenses for Board/PAC travel.
Meeting and Misc. Expenses Annual Board Retreat and other non-professional services meeting expenses.	10,977	187,500	168,000	(19,500)	-10.4%	The cost for closed captioning has been moved to the Professional Services line item.
Board/PAC Member Compensation Stipends provided to Board and PAC members for attendance at SANDAG meetings.	179,133	170,000	180,000	10,000	5.9%	The budget reflects anticipated expenses in FY 2023.
Total Board Expense	**255,509**	**812,500**	**741,500**	**(71,000)**	**-8.7%**	

Chapter 8

TransNet Program

Chapter 8
TransNet Program

This chapter provides summary information related to the TransNet Program; the region's half-cent sales tax dedicated for transportation-related improvements. In 2004, the voters enacted a 40-year extension to the TransNet Program (Proposition A, November 2004), which extended the previous program from FY 2009 through FY 2048.

The TransNet Ordinance and Expenditure Plan governs the distribution of the half-cent sales tax revenues. In FY 2022, an administrative allocation of 2% was approved for program administration and planning future investments (previously 1%). After allocating the administrative portion, as well as the apportionment for the Independent Taxpayer Oversight Committee (ITOC), which is increased annually based on the consumer price index, and the 2% for the Bicycle, Pedestrian, and Neighborhood Safety program (also referred to as Active Transportation), the net annual revenues are distributed among the various major program categories shown in the following "flow of funds" chart. The following tables provide the actual and estimated revenue distribution for FY 2021 through FY 2023. Based on the flow of funds shown in the chart included in this chapter for FY 2023, the formula share of the total annual estimated revenue of approximately $376 million will be 'passed through' or allocated to each major program. The next table provides a further breakdown of the allocations to the Transit System Improvements and Local Street and Road programs. The transit funds are distributed on a population formula basis to the Metropolitan Transit System and North County Transit District areas of jurisdiction, with a set-aside for specialized services for seniors and disabled riders. The Local Street and Road program funds are allocated by formula and distributed accordingly to each of the 18 cities and the County of San Diego. Interest income from sales tax is allocated throughout the fiscal year to each program component and member agency based on a pro-rata share of their respective balances.

Debt financing has been used to accelerate the implementation of key Major Corridor, Environmental Mitigation, Bicycle, Pedestrian, and Neighborhood Safety, and Local Street and Road programs. The debt service costs are allocated on a pro-rata basis to each program component receiving debt proceeds. The annual debt service payments are shown next to the annual revenue estimates for the member agencies or programs receiving debt proceeds. The estimation of interest earnings forms the remaining balance of the bond proceeds. The interest income from bond proceeds is allocated to each program component and member agencies receiving debt proceeds based on a pro-rata share of their respective balances. The complete schedule of debt service payments is included in this chapter.

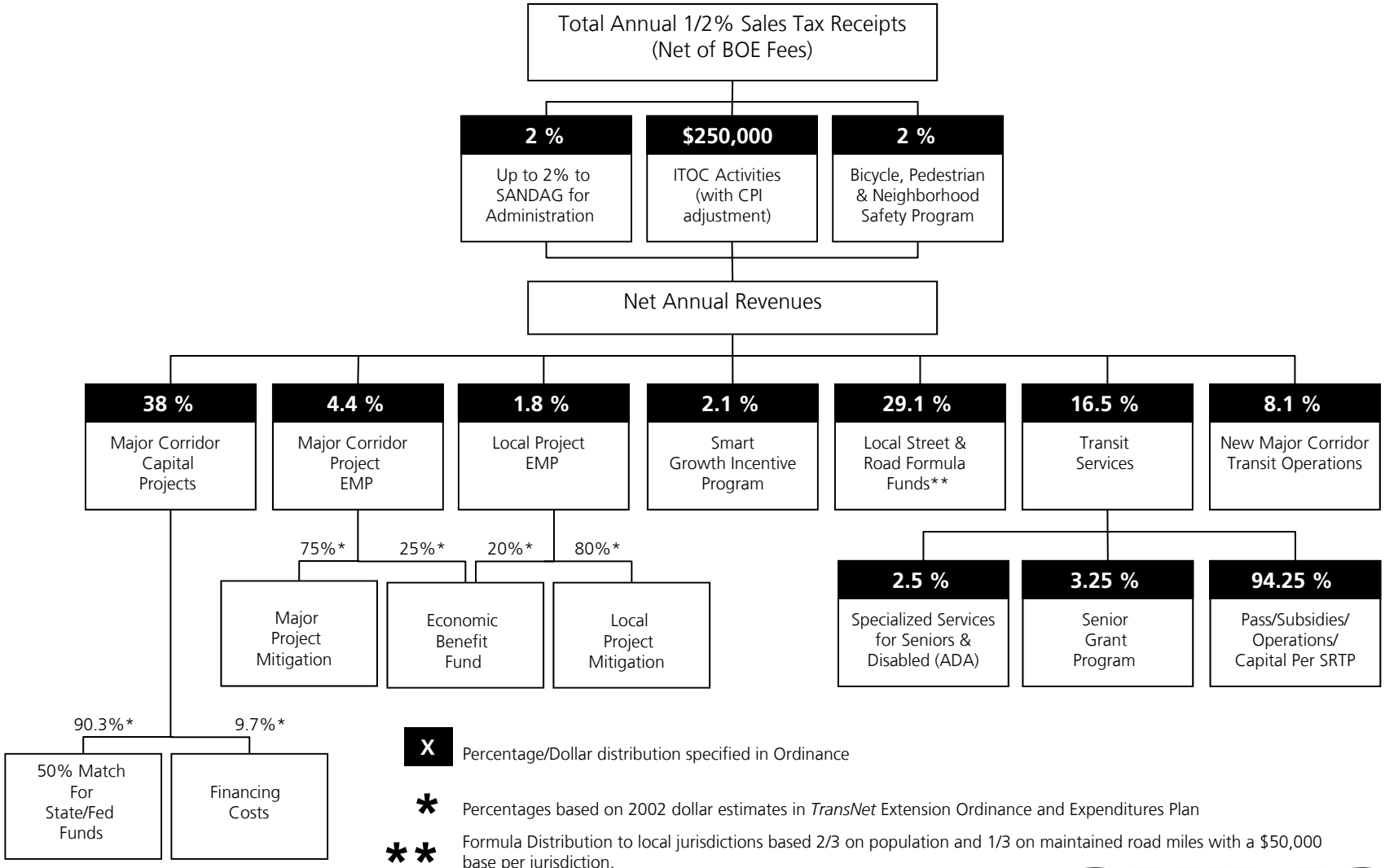
Four competitive grant programs shown in the flow of funds are being administered by SANDAG. The Senior Services Transportation Grant program awards funding for projects and operations that support mobility and access for senior and disabled persons. The Active Transportation Grant program supports non-motorized transportation infrastructure and neighborhood safety enhancement projects. The Smart Growth Incentive Grant program focuses on communities that are pursuing developments consistent with the regional smart growth areas and strategies. The Environmental Mitigation Grant program combines grant awards and contracts to provide habitat restoration, creation, enhancement, management, and monitoring necessary to meet project mitigation requirements primarily relating to TransNet capital projects.

The New Major Corridor Transit Operations fund is an 8.1% set-aside that funds continued operations of the transit services that have been built using TransNet funds and are open or nearly open for service. The projected TransNet funding necessary for the transit agencies to provide continued operations also is included in this chapter.

TransNet Extension

KeepSanDiegoMoving.com

Flow of Funds — FY 2009 to FY 2048



SANDAG

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
FY 2023 TransNet PROGRAM BUDGET

TransNet Program Revenues	Actual FY 2021	Estimated FY 2022	Projected FY 2023	% of Estimated Sales Tax Receipts	% Change FY 2022 to FY 2023	FY 2023 Debt Service Payments[10]
Estimated Gross Sales Tax Receipts	$336,551,996	$ 376,184,015	$ 378,790,216			
Less: California Department of Tax and Fee Administration Fe	(2,553,430)	(3,233,840)	(3,233,840)			
Estimated Sales Tax Receipts	$333,998,566	$372,950,175	$375,556,376	100%	0.7%	$ (121,235,073)
Interest Income[1]	3,151,659	7,360,271	7,543,709		2.5%	
Total Estimated Revenues	**$ 337,150,225**	**$ 380,310,446**	**$ 383,100,085**		**0.7%**	**$ (121,235,073)**
TransNet Program Allocations						
Administrative Allocations:[2]						
Commission/Board Expenses[3]	$ 127,755	$ 369,750	$ 370,750		0.3%	
Administrative/Contract Services	3,149,731	6,723,754	7,077,878		5.3%	
Office of the Independent Performance Auditor[3]	-	303,000	-		100.0%	
Administrative Reserve	62,500	62,500	62,500		0.0%	
Total Administrative Allocations	3,339,986	7,459,004	7,511,128	2.0%	0.7%	
Independent Taxpayer Oversight Committee[4]	432,993	421,541	461,610	0.1%	9.5%	
Bicycle, Pedestrian and Neighborhood Safety[5]	6,679,971	7,459,004	7,511,128	2.0%	0.7%	(5,615,167)
Total Off-the-Top Programs	10,452,950	15,339,549	15,483,866		0.9%	
Net Sales Tax Receipts	323,545,616	357,610,626	360,072,510		0.7%	
Program Allocations (calculated on Net Sales Tax Receipts):						
Major Corridors Program[6]	137,183,341	151,626,906	152,670,745	40.6%	0.7%	(111,639,862)
New Major Corridor Transit Operations[7]	26,207,195	28,966,461	29,165,873	7.8%	0.7%	
Transit System Improvements[8]	53,385,027	59,005,753	59,411,964	15.8%	0.7%	
Local System Improvements[9]	106,770,053	118,011,506	118,823,928	31.6%	0.7%	(3,980,044)
Total Program Allocations	323,545,616	357,610,626	360,072,510		0.7%	
TransNet Progarm Allocations Summary						
Total Off-the-Top Programs	$ 10,452,950	$ 15,339,549	$ 15,483,866		0.9%	
Total Program Allocations	323,545,616	357,610,626	360,072,510		0.7%	
Total Allocations	333,998,566	372,950,175	375,556,376	100%	0.7%	
Interest Income (to be allocated)[1]	3,151,659	7,360,271	7,543,709		2.5%	
Total Allocations and Interest	**$ 337,150,225**	**$ 380,310,446**	**$ 383,100,085**		**0.7%**	**($121,235,073)**

Notes:

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

[1] Estimated FY 2022 and projected FY 2023 interest includes projected sales tax revenue interest earnings and projected earnings on unspent bond proceeds held as

[2] Up to 2% of the annual sales tax revenue is allocated for administrative expenses. In May 2021, the Board of Directors approved an Ordinance amendment to change the Administrative allocation from 1% to 2% effective FY 2022.

[3] See Chapter 7 for further detail. Office of the Independent Performance Auditor expenses are incorporated into the Indirect Cost pool for FY 2023 to spread the costs across SANDAG programs.

[4] The Independent Taxpayer Oversight Committee (ITOC) allocation is based on the annual increase in the Consumer Price Index (CPI) beginning with FY 2002, using $250,000 as the starting base. SANDAG policy, and in accordance with the ordinance, is to use the current CPI index and calculate change from the base year.

[5] Total of 2% of annual sales tax revenue shall be allocated for bikeway facilities and connectivity improvements, pedestrian and walkable community projects, bicycle and pedestrian safety projects and programs, and traffic calming projects.

[6] 42.4% of Net Sales Tax Receipts, which equates to 40.6% of Estimated Sales Tax Receipts, shall be allocated for Major Corridor projects, which include transportation mitigation under the Environmental Mitigation Program (EMP) and any finance charges incurred.

7 8.1% of Net Sales Tax Receipts, which equates to 7.8% of Estimated Sales Tax Receipts, shall be allocated to operate new rail or Bus Rapid Transit services.

[8] 16.5% of Net Sales Tax Receipts, which equates to 15.8% of Estimated Sales Tax Receipts, shall be allocated for purposes of public transit services, including providing for senior and Americans with Disabilities Act-related services.

[9] 33% of Net Sales Tax Receipts, which equates to 31.6% of Estimated Sales Tax Receipts, shall be allocated for local street and road improvement services, which includes roadway projects as well as Local EMP and Smart Growth Incentive programs.

[10] See Long Term and Short Term Debt Program tables for details.

SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION
FY 2023 TransNet PROGRAM BUDGET

Detail of Estimated Program Allocations	Actual FY 2021	Estimated FY 2022	Projected FY 2023	Change FY 2022 to FY	FY 2023 Debt Service Payments
Total Administrative Allocations	$ 3,339,986	$ 7,459,004	$ 7,511,128	0.7%	
Bicycle, Pedestrian, and Neighborhood Safety	6,679,971	7,459,004	7,511,128	0.7%	$ (5,615,167)
Independent Taxpayer Oversight Committee[1]	432,993	421,541	461,610	9.5%	
Major Corridors Program	137,183,341	151,626,906	152,670,745	0.7%	(111,639,862)
New Major Corridor Transit Operations	26,207,195	28,966,461	29,165,873	0.7%	
Transit System Improvements:[2]					
2.5% for ADA-Related Services	1,334,626	1,475,144	1,485,299	0.7%	
3.25% for Specialized Services for Seniors/Disabled	1,735,013	1,917,687	1,930,889	0.7%	
MTS Projects & Services	35,763,780	39,574,186	39,776,947	0.5%	
NCTD Projects & Services	14,551,608	16,038,736	16,218,829	1.1%	
Total Transit System Improvements	53,385,027	59,005,753	59,411,964	0.7%	
Local System Improvements:					
Local Street and Road Program:[3]					
Carlsbad	3,501,316	3,858,360	3,886,794	0.7%	
Chula Vista	6,960,613	7,725,925	7,777,829	0.7%	
Coronado	700,698	713,217	719,503	0.9%	
Del Mar	226,858	242,136	245,752	1.5%	(149,174)
El Cajon	2,762,482	3,032,466	3,051,290	0.6%	
Encinitas	1,871,847	2,044,079	2,057,242	0.6%	
Escondido	4,170,625	4,622,324	4,656,196	0.7%	
Imperial Beach	792,505	885,378	893,808	1.0%	(371,745)
La Mesa	1,752,083	1,918,703	1,945,935	1.4%	(419,085)
Lemon Grove	797,719	864,630	867,447	0.3%	
National City	1,608,929	1,773,682	1,783,590	0.6%	
Oceanside	5,068,820	5,597,722	5,639,316	0.7%	
Poway	1,642,043	1,793,784	1,803,269	0.5%	
San Diego	37,929,925	42,236,200	42,519,527	0.7%	(130,835)
San Marcos	2,554,252	2,801,841	2,815,834	0.5%	(645,977)
Santee	1,587,321	1,745,442	1,755,583	0.6%	(799,595)
Solana Beach	472,744	516,475	519,715	0.6%	(217,804)
Vista	2,597,358	2,892,918	2,912,668	0.7%	
County of San Diego	17,153,635	18,799,411	18,929,804	0.7%	(1,245,829)
Total Local Street and Road Program	94,151,773	104,064,692	104,781,100	0.7%	(3,980,044)
Local Environmental Mitigation Program (EMP)[4]	5,823,821	6,436,991	6,481,305	0.7%	
Local Smart Growth Incentive Program[4]	6,794,458	7,509,823	7,561,523	0.7%	
Total Local System Improvement Allocations	106,770,052	118,011,506	118,823,928	0.7%	
Interest Income (to be allocated)[5]	3,151,659	7,360,271	7,543,709	2.5%	
Total Program Allocations	**$ 337,150,224**	**$ 380,310,446**	**$ 383,100,084**	**0.7%**	**$ (121,235,073)**

Notes:

[1] The Independent Taxpayer Oversight Committee (ITOC) allocation is based on the annual increase in the Consumer Price Index (CPI) beginning with FY 2002, using $250,000 as the starting base. SANDAG policy, and in accordance with the Ordinance, is to use the current CPI index and calculate change from the base year.

[2] Transit System Improvements allocations include 'off-the-top' funding services for Americans with Disabilities Act (ADA)-related programs and for senior/disabled services, with the balance allocated by population to the Metropolitan Transit System and North County Transit District. The ADA funding is allocated to the transit agencies based on population, while the Senior Services program is allocated based on a competitive call for projects process.

[3] Local Street and Road program funds are allocated based on $50,000 to each jurisdiction and the balance allocated by a formula based 2/3 on population data published by the State of California Department of Finance, and 1/3 on miles of maintained roads published by Caltrans. Individual city and county data as a percentage of the total of all city and county figures may fluctuate year to year.

[4] The Local EMP and Local Smart Growth Incentive programs are a subset under the Local System Improvement program designed to encourage early project mitigation and Smart Growth planning. These funds are available on a competitive call for projects process.

[5] Estimated FY 2022 and projected FY 2023 interest includes projected earnings on sales tax revenues and unspent bond proceeds held as investments.

FY 2023 TransNet Long-Term Debt Program

Senior Lien Sales Tax Revenue Bonds: [3]
2008 Series A,B,C,D (Tax-Exempt Bonds)
2010 Series A (Build America Bonds)
2010 Series B, 2012 Series A, 2014 Series A, 2016 Series A (Tax-Exempt Bonds)
2019 Series A, 2020 Series A (Taxable), 2021 Series A (Taxable)
Debt Service Allocation

	$600,000,000 Series 2008 Sales Tax Revenue Bonds (Tax-Exempt)			$338,960,000 Series A 2010 Sales Tax Revenue Bonds (Build America Bonds)					$420,585,000 Series A 2012 Sales Tax Revenue Bonds (Tax-Exempt) [4]		
Period Ending	**Principal Payment**	**Interest Payment[1]**	**Total Annual Payment**	**Principal Payment**	**Gross Interest Payment**	**Federal Subsidy on Interest**	**Net Interest Payment[2]**	**Total Annual Payment**	**Principal Payment**	**Interest Payment**	**Total Annual Payment**
6/30/2008		$ 3,779,037	$ 3,779,037								
6/30/2009	$ 10,800,000	23,664,091	34,464,091								
6/30/2010	11,400,000	22,343,011	33,743,011								
6/30/2011	11,700,000	21,778,708	33,478,708		$ 7,847,404	$ (2,746,591)	$ 5,100,813	$ 5,100,813			
6/30/2012	12,300,000	22,345,756	34,645,756		20,035,926	(7,012,574)	13,023,352	13,023,352			
6/30/2013	-	14,812,101	14,812,101		20,035,926	(7,012,574)	13,023,352	13,023,352	$ 18,060,000	$ 15,475,239	$ 33,535,239
6/30/2014	-	14,570,111	14,570,111		20,035,926	(6,455,074)	13,580,851	13,580,851	14,490,000	19,050,250	33,540,250
6/30/2015	-	14,531,207	14,531,207		20,035,926	(6,504,162)	13,531,763	13,531,763	14,870,000	18,665,550	33,535,550
6/30/2016	-	14,376,626	14,376,626		20,035,926	(6,518,188)	13,517,738	13,517,738	15,470,000	18,070,750	33,540,750
6/30/2017	-	15,542,859	15,542,859		20,035,926	(6,532,213)	13,503,713	13,503,713	16,240,000	17,297,250	33,537,250
6/30/2018	-	15,021,012	15,021,012		20,035,926	(6,548,928)	13,486,998	13,486,998	17,055,000	16,485,250	33,540,250
6/30/2019	-	13,719,673	13,719,673		20,035,926	(6,563,769)	13,472,156	13,472,156	17,855,000	15,682,500	33,537,500
6/30/2020	-	14,430,485	14,430,485		20,035,926	(6,588,313)	13,447,613	13,447,613	265,610,000	29,248,850	294,858,850
6/30/2021	-	14,644,337	14,644,337		20,035,926	(6,612,857)	13,423,069	13,423,069	19,970,000	2,046,750	22,016,750
6/30/2022	-	14,644,337	14,644,337		20,035,926	(6,612,857)	13,423,069	13,423,069	20,965,000	1,048,250	22,013,250
6/30/2023	18,600,000	14,475,070	33,075,070		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2024	19,200,000	13,792,541	32,992,541		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2025	20,100,000	13,085,441	33,185,441		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2026	21,000,000	12,345,580	33,345,580		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2027	21,300,000	11,578,418	32,878,418		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2028	22,500,000	10,792,145	33,292,145		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2029	23,400,000	9,964,920	33,364,920		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2030	24,300,000	9,104,934	33,404,934		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2031	25,200,000	8,212,186	33,412,186		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2032	26,100,000	7,286,677	33,386,677		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2033	27,300,000	6,325,676	33,625,676		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2034	28,200,000	5,323,724	33,523,724		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2035	29,400,000	4,286,281	33,686,281		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2036	30,600,000	3,205,155	33,805,155		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2037	31,800,000	2,080,348	33,880,348		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2038	33,300,000	909,128	34,209,128		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2039				$ 28,440,000	20,035,926	(6,612,857)	13,423,069	41,863,069			
6/30/2040				29,535,000	18,354,837	(6,058,014)	12,296,823	41,831,823			
6/30/2041				30,665,000	16,609,023	(5,481,808)	11,127,215	41,792,215			
6/30/2042				31,845,000	14,796,415	(4,883,557)	9,912,858	41,757,858			
6/30/2043				33,070,000	12,914,057	(4,262,285)	8,651,772	41,721,772			
6/30/2044				34,340,000	10,959,290	(3,617,114)	7,342,176	41,682,176			
6/30/2045				35,660,000	8,929,452	(2,947,166)	5,982,286	41,642,286			
6/30/2046				37,030,000	6,821,590	(2,251,466)	4,570,124	41,600,124			
6/30/2047				38,450,000	4,632,746	(1,529,038)	3,103,708	41,553,708			
6/30/2048				39,925,000	2,359,967	(778,907)	1,581,060	41,506,060			
Total	**$ 448,500,000**	**$ 372,971,573**	**$ 821,471,573**	**$ 338,960,000**	**$ 665,230,709**	**$ (219,936,027)**	**$ 445,294,679**	**$ 784,254,679**	**$ 420,585,000**	**$ 153,070,639**	**$ 573,655,639**

Notes:
[1]The 2008 Bond interest payments are based on the fixed rate payable to the swap providers and variable rate paid to the bondholders using actual rates through December 25, 2019, and using an average rate derived from the last six years for future periods, offset with the variable rate received from the swap providers (65% of LIBOR or SIFMA). It is anticipated that over the life of the debt, the variable rate received from the swap providers will approximate the variable rate paid to the bondholders. On June 14, 2012, $151,500,000 of the 2008 Series ABCD Bonds were redeemed through the issuance of the 2012 Bonds.
[2]The 2010 Build America Bonds interest payments are net of the federal interest subsidy, which is approximately 27% of the total interest cost (prior to the Federal Sequestration in March 2013, the interest subsidy was 35%). Gross Interest Payment for FY 2021 is $20,035,926 with an estimated subsidy (receipt) of $6,479,618.
[3] This schedule only reflects debt issued that will be repaid with *TransNet* sales tax dollars. In August of FY2020, the 2019 Series A and B Capital Grants Receipts Revenue Bonds were issued which is secured solely by Grant Receipts and therefore is not reflected on this schedule.
[4] On December 19, 2019, $246,910,000 of the 2012 Bonds and $155,335,000 of the 2014 Bonds were redeemed through the issuance of the 2019 Bonds.
[5] On March 25, 2021, $146,365,000 of the 2014 Bonds were redeemed through the issuance of the 2021 Bonds.

FY 2023 TransNet Long-Term Debt Program

Senior Lien Sales Tax Revenue Bonds: [3]
2008 Series A,B,C,D (Tax-Exempt Bonds)
2010 Series A (Build America Bonds)
2010 Series B, 2012 Series A, 2014 Series A, 2016 Series A (Tax-Exempt Bonds)
2019 Series A, 2020 Series A (Taxable), 2021 Series A (Taxable)
Debt Service Allocation

	$350,000,000 Series A 2014 Sales Tax Revenue Bonds (Tax-Exempt) [4, 5]			$325,000,000 Series A 2016 Sales Tax Revenue Bonds (Tax-Exempt)		
Period Ending	**Principal Payment**	**Interest Payment**	**Total Annual Payment**	**Principal Payment**	**Interest Payment**	**Total Annual Payment**
6/30/2008						
6/30/2009						
6/30/2010						
6/30/2011						
6/30/2012						
6/30/2013						
6/30/2014						
6/30/2015		$ 9,662,377	$ 9,662,377			
6/30/2016	$ 4,460,000	17,305,750	21,765,750			
6/30/2017	4,590,000	17,171,950	21,761,950	$ 2,765,000	$ 10,093,907	$ 12,858,907
6/30/2018	4,820,000	16,942,450	21,762,450	4,555,000	16,111,750	20,666,750
6/30/2019	5,060,000	16,701,450	21,761,450	4,780,000	15,884,000	20,664,000
6/30/2020	160,650,000	35,439,449	196,089,449	5,020,000	15,645,000	20,665,000
6/30/2021	151,945,000	8,521,000	160,466,000	5,270,000	15,394,000	20,664,000
6/30/2022	5,860,000	923,750	6,783,750	5,535,000	15,130,500	20,665,500
6/30/2023	6,155,000	630,750	6,785,750	5,810,000	14,853,750	20,663,750
6/30/2024	6,460,000	323,000	6,783,000	6,105,000	14,563,250	20,668,250
6/30/2025				6,410,000	14,258,000	20,668,000
6/30/2026				6,730,000	13,937,500	20,667,500
6/30/2027				7,065,000	13,601,000	20,666,000
6/30/2028				7,420,000	13,247,750	20,667,750
6/30/2029				7,790,000	12,876,750	20,666,750
6/30/2030				8,180,000	12,487,250	20,667,250
6/30/2031				8,585,000	12,078,250	20,663,250
6/30/2032				9,015,000	11,649,000	20,664,000
6/30/2033				9,465,000	11,198,250	20,663,250
6/30/2034				9,940,000	10,725,000	20,665,000
6/30/2035				10,440,000	10,228,000	20,668,000
6/30/2036				10,960,000	9,706,000	20,666,000
6/30/2037				11,510,000	9,158,000	20,668,000
6/30/2038				12,085,000	8,582,500	20,667,500
6/30/2039				12,685,000	7,978,250	20,663,250
6/30/2040				13,320,000	7,344,000	20,664,000
6/30/2041				13,990,000	6,678,000	20,668,000
6/30/2042				14,685,000	5,978,500	20,663,500
6/30/2043				15,420,000	5,244,250	20,664,250
6/30/2044				16,190,000	4,473,250	20,663,250
6/30/2045				17,000,000	3,663,750	20,663,750
6/30/2046				17,850,000	2,813,750	20,663,750
6/30/2047				18,745,000	1,921,250	20,666,250
6/30/2048				19,680,000	984,000	20,664,000
Total	**$ 350,000,000**	**$ 123,621,926**	**$ 473,621,926**	**$ 325,000,000**	**$ 328,488,407**	**$ 653,488,407**

FY 2023 TransNet Long-Term Debt Program

Senior Lien Sales Tax Revenue Bonds: [3]
2008 Series A,B,C,D (Tax-Exempt Bonds)
2010 Series A (Build America Bonds)
2010 Series B, 2012 Series A, 2014 Series A, 2016 Series A (Tax-Exempt Bonds)
2019 Series A, 2020 Series A (Taxable), 2021 Series A (Taxable)

	$442,620,000 Series A 2019 Sales Tax Revenue Bonds (Taxable)			$74,820,000 Series A 2020 Sales Tax Revenue Bonds (Taxable)			$149,840,000 Series A 2021 Sales Tax Revenue Bonds (Taxable) [5]			
Period Ending	**Principal Payment**	**Interest Payment**	**Total Annual Payment**	**Principal Payment**	**Interest Payment**	**Total Annual Payment**	**Principal Payment**	**Interest Payment**	**Total Annual Payment**	**Total Debt Service Payment**
6/30/2008										**$ 3,779,037**
6/30/2009										**34,464,091**
6/30/2010										**33,743,011**
6/30/2011										**39,206,351**
6/30/2012										**48,645,858**
6/30/2013										**62,350,642**
6/30/2014										**62,663,762**
6/30/2015										**72,239,847**
6/30/2016										**84,175,014**
6/30/2017										**98,178,229**
6/30/2018										**105,449,410**
6/30/2019										**104,129,129**
6/30/2020		$ 3,858,269	$ 3,858,269		$ 414,604	$ 414,604				**549,496,244**
6/30/2021		13,617,419	13,617,419	$ 1,540,000	3,553,750	5,093,750				**249,925,325**
6/30/2022		13,617,419	13,617,419	1,620,000	3,476,750	5,096,750		$ 3,017,568	$ 3,017,568	**99,261,643**
6/30/2023	$ 6,435,000	13,617,419	20,052,419	1,705,000	3,395,750	5,100,750		2,968,100	2,968,100	**102,068,907**
6/30/2024	6,640,000	13,498,629	20,138,629	1,785,000	3,310,500	5,095,500		2,968,100	2,968,100	**102,069,089**
6/30/2025	6,585,000	13,370,743	19,955,743	1,880,000	3,221,250	5,101,250	$ 9,660,000	2,968,100	12,628,100	**104,961,603**
6/30/2026	6,570,000	13,233,445	19,803,445	1,965,000	3,127,250	5,092,250	8,915,000	2,887,342	11,802,342	**104,134,186**
6/30/2027	7,185,000	13,089,891	20,274,891	2,065,000	3,029,000	5,094,000	9,010,000	2,794,983	11,804,983	**104,141,360**
6/30/2028	6,940,000	12,926,145	19,866,145	2,145,000	2,946,400	5,091,400	9,135,000	2,669,293	11,804,293	**104,144,802**
6/30/2029	7,045,000	12,761,736	19,806,736	2,250,000	2,839,150	5,089,150	9,270,000	2,532,725	11,802,725	**104,153,350**
6/30/2030	7,175,000	12,590,613	19,765,613	2,370,000	2,726,650	5,096,650	9,435,000	2,369,295	11,804,295	**104,161,810**
6/30/2031	7,945,000	12,411,310	20,356,310	1,980,000	2,608,150	4,588,150	9,615,000	2,193,521	11,808,521	**104,251,486**
6/30/2032	8,185,000	12,204,819	20,389,819	2,080,000	2,509,150	4,589,150	9,800,000	2,004,779	11,804,779	**104,257,493**
6/30/2033	8,175,000	11,983,906	20,158,906	2,185,000	2,405,150	4,590,150	10,000,000	1,802,605	11,802,605	**104,263,656**
6/30/2034	8,515,000	11,755,088	20,270,088	2,295,000	2,295,900	4,590,900	10,215,000	1,591,305	11,806,305	**104,279,086**
6/30/2035	8,605,000	11,512,496	20,117,496	2,410,000	2,181,150	4,591,150	10,435,000	1,365,247	11,800,247	**104,286,242**
6/30/2036	8,770,000	11,237,308	20,007,308	2,530,000	2,060,650	4,590,650	10,690,000	1,118,668	11,808,668	**104,300,849**
6/30/2037	8,985,000	10,956,843	19,941,843	2,655,000	1,934,150	4,589,150	10,945,000	857,511	11,802,511	**104,304,920**
6/30/2038	8,950,000	10,669,503	19,619,503	2,790,000	1,801,400	4,591,400	11,215,000	587,935	11,802,935	**104,313,536**
6/30/2039	15,115,000	10,383,282	25,498,282	2,925,000	1,661,900	4,586,900	11,500,000	300,495	11,800,495	**104,411,996**
6/30/2040	29,695,000	9,899,904	39,594,904	3,075,000	1,515,650	4,590,650				**106,681,377**
6/30/2041	30,665,000	8,935,410	39,600,410	3,225,000	1,361,900	4,586,900				**106,647,525**
6/30/2042	31,660,000	7,939,411	39,599,411	3,390,000	1,200,650	4,590,650				**106,611,419**
6/30/2043	32,690,000	6,911,094	39,601,094	3,560,000	1,031,150	4,591,150				**106,578,266**
6/30/2044	33,750,000	5,849,323	39,599,323	3,735,000	853,150	4,588,150				**106,532,899**
6/30/2045	34,845,000	4,753,123	39,598,123	3,925,000	666,400	4,591,400				**106,495,559**
6/30/2046	35,980,000	3,621,358	39,601,358	4,080,000	509,400	4,589,400				**106,454,632**
6/30/2047	37,155,000	2,452,727	39,607,727	4,245,000	346,200	4,591,200				**106,418,885**
6/30/2048	38,360,000	1,245,933	39,605,933	4,410,000	176,400	4,586,400				**106,362,393**
Total	**$ 442,620,000**	**$ 290,904,566**	**$ 733,524,566**	**74,820,000**	**59,159,554**	**133,979,554**	**149,840,000**	**36,997,570**	**186,837,570**	**$ 4,374,994,919**

FY 2023 TransNet Short-Term Debt Program

2018 Series A Subordinate Sales Tax Revenue Short-Term Notes
Series B Subordinate Sales Tax Revenue Commercial Paper Notes
Debt Service Allocation

Period Ending	$537,480,000 Series A 2021 Short-Term Notes[3]			$116,150,000 Series B 2021 Sales Tax Revenue Bonds (Tax-Exempt)			$100,000,000 Series B Commercial Paper Notes[1]			Total Debt Service Payment
	Principal Payment[1]	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment[2]	Total Annual Payment	
6/30/2019										$ 19,531,182
6/30/2020										20,499,200
6/30/2021										20,499,200
6/30/2022		$ 25,426,756	$ 25,426,756		$ 5,904,292	$ 5,904,292	$ 2,093,000	$ 147,130	$ 2,240,130	33,571,178
6/30/2023		12,437,000	12,437,000		5,807,500	5,807,500	785,000	136,666	921,666	19,166,166
6/30/2024					5,807,500	5,807,500	1,689,000	28,070	1,717,070	7,524,570
6/30/2025					5,807,500	5,807,500	5,233,000	26,170	5,259,170	11,066,670
6/30/2026				$ 3,240,000	5,807,500	9,047,500	5,234,000	26,165	5,260,165	14,307,665
6/30/2027				3,400,000	5,645,500	9,045,500	5,233,000	26,165	5,259,165	14,304,665
6/30/2028				3,570,000	5,475,500	9,045,500	5,233,000	19,630	5,252,630	14,298,130
6/30/2029				3,750,000	5,297,000	9,047,000	3,926,000		3,926,000	12,973,000
6/30/2030				3,935,000	5,109,500	9,044,500				9,044,500
6/30/2031				4,130,000	4,912,750	9,042,750				9,042,750
6/30/2032				4,340,000	4,706,250	9,046,250				9,046,250
6/30/2033				4,555,000	4,489,250	9,044,250				9,044,250
6/30/2034				4,780,000	4,261,500	9,041,500				9,041,500
6/30/2035				5,025,000	4,022,500	9,047,500				9,047,500
6/30/2036				5,270,000	3,771,250	9,041,250				9,041,250
6/30/2037				5,540,000	3,507,750	9,047,750				9,047,750
6/30/2038				5,815,000	3,230,750	9,045,750				9,045,750
6/30/2039				6,105,000	2,940,000	9,045,000				9,045,000
6/30/2040				4,780,000	2,634,750	7,414,750				7,414,750
6/30/2041				5,015,000	2,395,750	7,410,750				7,410,750
6/30/2042				5,270,000	2,145,000	7,415,000				7,415,000
6/30/2043				5,530,000	1,881,500	7,411,500				7,411,500
6/30/2044				5,810,000	1,605,000	7,415,000				7,415,000
6/30/2045				6,100,000	1,314,500	7,414,500				7,414,500
6/30/2046				6,405,000	1,009,500	7,414,500				7,414,500
6/30/2047				6,725,000	689,250	7,414,250				7,414,250
6/30/2048				7,060,000	353,000	7,413,000				7,413,000
Total	**$ -**	**$ 37,863,756**	**$ 37,863,756**	**$ 116,150,000**	**$ 100,532,042**	**$ 216,682,042**	**$ 29,426,000**	**$ 409,996**	**$ 29,835,996**	**$ 344,911,376**

Notes:

[1]The Commercial Paper Program authorized capacity is $100,000,000. Principal payments are based on outstanding Commercial Paper for payments using TransNet revenues. At June 30, 2021, there will be an outstanding principal balance of $21,750,000 related to the North County Transit District Certificates of Participation. No TransNet is used to repay this balance.

[2]The Commercial Paper interest payments are based on an interest rate of .5% for budgeting purposes. Interest rates over the last two years have ranged from 0.5% to 2.0%. Actual interest payments will be at the actual market rate.

[3]On March 23, 2021, $537,480,000 of the 2018 Short-Term Notes were refunded through the issuance of the 2021 Short-Term Notes. The 2021 Short-Term Notes will be repaid with the Transportation Infrastructure and Innovation Act (TIFIA) loan. Both financing support the Mid-Coast Light Rail Transit project.

Work Element: **1500200 Independent Taxpayer Oversight Committee Program**

Area of Emphasis: **TransNet**

Annual Project Funding[1]			
	FY 2021 Actual	FY 2022 Estimated Actual	**FY 2023 Budget**
TransNet ITOC Program	$432,993	$421,541	$461,610
Total	**$432,993**	**$421,541**	**$461,610**

Project Expenses			
	FY 2021	FY 2022	**FY 2023**
SANDAG Salaries, Benefits, Indirect[2]	$263,051	$260,853	$272,614
Annual Fiscal Audits	$127,095	$133,525	$133,525
Triennial Performance Audit	$253,037	$0	$0
Other Direct Costs	$1,000	$1,845	$1,892
Advertisement	$354	$1,637	$1,679
Postage/Delivery	$0	$211	$216
Meeting Interpretation Services	$0	$0	$8,000
Reserve for Outside Consulting Services[3]	$0	$23,282	$23,864
Total	**$644,537**	**$421,353**	**$441,790**
Net Difference	**$(211,544)**	**$188**	**$19,820**
Carryover Balance[4]	**$97,176**	**$97,364**	**$117,184**

[1] Annual revenue is $250,000 escalated annually by the most current Consumer Price Index (CPI)

[2] Salaries, benefits, indirect costs for SANDAG staff supporting the ITOC

[3] Reserve started at $20,000 in FY 2013 with CPI adjustment each subsequent year

[4] Carryover balance includes net difference between annual funding and expenses, prior year unspent funding, and may include interest earned

Objective

The objective of this work element is to fulfill the requirements of the TransNet Extension Ordinance, which authorizes the Independent Taxpayer Oversight Committee (ITOC) to oversee a number of functions relating to independent oversight of the TransNet Program.

Emphasis in FY 2023 will be the TransNet Ordinance Amendments, overseeing implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit, including the Transportation Performance Framework; and providing oversight for the continued implementation of the TransNet Program.

Previous Accomplishments

Previous accomplishments include overseeing the annual fiscal and compliance audits, implementation of the FY 2018 and FY 2021 TransNet Triennial Performance Audit recommendations, and review of the TransNet Program Update.

Justification

The ITOC Program fulfills a voter mandate in the TransNet Extension Ordinance.

Project Manager: Ariana zur Nieden, TransNet ITOC and Program Oversight
Committee(s): Transportation Committee
Working Group(s): Cities/County Transportation Advisory Committee
Independent Taxpayer Oversight Committee

Products, Tasks, and Schedules for FY 2023

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	**Task Description:**	Review the TransNet Program Update and oversee implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit.
		Product:	Status reports on progress of implementing Triennial Performance Audit recommendations
		Completion Date:	6/30/2023
2	10	**Task Description:**	Produce annual ITOC report in accordance with the TransNet Extension Ordinance.
		Product:	2023 ITOC Annual Report to the Board of Directors
		Completion Date:	6/30/2023
3	10	**Task Description:**	Provide additional review services by independent consultant, as appropriate.
		Product:	Independent report to the Board of Directors
		Completion Date:	6/30/2023
4	30	**Task Description:**	Oversee annual TransNet fiscal and compliance audits and present recommendations and findings, if any, to the ITOC, Transportation Committee, and SANDAG Board of Directors.
		Product:	FY 2022 TransNet Fiscal and Compliance Audit Report (Draft report presentation in March 2022 and final report presentation in June 2023)
		Completion Date:	6/30/2023
5	30	**Task Description:**	Continue implementation of recommendations from the FY 2018 and FY 2021 TransNet Triennial Performance Audit.
		Product:	Implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit.
		Completion Date:	6/30/2023

Future Activities

Conduct the FY 2024 TransNet Triennial Performance Audit and FY 2023 TransNet Fiscal and Compliance Audits, as well as continued implementation of the FY 2018 and FY 2021 TransNet Triennial Performance Audit recommendations and providing oversight for the continued implementation of the TransNet Program.

FY 2023 TransNet Senior Services Transportation Grant Program

The Senior Services Transportation Grant program is a competitive grant program awarded for projects and operations that support mobility and access for seniors.[1]

Project Number	Grantee	Project Title	Grant Amount	Anticipated Expenditures		
				Prior[2]	FY 2023	Future
1270400	City of La Mesa	Rides4Neighbors	$ 1,726,153	$ 1,726,153	$ -	$ -
1270800	FACT	RideFACT	2,183,470	1,783,470	200,000	200,000
1271000	Jewish Family Service	On the Go (North County Inland)	2,313,518	1,934,238	189,640	189,640
1271100	Peninsula Shepherd	Out and About	639,540	566,344	62,744	10,452
1271300	Traveler's Aid	SenioRide	2,159,103	1,909,103	250,000	-
1271800	Jewish Family Service	On the Go (Eastern San Diego)	1,314,013	934,733	189,640	189,640
1271900	FACT	CTSA & Brokerage Services	2,399,406	1,769,697	272,408	357,302
1272000	Jewish Family Service	On the Go (Northern San Diego)	1,639,791	1,291,734	158,417	189,640
1272600	Traveler's Aid	RIDEFinder	185,500	143,795	41,705	-
1272700	ElderHelp	Seniors a Go Go	249,558	128,222	121,336	-
Totals - Active Grants			**$ 14,810,052**	**$ 12,187,489**	**$ 1,485,890**	**$ 1,136,674**
Subtotals - 75 Projects completed prior to FY 2022			**$ 6,367,107**	**$ 6,367,107**		
Grand Total - *TransNet* Senior Services Transportation Grant Program			**$ 21,177,159**	**$ 18,554,596**	**$ 1,485,890**	**$ 1,136,674**

Notes:

[1] The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2021 call for projects as approved by the Board of Directors on September 26, 2008, February 25, 2011, March 22, 2013, February 27, 2015, July 22, 2016, March 24, 2017, March 22, 2019, and March 26, 2021. As grant projects are completed, original grant awards may be reduced to reflect actual costs at close out, with remaining funds returned to the pool for future use.

[2] Prior expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2022. Prior expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Senior Services Transportation Grant program.

TransNet Active Transportation Grant Program projects

The Active Transportation Grant program (ATGP) (formerly known as the Bicycle, Pedestrian, and Neighborhood Safety program — BPNS) is a competitive grant program supporting bicycle and pedestrian infrastructure and neighborhood safety enhancement projects. The program's *TransNet* funds also are supplemented with available Transportation Development Act Article 3 funds.

ATGP/ATP Funds Exchange Projects[1] (FY 2015) and Cycle 4 ATGP projects funded through TransNet (FY 2017, 2018, 2019)

Project Number	Contract Number	Jurisdiction	Project	Grant Amount	Anticipated Expenditures Prior[2]	FY 2023	FY 2024
1223071	5004838	City of Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	$ 1,054,000	$ 117,536	$ 36,464	$ 900,000
			Totals - Active Projects	**$ 1,054,000**	**$ 117,536**	**$ 36,464**	**$ 900,000**
			Subtotals - 67 Projects completed prior to FY 2022	**25,641,301**	**21,816,301**		
			Grand Total - *TransNet* Active Transportation Grant Program	**$ 26,695,301**	**$ 21,933,837**	**$ 36,464**	**$ 900,000**

[1]The grant projects shown above represent current active projects awarded Active Transportation Program (ATP) funds and approved by the Board of Directors for *TransNet* exchange funds. ATGP/ATP funds exchange project funding represent $10.7 million in BPNS funding.

[2]Prior expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2022. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* ATGP.

TransNet Smart Growth Incentive Projects

The Smart Growth Incentive Program (SGIP) provides competitive grant funding to communities pursuing development and infrastructure projects consistent with the regional smart growth areas and strategies.[1]

Project Number	Contract Number	Jurisdiction	Project	Grant Amount	Anticipated Expenditures Prior [2]	FY 2023	Future
Funding Cycle: FY 2017 - FY 2019 (Cycle 4) Active Grants							
1224067	5005488	City of El Cajon	El Cajon Transit Center Community Connection	$ 2,500,000	$ 313,227	$ 1,871,000	$ 315,773
1224068	5005489	City of El Cajon	Main Street- Green Street Gateway	2,500,000	234,728	600,000	1,665,272
1224060	5005481	City of Escondido	Grand Avenue Complete Streets Improvement Phase I	1,443,161	254,565	153,163	1,035,433
1224047	5005467	City of La Mesa	Complete Streets Integrated Design Manual	169,801	92,482	46,269	31,050
1224069	5005490	City of Lemon Grove	Connect Main Street	2,500,000	273,734	114,000	2,112,266
1224062	5005483	City of National City	Sweetwater Road Protected Bikeway	2,500,000	284,405	267,000	1,948,595
1224049	5005469	City of San Diego	Clairemont Transit Oriented Development Design Concepts	500,000	362,327	73,000	64,673
1224050	5005470	City of San Diego	College Area Smart Growth Study (CASGC)	500,000	266,332	215,981	17,687
1224052	5005472	City of San Diego	Mira Mesa Transit Oriented Development	500,000	470,521	25,050	4,429
1224053	5005474	City of San Diego	University Community Smart Growth Concept Study	500,000	442,137	48,854	9,009
1224064	5005485	City of San Diego	Downtown San Diego Wayfinding Signage - Cycle Network	220,000	121,512	25,000	73,488
1224065	5005486	City of San Diego	East Village Green Park, Phase 1	1,039,748	52,242	889,170	98,336
1224054	5005475	County of San Diego	Alpine Community Plan Implementation Financing Tools and Mechanisms	300,000	29,974	167,500	102,526
1224055	5005476	County of San Diego	Casa De Oro - Campo Road Specific Plan	500,000	295,847	200,000	4,153
1224056	5005477	County of San Diego	Valley Center Community Plan Update	325,000	296,492	25,000	3,508
			Totals - Active Projects	**$ 15,997,710**	**$ 3,790,525**	**$ 4,720,987**	**7,486,198**
			Subtotals - 50 Projects completed prior to FY 2022	**40,298,609**	**40,298,609**		
			Grand Total - TransNet Smart Growth Incentive Program	**$ 56,296,319**	**$ 44,089,133**	**$ 4,720,987**	**$ 7,486,198**

Notes:

[1] The grant projects itemized above represent the currently active TransNet SGIP projects per the FY 2014 - 2016 (Cycle 3) call for projects approved by the Board of Directors July 24, 2015 and the FY 2017-2019 (Cycle 4) call for projects approved by the Board in July and December of 2018.

[2] Prior Expenditures are calculated based on actual previous expenditures. Prior expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the TransNet SGIP.

EMP Land Management Grant Program

SANDAG has established a Competitive Land Management Grant Program. This program is a component of the *TransNet* Environmental Mitigation Program's Habitat Conservation Fund (1200300) shown in the *TransNet* Program of Projects as part of Chapter 9. The grants are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing for future species as endangered by the federal and state wildlife agencies.

10 Active Contracts						Anticipated Expenditures		
FY	Contract Number	Project Number	Grantee	Project	Grant Amount	Prior[1]	FY 2023	Future
2017	5004954	1201319	Chaparral Lands Conservancy	Otay Mesa Rare Plants	141,319	141,319	-	-
2017	5004955	1201320	Chaparral Lands Conservancy	Proctor Valley Vernal Pools and Uplands	393,864	337,524	56,340	-
2017	5004956	1201321	San Elijo Lagoon Conservancy	North County Dunes 2	197,799	195,462	2,337	-
2019	5005511	1201333	The Chaparral Lands Conservancy	Rare Plants 2	79,998	61,913	18,085	-
2019	5005512	1201334	San Diego Audubon Society	Silverwood-Anstine	34,311	23,558	10,753.00	-
2019	5005514	1201336	Mission Resource Conservation District	Invasive Species Management	379,500	117,628	50,000	16,122
2019	5005515	1201337	City of San Diego	San Pasqual Cactus Wren	200,000	60,974	60,000	79,026
2019	5005516	1201338	City of San Diego	Lower Otay Reservoir	243,142	71,365	100,000	71,777
2019	5005518	1201340	San Diego Audubon Society	Mission Bay Park	195,333	157,593	37,740	
2019	5005519	1201341	San Diego Zoo Global	Stinknet Removal	132,025	87,912	34,113	10,000
				Totals - Active Grants	**$ 1,997,291**	**$ 1,255,248**	**$ 369,368**	**$ 176,925**
				Subtotals - 107 Grants completed prior to FY 2022	**13,299,103**	**13,299,103**		
				Grand Total- *TransNet* Land Management Grant Program	**$ 15,296,394**	**$ 14,554,351**	**$ 369,368**	**$ 176,925**

Notes:

[1] Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2022. Prior expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the *TransNet* Environmental Mitigation Land Management Grant program.

Regional Habitat Conservation Fund

SANDAG has established a Regional Habitat Conservation Fund. This program is a component of the TransNet Environmental Mitigation program (EMP) (1200300) shown in the TransNet Program of Projects as part of Chapter 9. Contracts are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing of future species as endangered by the federal and state wildlife agencies. The Board of Directors allocates funding on an annual basis to complete specific tasks.

Project Number	Project Name	Approved Budget	Anticipated Expenditures		
			Prior[1]	FY 2023	Future
1200300	Regional Habitat Conservation Fund[2]	$ 20,990,475	514,045	$ -	$ 20,476,430
1200301	Conserved Lands Database Management	196,767	196,767	-	-
1200302	Post Fire Monitoring and Recovery	3,000,000	2,809,269	65,000	125,731
1200311	Vertebrate Monitoring - California Gnatcatcher/Cactus Wren	2,033,818	2,007,934	25,884	-
1200312	Program Developer/Administrator	2,010,253	1,584,507	50,000	375,746
1200313	Invasive Plant Species Management	2,144,480	2,083,863	-	60,617
1200314	Vertebrate Monitoring - Burrowing Owl	475,000	412,468	62,532	-
1200315	Invertebrate Monitoring - Rare Butterfly Monitoring	380,000	355,156	24,844	-
1200316	Management Coordinator	1,621,121	1,608,148	12,973	-
1200317	Monitoring Coordinator	689,402	641,134	48,268	-
1200318	Updated Vegetation Mapping	943,000	929,839	-	13,161
1200319	Vegetation and Landscape Monitoring	1,620,529	1,581,082	39,447	-
1200329	GIS Support	1,958,956	1,958,956	-	-
1200330	Enforcement	1,115,160	506,355	300,000	308,805
1200331	Wildlife Corridor and Linkages Monitoring	2,824,744	2,823,096	1,648	-
1200332	Rare and Endemic Plant Monitoring and Recovery	2,454,983	2,324,868	130,115	-
1200342	Preserve Level Management Plan Standardization	450,000	412,859	-	37,141
1200343	Other Species Monitoring	490,000	305,410	184,590	-

Regional Habitat Conservation Fund. SANDAG has established a Regional Habitat Conservation Fund. This program is a component of the TransNet Environmental Mitigation program (EMP) (1200300) shown in the TransNet Program of Projects as part of Chapter 9. Contracts are awarded to land managers to assist with regional management and monitoring needs to promote regional habitat conservation and reduce the potential for listing of future species as endangered by the federal and state wildlife agencies. The Board of Directors allocates funding on an annual basis to complete specific tasks.

Project Number	Project Name	Approved Budget	Anticipated Expenditures		
			Prior[1]	FY 2023	Future
1200350	Administrative & Science Support	1,455,000	1,357,896	97,104	-
1200355	Invasive Animal Species Management	2,478,257	2,351,977	126,280	-
1200356	Emergency Land Management Fund	400,000	-	-	400,000
1200357	Database Support	2,042,440	2,042,440	-	-
1200373	Invertebrate Monitoring - Fairy Shrimp	100,000	100,000	-	-
1200374	Biologist	1,902,531	1,902,531	-	-
1200375	Pro-active Wildfire Planning and Management	400,000	400,000	-	-
1200376	Vertebrate Monitoring	7,458,155	7,250,969	207,186	-
1200377	Invertebrate Monitoring	1,028,535	900,092	-	128,443
Various	Land Management Grants (see next section for specific grants)	15,296,394	14,991,199	369,368	176,925
	Subtotals - *TransNet* EMP - Habitat Conservation Fund	**$ 77,960,000**	**$ 54,352,859**	**$ 1,745,239**	**$ 22,102,999**

Notes:

[1] Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2022.

[2] Memorandum of Agreement approved by the Board on February 22, 2019, allocating a total of $4 million a year to regional management and biological monitoring for FY 2019 to FY 2029.

New Major Corridor Transit Operations Program

The TransNet Extension Ordinance includes funding to pay for the operations, maintenance, and support of those transit services described in the TransNet Transit Capital Improvement program.

Project No.	Project Name	Revenue/Expense Category	Actuals Through FY 2021	Estimated FY 2022	Projected FY 2023	Projected FY 2024	Projected FY 2025	Total FY 2009 - FY 2025
1139601	I-15 *Rapid* Operations and Maintenance	Operating Costs[1]	$ 60,324,009	$ 10,457,488	$ 10,771,212	$ 11,094,349	$ 11,427,179	$ 104,074,237
		Administration Costs[2]	478,925	48,260	49,707	51,199	52,735	$ 680,825
		Intelligent Transportation Systems[3]	250,161	17,172	17,687	18,218	18,764	$ 322,002
		Professional Services[4]	1,254,480	41,261	223,995	230,715	237,636	$ 1,988,086
		Farebox Revenues[6]	(9,216,430)	(1,424,721)	(1,467,462)	(1,511,486)	(1,556,831)	$ (15,176,930)
		TransNet/FasTrak® swap[8]	(15,000,000)	(7,500,000)	(4,000,000)	(2,200,000)	(2,200,000)	$ (30,900,000)
		TransNet Subsidy[7]	$ 38,091,146	$ 1,639,459	$ 5,595,139	$ 7,682,993	$ 7,979,483	$ 60,988,220
1139602	*SuperLoop* Operations and Maintenance	Operating Costs[1]	52,037,786	5,246,825	5,404,230	5,566,356	5,733,347	73,988,544
		Administration Costs[2]	83,711	25,000	25,750	26,523	27,318	188,301
		Intelligent Transportation Systems[3]	175,131	25,758	26,530	27,326	28,146	282,891
		Professional Services[4]	5,921	615	633	652	672	8,494
		Farebox Revenues[6]	(24,590,978)	(2,559,682)	(2,636,472)	(2,715,566)	(2,797,033)	(35,299,731)
		TransNet Subsidy[7]	$ 27,711,570	$ 2,738,516	$ 2,820,671	$ 2,905,291	$ 2,992,450	$ 39,168,499
1139603	Mid-City *Rapid* Bus Operations and Maintenance	Operating Costs[1]	39,447,653	6,750,471	6,952,986	7,161,575	7,376,422	67,689,107
		Administration Costs[2]	153,603	25,000	25,750	26,523	27,318	258,194
		Intelligent Transportation Systems[3]	198,368	42,929	44,217	45,544	46,910	377,969
		Professional Services[4]	75,827	13,365	13,766	14,179	14,604	131,741
		Maintenance of Effort[5]	(14,939,064)	(2,213,195)	(2,213,195)	(2,213,195)	(2,213,195)	(23,791,843)
		Farebox Revenues[6]	(11,503,406)	(1,674,694)	(1,724,935)	(1,776,683)	(1,829,983)	(18,509,701)
		TransNet Subsidy[7]	$ 13,432,981	$ 2,943,877	$ 3,098,589	$ 3,257,943	$ 3,422,077	$ 26,155,468
1139604	South Bay *Rapid* Operations and Maintenance	Operating Costs[1]	15,722,799	6,691,731	6,892,483	7,099,258	7,312,235	43,718,506
		Administration Costs[2]	46,869	25,000	25,750	26,523	27,318	151,460
		Intelligent Transportation Systems[3]	248,611	69,473	71,558	73,704	75,915	539,262
		Professional Services[4]	14,801	6,363	6,554	6,750	6,953	41,421
		Farebox Revenues[6]	(1,364,642)	(500,552)	(515,569)	(531,036)	(1,462,447)	(4,374,246)
		TransNet Subsidy[7]	$ 14,668,439	$ 6,292,015	$ 6,480,775	$ 6,675,199	$ 5,959,975	$ 40,076,403
1139606	Mid-Coast LRT Operations and Maintenance	Operating Costs[1]	-	11,517,623	15,756,108	16,165,767	16,586,077	60,025,574
		Administration Costs[2]	-	25,000	25,750	26,523	27,318	104,591
		Farebox Revenues[6]	-	(4,722,225)	(6,460,004)	(6,627,964)	(6,800,291)	(24,610,486)
		TransNet Subsidy[7]	$ -	$ 6,820,397	$ 9,321,854	$ 9,564,325	$ 9,813,103	$ 35,519,680

New Major Corridor Transit Operations Program

The TransNet Extension Ordinance includes funding to pay for the operations, maintenance, and support of those transit services described in the TransNet Transit Capital Improvement program.

Project No.	Project Name	Revenue/Expense Category	Actuals Through FY 2021	Estimated FY 2022	Projected FY 2023	Projected FY 2024	Projected FY 2025	Total FY 2009 - FY 2025
1139607	Mira Mesa *Rapid* Operations and Maintenance	Operating Costs[1]	11,214,357	1,721,357	1,772,998	1,826,188	1,880,973	18,415,873
		Administration Costs[2]	76,016	25,000	25,750	26,523	27,318	180,606
		Intelligent Transportation Systems[3]	201,283	42,929	44,217	45,544	46,910	380,883
		Professional Services[4]	36,211	5,725	5,897	6,074	6,256	60,163
		Farebox Revenues[6]	(1,624,430)	(268,963)	(277,032)	(285,343)	(293,903)	(2,749,671)
		TransNet/FasTrak® swap[8]	(2,000,000)	(1,000,000)	(500,000)	(300,000)	(300,000)	(4,100,000)
		TransNet Subsidy[7]	$ 7,903,436	$ 526,049	$ 1,071,830	$ 1,318,985	$ 1,367,554	$ 12,187,854
1139608	COASTER Operations and Maintenance	Operating Costs[1,9]	-	5,776,000	9,705,000	15,574,000	16,046,000	47,101,000
		Administration Costs[2]	-	25,000	25,750	26,523	27,318	104,591
		Farebox Revenues[6, 9]	-	(1,444,000)	(2,426,250)	(3,893,500)	(4,011,500)	(11,775,250)
		TransNet Subsidy[7]	$ -	$ 4,357,000	$ 7,304,500	$ 11,707,023	$ 12,061,818	$ 35,430,341
	Total Program	**Operating Costs[1]**	**178,746,604**	**48,161,495**	**57,255,016**	**64,487,492**	**66,362,234**	**$ 415,012,842**
		Administration Costs[2]	**839,124**	**198,260**	**204,207**	**210,334**	**216,644**	**$ 1,668,568**
		Intelligent Transportation Systems[3]	**1,073,554**	**198,262**	**204,210**	**210,336**	**216,646**	**$ 1,903,007**
		Professional Services[4]	**1,387,239**	**67,329**	**250,845**	**258,370**	**266,121**	**$ 2,229,904**
		Maintenance of Effort[5]	**(14,939,064)**	**(2,213,195)**	**(2,213,195)**	**(2,213,195)**	**(2,213,195)**	**$ (23,791,843)**
		Farebox Revenues[6]	**(48,299,885)**	**(12,594,837)**	**(15,507,724)**	**(17,341,579)**	**(18,751,989)**	**$ (112,496,015)**
		TransNet/FasTrak® swap[8]	**(17,000,000)**	**(8,500,000)**	**(4,500,000)**	**(2,500,000)**	**(2,500,000)**	**$ (35,000,000)**
		TransNet Subsidy[7]	**$ 101,807,572**	**$ 25,317,313**	**$ 35,693,359**	**$ 43,111,759**	**$ 43,596,461**	**$ 249,526,464**

Notes:

[1] Operating costs include those costs passed on to Metropolitan Transit System (MTS) and North County Transit District for operations and maintenance costs, which include: station and right-of-way maintenance, security, and utilities.

[2] Administration costs include the staff costs to monitor and administer the services, as well as added paratransit costs for newly served areas.

[3] Intelligent Transportation Systems include those costs to maintain and monitor traffic signal priority, real time information, variable message signs, etc.

[4] Professional services includes those costs to promote and evaluate the service, including marketing and passengers surveys, etc.

[5] Mid-City *Rapid* Bus' Operating Net Costs are the costs to operate Mid-City minus the "Maintenance of Effort" requirement from previous Route 15 operated in the same corridor by MTS.

[6] Farebox Revenues are those fares collected from passengers by the transit agencies.

[7] TransNet Subsidy = Operating costs + Administration costs + Intelligent Transportation Systems + Professional Services - Maintenance of Effort - Farebox Revenues. The TransNet Subsidy paid to Operators consists of program balances and is monitored by staff to ensure sufficient levels of funding is available.

[8] On September 27, 2019, the Board of Directors approved a funding swap of TransNet New Major Corridor Transit Operations funds with I-15 FasTrak funds.

Chapter 9

Capital Budget

Chapter 9
Capital Budget

This chapter includes a summary of regionally significant capital projects and applicable funds. With the TransNet Extension Ordinance passed by county voters in November 2004, SANDAG continues to partner with Caltrans, the transit operators, and local jurisdictions to implement major transit, highway, and bikeway projects throughout the San Diego region. This chapter is divided into nine sections: (1) TransNet Program of Projects, it includes the current budgets for the projects approved as part of the TransNet Extension; (2) TCIF/Goods Movement Program; (3) Regional Bikeway Program; (4) Major Capital Projects, regionally significant capital investments over $1 million; (5) Minor Capital Projects, other capital projects less than $1 million; (6) Projects Pending Closeout, projects that are substantially complete; (7) Projects Completed Through A Major Milestone, these projects require additional funding to move into the next phase; (8) Future Projects, identifies approved Complete Corridor projects with funding beginning in FY 2022 and beyond; and (9) Comprehensive Multimodal Corridor Plan, these projects are related to creating a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 Capital Budget Funding ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FUNDING SOURCES										Notes
						5307	5309[1]	5339	Cap & Trade	STIP	SB1	Prop 1B	TransNet	TDA	Other[2]	
	TransNet Program of Projects															
1200100	**TransNet Project Office**	36,887	36,887	3,800	33,087								36,887			L19
1200200	**Project Biological Mitigation Fund**	458,000	458,000	374,093	83,907								457,547		453	F1, F7, F14, L8, L16, L18
1200300	**Regional Habitat Conservation Fund**	77,960	77,960	53,825	24,135								77,617		343	L5, S5
	Mid-Coast Corridor															
1257001	Mid-Coast Light Rail Transit (LRT)	2,171,201	2,171,201	2,041,164	130,037	57,098	1,043,509						1,070,594			
	I-5 Corridor															
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	408,037	408,037	371,289	36,748					71,078	195,000		74,441		67,518	F1, F7, F8, S2
1200506	I-5/Genesee Interchange and Widening	121,278	121,278	120,811	467							8,000	20,101		93,177	F7, F8, L4, L11, S2
1200507	I-5/Voigt Drive Improvements	43,380	43,380	38,497	4,883						16,130		25,770		1,480	L3
1200509	I-5 HOV: San Elijo Bridge Replacement	336,515	336,515	308,294	28,221					59,382			57,552		219,581	F1, F7, F8, F17, L5
1200510	I-5 HOV: Carlsbad	127,641	127,641	20,717	106,924					89,063			5,792		32,786	F1, F7, S2
1200512	I-5/Genesee Auxiliary Lane	7,249	7,249	7,246	3										7,249	S2
1200513	SR 56 Auxiliary Lanes	27,644	27,644	4,261	23,383								1,091		26,553	F8, L4
1200515	I-5/I-805 HOV Conversion to Express Lanes	20,150	20,150	1,000	19,150					18,350			1,800			
	I-15 Corridor															
1201514	Downtown Multiuse and Bus Stopover Facility	45,975	45,975	39,197	6,778								30,290		15,685	F7, L9
	SR 52 Corridor															
1205204	SR 52 Improvements	12,000	12,000	74	11,926						3,000		3,000		6,000	L11
	SR 67 Corridor															
1206701	SR 67 Improvements	16,000	16,000	4,099	11,901						4,043		832		11,125	F7
	SR 76 Corridor															
1207606	SR 76 East	203,289	203,289	200,356	2,933							27,387	55,119		120,783	F2, F7, L5, L7, L11, L15
	SR 78 Corridor															
1207802	I-15/SR 78 HOV Connectors	32,937	32,937	8,004	24,933					15,329	4,650		6,077		6,881	F7
1207804	SR 78 HOV Lanes: I-5 to I-15	39,000	39,000	4,450	34,550						5,000		7,474		26,526	F7
	Blue & Orange Line Improvements															
1210021	Blue Line Railway Signal Improvements	367	367	248	119								367			
1210090	Low-Floor Light Rail Transit Vehicles	72,260	72,260	30,050	42,210								260		72,000	F7
1210091	Palomar Street Rail Grade Separation	5,000	5,000	1,300	3,700								50		4,950	F1
	SR 125 Corridor															
1212501	SR 94/SR 125 South to East Connector	34,240	34,240	26,501	7,739					13,948	4,000		3,914		12,378	F7, S6, S9
	Coastal Corridor															
1239809	Eastbrook to Shell Double Track	10,526	10,526	10,219	307						2,000		5,000		3,526	F5
1239811	Elvira to Morena Double Track	184,101	184,101	182,885	1,216	54,566			61,383				37,687		30,465	F5, L4, S9
1239812	Sorrento to Miramar Phase 2	29,740	29,740	19,972	9,768					2,000	12,220		12,418		3,102	F5
1239813	San Dieguito Lagoon Double Track and Platform	22,545	22,545	19,651	2,894						3,500		6,840		12,205	F5, L6
1239814	LOSSAN Rail Corridor Preliminary Engineering	1,649	1,649	1,416	233								1,649			
1239816	Batiquitos Lagoon Double Track	14,509	14,509	12,839	1,670	5,000					1,250		8,259			
1239820	COASTER Train Sets	58,800	58,800	5,920	52,880						21,200		25,000		12,600	L6
1239821	LOSSAN Rail Corridor Improvements	3,520	3,520	3,500	20								520		3,000	F7
1239822	San Dieguito Lagoon Double Track and Platform Phases 1 Construction	56,328	56,328	0	56,328						30,528				25,800	L6
	Mid-City Rapid Bus															
1240001	Mid-City Rapid Bus	44,526	44,526	44,191	335	320	22,379						21,827			
	I-805 Corridor															
1280511	I-805 North: 2HOV Lanes	113,965	113,965	111,260	2,705							41,996	10,099		61,870	F1
1280513	I-805 /SR 94 Bus on Shoulder Demonstration Project	30,900	30,900	27,792	3,108		14,084						16,816			
1280515	I-805 South Soundwalls	109,589	90,589	64,916	25,673								13,188		77,401	F7, F8, S2
1280516	I-805 North Auxiliary Lanes	4,242	4,242	3,870	372					4,200			42			
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	15,800	15,800	540	15,260								800		15,000	F1
1280520	I-805 /SR 94 /SR-15 Transit Connection	16,000	16,000	0	16,000								7,900		8,100	F1
	Total TransNet Program of Projects	4,976,863	4,957,863	4,164,447	793,416	116,984	1,079,972	0	61,383	273,350	302,521	77,383	2,067,733	0	978,537	

SAN DIEGO ASSOCIATION OF GOVERNMENTS

FY 2023 Capital Budget Funding ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FUNDING SOURCES										Notes
						5307	5309[1]	5339	Cap & Trade	STIP	SB1	Prop 1B	TransNet	TDA	Other[2]	
	TCIF/Goods Movement															
1201101	SR 11 and Otay Mesa East Port of Entry	688,426	245,076	207,208	37,868					109	52,380		13,318		179,269	F2, F6, F7, F11, L14
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors	130,574	130,574	126,996	3,578							7,825			122,749	F6, F15, L14, S2
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	32,308	32,308	29,782	2,526						32,308					
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study	2,500	2,500	2,390	110										2,500	F6
1390506	SR 125/905 Southbound to Westbound Connector	30,825	30,825	26,704	4,121						16,523	1,125			13,177	F8, L14
	Total TCIF/Goods Movement Projects	884,633	441,283	393,080	48,203	0	0	0	0	109	101,211	8,950	13,318	0	317,695	
	Regional Bikeway Projects															
1223016	Coastal Rail Trail San Diego: Rose Creek	28,081	28,081	27,896	185					400			23,560	4,121		
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	15,820	9,820	9,642	178					234			8,342		1,244	L10, S1
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	8,094	4,358	3,639	719								1,751	2,607		
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	24,379	24,379	24,294	85								22,012	1,250	1,117	L4
1223053	San Diego River Trail: Carlton Oaks Segment	1,700	1,700	1,352	348								1,368		332	S10
1223054	Central Avenue Bikeway	4,169	1,409	1,359	50								1,409			
1223055	Bayshore Bikeway: Barrio Logan	33,212	33,212	10,543	22,669								16,721	1,987	14,504	F13, F19, L7
1223056	Border to Bayshore Bikeway	19,858	19,858	4,486	15,372								3,723		16,135	F7, F13, F19
1223057	Pershing Drive Bikeway	22,418	22,418	7,806	14,612								22,418			
1223058	Downtown to Imperial Avenue Bikeway	14,717	14,717	3,848	10,869								4,304		10,413	F7, F13, F19
1223079	North Park/Mid-City Bikeways: Howard Bikeway	9,873	1,778	1,678	100								1,528		250	F7
1223081	North Park/Mid-City Bikeways: University Bikeway	21,004	21,004	2,760	18,244				5,763				4,258		10,983	F7, F13
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	26,534	26,534	26,450	84								26,534			
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	20,167	5,347	3,384	1,963								3,147		2,200	L4
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	16,624	16,624	2,514	14,110					7,000	7,000		2,624			
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	930	930	408	522								930			
1223087	North Park/Mid-City Bikeways: Orange Bikeway	6,416	6,416	1,241	5,175								1,241		5,175	F7, S1
1223093	GobyBike San Diego: Construction Outreach Program	1,967	1,967	502	1,465								586		1,381	S1
1223094	Inland Rail Trail Phase 3	19,260	19,260	1,714	17,546						5,500		2,657		11,103	F7, S1
1223095	Inland Rail Trail Phase 4	14,381	12,226	166	12,060								169		12,057	F13
	Total Regional Bikeway Projects	309,604	272,038	135,682	136,356	0	0	0	5,763	7,634	12,500	0	149,282	9,965	86,894	
	Major Capital Projects															
1129200	OCS Insulator & Catch Cable Replacement	11,883	11,883	7,670	4,213	8,136	339						497	2,911		
1130100	ERP System	5,941	4,941	3,175	1,766								3,436	1,505		
1130102	Financial System Upgrade Contract Management System	1,052	1,052	962	90								596	406	50	L14
1131500	Fiber Optic Network Gap Closures	1,208	1,208	704	504										1,208	L6, L9, L14, L17
1142600	Joint Transportation Operations Center (JTOC)	2,085	2,085	780	1,305		1,668								417	L14
1145300	Rose Canyon Bridge Replacements	14,688	220	190	30	40							22	16	142	L6
1145400	San Onofre Bridge Replacements	14,448	110	105	5	48							2	12	48	L6
1146100	Del Mar Bluffs IV	18,684	18,684	16,609	2,075	1,886				12,500				200	4,098	L6, S3
1146500	Bridge 257.2 Replacement Project	13,965	2,787	1,627	1,160	2,229								389	169	L6
1146600	San Onofre to Pulgas Double Track - Phase 2	35,537	35,537	1,284	34,253					30,040	5,497					
1146701	UCSD Mid-Coast Improvements – Pepper Canyon	3,030	3,030	3,026	4										3,030	L3
1146702	UCSD Mid-Coast Improvements – Voigt	15,400	15,400	14,279	1,121										15,400	L3
1146703	UCSD Mid-Coast Improvements – Lyman Roundabout	13,800	13,800	13,710	90										13,800	L3
1146900	El Portal Undercrossing	12,100	12,100	11,452	648										12,100	F13, L10
1147000	Beyer Blvd. Slope & Drainage	4,126	4,126	669	3,457										4,126	L9
1147100	Del Mar Bluffs V	67,999	67,999	7,434	60,565	3,320			4,900		36,200				23,579	F18, L6, S3
1147200	Old Town Transit Center West Improvements	5,492	5,492	5,363	129										5,492	L9
1147400	Content Management	1,293	1,293	437	856								1,293			
1147700	Next Operating System (Next OS) Implementation - Phase 1	9,644	9,644	496	9,148								346		9,298	F2
1149000	Central Mobility Hub	163,500	40,000	38,339	1,661	18,565							2,035		19,400	F1
1400000	Regional Tolling Back Office System	16,105	16,105	12,373	3,732										16,105	L14, L17
1400402	Roadway Toll Collection System	49,792	42,192	33,123	9,069										42,192	L14, L17
	Total Major Capital Projects	481,772	309,688	173,807	135,881	34,224	2,007	0	4,900	42,540	41,697	0	8,227	5,439	170,654	
	Minor Capital Projects															
1128400	Document Control	300	300	220	80	160								40	100	S4
1131400	Light Rail Vehicle (LRV) Procurement Support	150	150	131	19										150	L9
1131800	Beech and Middletown Double Crossover CTC Integration	370	370	366	4										370	L9
1144800	Regional Arterial Detection Deployment - Phase 1	719	719	230	489								719			
1144900	North Green Beach Bridge Replacement	478	478	448	30	358							24	6	90	L6
1147500	Division 6 Bus Maintenance Facility	265	265	229	36										265	L9
	Total Minor Capital Projects	2,282	2,282	1,624	658	518	0	0	0	0	0	0	743	46	975	
	Total Active Projects (TransNet Program of Projects, Goods Movement, Regional Bikeway, Major Capital, and Minor Capital Projects)	6,655,154	5,983,154	4,868,640	1,114,514	151,726	1,081,979	0	72,046	323,633	457,929	86,333	2,239,303	15,450	1,554,755	

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 Capital Budget Funding ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FUNDING SOURCES										Notes
						5307	5309[1]	5339	Cap & Trade	STIP	SB1	Prop 1B	TransNet	TDA	Other[2]	
	Projects Pending Closeout															
1041502	*SuperLoop*	35,187	35,187	35,174	13		617						33,848		722	L3
1128100	Mainline Drainage	6,394	6,394	6,114	280	4,907							100	627	760	L9, S4
1145000	Los Peñasquitos Lagoon Bridge Replacement	46,004	46,004	45,742	262	12,672							5,366	4,742	23,224	F3, L6
1147300	Del Mar Bluffs Emergency Repairs	1,000	1,000	820	180										1,000	L6
1200501	I-5 North Coast: 4 Express Lanes	74,786	74,786	74,775	11					10,189			29,187		35,410	F6, F7, F9, F10
1200503	I-5/SR 56 Interchange	12,813	12,813	12,811	2								763		12,050	F6, F8, F9, F10, L4, S2
1200508	I-5/Gilman Drive Bridge	25,007	25,007	24,752	255								15,000		10,007	L3
1201501	I-15 Express Lanes South Segment	330,987	330,987	330,382	605					10,000		263,033	43,482		14,472	F1, L4, L11
1201504	I-15 *FasTrak* ®	27,245	27,245	27,239	6								26,380		865	L5, S7, S8
1201507	SR-15 BRT: Mid-City Centerline Stations	62,614	62,614	62,003	611	24,737							37,877			
1201509	Downtown BRT Stations	20,844	20,844	20,796	48								20,844			
1205203	SR 52 Extension	460,509	460,509	457,166	3,343					229,601			109,974		120,934	F4, F7, F8, L2, S2, S9
1207602	SR 76 Middle	165,531	165,531	165,157	374								57,163		108,368	F7, F8, L8, L15, L20, S2
1223014	SR-15 Commuter Bike Facility	15,639	15,639	14,328	1,311								3,254		12,385	F13
1223023	Inland Rail Trail	57,021	57,021	56,981	40					20,034			23,900	10,454	2,633	F8, L13
1239805	Poinsettia Station Improvements	36,181	36,181	36,174	7	10,956		2,600	4,617				17,264		744	L5
1239806	San Elijo Lagoon Double Track	77,862	77,862	77,061	801	9,413				40,000		4,343	24,106			
1239807	Sorrento Valley Double Track	32,813	32,813	32,786	27	16,728						12,055	3,724		306	L5
1239815	San Diego River Bridge	92,204	92,204	91,678	526	79,100							13,104			
1239817	Chesterfield Drive Crossing Improvements	7,115	7,115	7,100	15								4,878		2,237	F5
1280504	South Bay BRT	126,691	126,691	126,601	90	545	1,827		11,376				105,279		7,664	L1, L5, L12, L14
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp	95,775	95,775	95,763	12								32,465		63,310	F16, L4, L5
1280510	I-805 South: 2HOV and Direct Access Ramp	183,031	183,031	182,495	536							56,763	123,314		2,954	F7, F10, L7, L12, S2
1390501	SR 905: I-805 to Britannia Boulevard	85,774	85,774	85,534	240								1,582		84,192	F8, F9, L4, S2
1400405	SR 125 Ramps Overlay	8,759	8,759	8,747	12										8,759	L14
	Total Projects Pending Closeout	2,087,786	2,087,786	2,078,179	9,607	159,058	2,444	2,600	15,993	309,824	0	336,194	732,854	15,823	512,996	
	Total All Capital Projects	8,742,940	8,070,940	6,946,819	1,124,121	310,784	1,084,423	2,600	88,039	633,457	457,929	422,527	2,972,157	31,273	2,067,751	
	Comprehensive Multimodal Corridor Plan (CMCP)															
1600101	CMCP - Regional CMCP Development	1,000	1,000	566	434								1,000			
1600102	CMCP - Rural/Tribal Corridor	5,000	5,000	0	5,000										5,000	F7
1600501	CMCP – Central Mobility Hub - Notice of Preparation/P3 Procurement	5,912	5,912	4,050	1,862								500		5,412	F7
1600504	CMCP – Central Mobility Hub and Connectors	3,000	3,000	2,640	360								912		2,088	F7
1600503	CMCP – Central Mobility Hub - Military Installation Resilience - Phase 2	978	978	822	156								98		880	F12
1600801	CMCP - High Speed Transit/I-8	3,000	3,000	1,040	1,960								105		2,895	F7
1605201	CMCP - Coast, Canyons, and Trails (SR 52)	1,980	1,980	1,973	7								372		1,608	F7
1606701	CMCP - San Vicente Corridor (SR 67)	1,220	1,220	1,199	21								220		1,000	F7
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	3,000	3,000	2,922	78								405		2,595	F7
1685501	CMCP - South Bay to Sorrento Corridor	5,800	5,800	5,716	84								3,500		2,300	F7
	Total CMCP	30,890	30,890	20,928	9,962	0	0	0	0	0	0	0	7,112	0	23,778	
	Total All Projects	8,773,830	8,101,830	6,967,747	1,134,083	310,784	1,084,423	2,600	88,039	633,457	457,929	422,527	2,979,269	31,273	2,091,529	

[1] Federal Transit Administration Section 5309 includes the Full Funding Grant Agreement on Mid-Coast Project No. 1257001
[2] See FY 2023 Capital Budget Notes for explanations of Federal, State, and Local Other column

FY 2023 Capital Budget Notes

Federal Other:

(F1) Congestion Mitigation and Air Quality (CMAQ)
(F2) Federal Highway Administration (FHWA)
(F3) Federal TIGER (Transportation Investment Generating Economic Recovery)
(F4) Transportation, Community, and System Preservation Program (TCSP)
(F5) Federal Railroad Administration Passenger Rail Investment and Improvement Act of 2008 (FRA PRIIA)
(F6) Coordinated Border Infrastructure (CBI)
(F7) Regional Surface Transportation Program (RSTP)
(F8) Federal High Priority Project Demonstration (HPP) (DEMO)
(F9) Surface Transportation Program (STP)
(F10) Interstate Maintenance (IM)
(F11) Intelligent Transportation Systems (ITS)
(F12) Office of Economic Adjustment
(F13) Federal Active Transportation Program (ATP)
(F14) U.S. Fish and Wildlife Service
(F15) Fostering Advancements In Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)
(F16) American Recovery and Reinvestment Act (ARRA)
(F17) Highway Infrastructure Program (HIP)
(F18) Federal Railroad Administration State of Good Repair (FRA SGR)
(F19) Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)

State Other:

(S1) State Active Transportation Program - Regional (ATP-R)
(S2) Caltrans (includes SHOPP, G-12, State oversight, environmental support, and Caltrans PTA)
(S3) California Natural Resources Agency
(S4) State Transit Assistance (STA)
(S5) Department of Fish and Game
(S6) State Highway Account (SHA)
(S7) Freeway Service Patrol (FSP)
(S8) State Value Pricing
(S9) Traffic Congestion Relief Program (TCRP)
(S10) Coastal Conservancy

Local Other:

(L1) City of Chula Vista
(L2) City of Santee
(L3) UC San Diego
(L4) City of San Diego
(L5) Miscellaneous Project Revenue
(L6) North County Transit District (NCTD)
(L7) County of San Diego
(L8) City of Oceanside
(L9) Metropolitan Transit System (MTS)
(L10) City of Encinitas
(L11) Private Development
(L12) Otay Water District
(L13) Bicycle Transportation Account (BTA)
(L14) SR 125 Toll Revenues
(L15) Rainbow Water District
(L16) Buena Vista Lagoon Foundation
(L17) I-15 *FasTrak* ® Revenue
(L18) City of Carlsbad
(L19) Allocated to program projects. Budget amounts are shown for illustrative purposes only and are not included in totals of capital budget tables.
(L20) Vista Unified School District

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 Capital Program Expenditures ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total FY 23 - FY 31
	TransNet Program of Projects														
1200100	**TransNet Project Office**	36,887	36,887	3,800	33,087	3,800	3,800	3,800	3,700	3,700	3,700	3,600	3,500	3,487	36,887
1200200	**Project Biological Mitigation Fund**	458,000	458,000	374,093	83,907	40,357	32,387	11,163							458,000
1200300	**Regional Habitat Conservation Fund**	77,960	77,960	53,825	24,135	4,135	4,000	4,000	4,000	4,000	4,000				77,960
	Mid-Coast Corridor														
1257001	Mid-Coast Light Rail Transit (LRT)	2,171,201	2,171,201	2,041,164	130,037	46,546	17,416	12,835	52,873	367					2,171,201
	I-5 Corridor														
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	408,037	408,037	371,289	36,748	21,394	9,441	1,931	1,435	1,173	742	632			408,037
1200506	I-5/Genesee Interchange and Widening	121,278	121,278	120,811	467	414	53								121,278
1200507	I-5/Voigt Drive Improvements	43,380	43,380	38,497	4,883	3,952	931								43,380
1200509	I-5 HOV: San Elijo Bridge Replacement	336,515	336,515	308,294	28,221	19,258	4,979	1,613	1,513	858					336,515
1200510	I-5 HOV: Carlsbad	127,641	127,641	20,717	106,924	34,967	38,379	23,337	8,239	678	667	657			127,641
1200512	I-5/Genesee Auxiliary Lane	7,249	7,249	7,246	3	3									7,249
1200513	SR 56 Auxiliary Lanes	27,644	27,644	4,261	23,383	10,784	11,560	371	343	325					27,644
1200515	I-5/I-805 HOV Conversion to Express Lanes	20,150	20,150	1,000	19,150	4,550	5,225	5,025	4,350						20,150
	I-15 Corridor														
1201514	Downtown Multiuse and Bus Stopover Facility	45,975	45,975	39,197	6,778	6,778									45,975
	SR 52 Corridor														
1205204	SR 52 Improvements	12,000	12,000	74	11,926	514	5,044	4,667	1,701						12,000
	SR 67 Corridor														
1206701	SR 67 Improvements	16,000	16,000	4,099	11,901	3,900	4,202	3,799							16,000
	SR 76 Corridor														
1207606	SR 76 East	203,289	203,289	200,356	2,933	1,579	550	804							203,289
	SR 78 Corridor														
1207802	I-15/SR 78 HOV Connectors	32,937	32,937	8,004	24,933	6,638	9,258	8,578	459						32,937
1207804	SR 78 HOV Lanes: I-5 to I-15	39,000	39,000	4,450	34,550	8,025	9,676	9,000	4,000	3,849					39,000
	Blue & Orange Line Improvements														
1210021	Blue Line Railway Signal Improvements	367	367	248	119	118	1								367
1210090	Low-Floor Light Rail Transit Vehicles	72,260	72,260	30,050	42,210	12,060	25,125	5,025							72,260
1210091	Palomar Street Rail Grade Separation	5,000	5,000	1,300	3,700	2,530	1,170								5,000
	SR 125 Corridor														
1212501	SR 94/SR 125 South to East Connector	34,240	34,240	26,501	7,739	7,624	115								34,240
	Coastal Corridor														0
1239809	Eastbrook to Shell Double Track	10,526	10,526	10,219	307	307									10,526
1239811	Elvira to Morena Double Track	184,101	184,101	182,885	1,216	1,216									184,101
1239812	Sorrento to Miramar Phase 2	29,740	29,740	19,972	9,768	5,252	4,516								29,740
1239813	San Dieguito Lagoon Double Track and Platform	22,545	22,545	19,651	2,894	2,894									22,545
1239814	LOSSAN Rail Corridor Preliminary Engineering	1,649	1,649	1,416	233	220	13								1,649
1239816	Batiquitos Lagoon Double Track	14,509	14,509	12,839	1,670	951	719								14,509
1239820	COASTER Train Sets	58,800	58,800	5,920	52,880	30,600	22,280								58,800
1239821	LOSSAN Rail Corridor Improvements	3,520	3,520	3,500	20	20									3,520
1239822	San Dieguito Lagoon Double Track and Platform Phases 1 Construction	56,328	56,328	0	56,328	7,650	22,750	18,107	7,821						56,328
	Mid-City Rapid Bus														
1240001	Mid-City Rapid Bus	44,526	44,526	44,191	335	240	95								44,526
	I-805 Corridor														
1280511	I-805 North: 2HOV Lanes	113,965	113,965	111,260	2,705	1,042	900	763							113,965
1280513	I-805 /SR 94 Bus on Shoulder Demonstration Project	30,900	30,900	27,792	3,108	2,186	822	50	50						30,900
1280515	I-805 South Soundwalls	109,589	90,589	64,916	25,673	5,269	13,526	6,023	676	153	26				90,589
1280516	I-805 North Auxiliary Lanes	4,242	4,242	3,870	372	372									4,242
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	15,800	15,800	540	15,260	260	0	0	4,242	7,980	1,768	757	253		15,800
1280520	I-805 /SR 94 /SR-15 Transit Connection	16,000	16,000	0	16,000	1,600	5,800	8,600							16,000
	Total TransNet Program of Projects	4,976,863	4,957,863	4,164,447	793,416	296,205	250,933	125,691	91,702	19,383	7,203	2,046	253	0	4,957,863

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 Capital Program Expenditures ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total FY 23 - FY 31
	TCIF/Goods Movement														
1201101	SR 11 and Otay Mesa East Port of Entry	688,426	245,076	207,208	37,868	16,978	13,370	5,030	1,743	747					245,076
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors	130,574	130,574	126,996	3,578	3,419	159								130,574
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	32,308	32,308	29,782	2,526	2,361	165								32,308
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study	2,500	2,500	2,390	110	110									2,500
1390506	SR 125/905 Southbound to Westbound Connector	30,825	30,825	26,704	4,121	3,047	858	216							30,825
	Total TCIF/Goods Movement Projects	884,633	441,283	393,080	48,203	25,915	14,552	5,246	1,743	747	0	0	0	0	441,283
	Regional Bikeway Projects														
1223016	Coastal Rail Trail San Diego: Rose Creek	28,081	28,081	27,896	185	100	85								28,081
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	15,820	9,820	9,642	178	178									9,820
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	8,094	4,358	3,639	719	719									4,358
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	24,379	24,379	24,294	85	85									24,379
1223053	San Diego River Trail: Carlton Oaks Segment	1,700	1,700	1,352	348	348									1,700
1223054	Central Avenue Bikeway	4,169	1,409	1,359	50	50									1,409
1223055	Bayshore Bikeway: Barrio Logan	33,212	33,212	10,543	22,669	11,092	9,447	2,106	24						33,212
1223056	Border to Bayshore Bikeway	19,858	19,858	4,486	15,372	5,436	5,400	4,219	312	5					19,858
1223057	Pershing Drive Bikeway	22,418	22,418	7,806	14,612	9,075	5,261	276							22,418
1223058	Downtown to Imperial Avenue Bikeway	14,717	14,717	3,848	10,869	4,715	5,425	707	22						14,717
1223079	North Park/Mid-City Bikeways: Howard Bikeway	9,873	1,778	1,678	100	100									1,778
1223081	North Park/Mid-City Bikeways: University Bikeway	21,004	21,004	2,760	18,244	4,200	8,200	5,839	5						21,004
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	26,534	26,534	26,450	84	55	29								26,534
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	20,167	5,347	3,384	1,963	220	1,743								5,347
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	16,624	16,624	2,514	14,110	672	5,671	5,683	1,995	89					16,624
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	930	930	408	522	522									930
1223087	North Park/Mid-City Bikeways: Orange Bikeway	6,416	6,416	1,241	5,175	1,290	2,545	1,280	60						6,416
1223093	GobyBike San Diego: Construction Outreach Program	1,967	1,967	502	1,465	585	585	295							1,967
1223094	Inland Rail Trail Phase 3	19,260	19,260	1,714	17,546	7,005	10,382	159							19,260
1223095	Inland Rail Trail Phase 4	14,381	12,226	166	12,060	939	535	5,305	5,141	140					12,226
	Total Regional Bikeway Projects	309,604	272,038	135,682	136,356	47,386	55,308	25,869	7,559	234	0	0	0	0	272,038
	Major Capital Projects														
1129200	OCS Insulator & Catch Cable Replacement	11,883	11,883	7,670	4,213	3,914	299								11,883
1130100	ERP System	5,941	4,941	3,175	1,766	1,753	13								4,941
1130102	Financial System Upgrade Contract Management System	1,052	1,052	962	90	28	40	6	6	5	5				1,052
1131500	Fiber Optic Network Gap Closures	1,208	1,208	704	504	380	124								1,208
1142600	Joint Transportation Operations Center (JTOC)	2,085	2,085	780	1,305	905	400								2,085
1145300	Rose Canyon Bridge Replacements	14,688	220	190	30	4	26								220
1145400	San Onofre Bridge Replacements	14,448	110	105	5	5									110
1146100	Del Mar Bluffs IV	18,684	18,684	16,609	2,075	1,475	600								18,684
1146500	Bridge 257.2 Replacement Project	13,965	2,787	1,627	1,160	1,160									2,787
1146600	San Onofre to Pulgas Double Track - Phase 2	35,537	35,537	1,284	34,253	14,043	12,966	7,224	20						35,537
1146701	UCSD Mid-Coast Improvements – Pepper Canyon	3,030	3,030	3,026	4	4									3,030
1146702	UCSD Mid-Coast Improvements – Voigt	15,400	15,400	14,279	1,121	1,121									15,400
1146703	UCSD Mid-Coast Improvements – Lyman Roundabout	13,800	13,800	13,710	90	90									13,800
1146900	El Portal Undercrossing	12,100	12,100	11,452	648	648									12,100
1147000	Beyer Blvd. Slope & Drainage	4,126	4,126	669	3,457	2,703	754								4,126
1147100	Del Mar Bluffs V	67,999	67,999	7,434	60,565	10,000	20,500	20,500	9,450	115					67,999
1147200	Old Town Transit Center West Improvements	5,492	5,492	5,363	129	129									5,492
1147400	Content Management	1,293	1,293	437	856	527	319	10							1,293
1147700	Next Operating System (Next OS) Implementation - Phase 1	9,644	9,644	496	9,148	4,912	3,623	613							9,644
1149000	Central Mobility Hub	163,500	40,000	38,339	1,661	1,661									40,000
1400000	Regional Tolling Back Office System	16,105	16,105	12,373	3,732	3,732									16,105
1400402	Roadway Toll Collection System	49,792	42,192	33,123	9,069	9,069									42,192
	Total Major Capital Projects	481,772	309,688	173,807	135,881	58,263	39,664	28,353	9,476	120	5	0	0	0	309,688
	Minor Capital Projects														
1128400	Document Control	300	300	220	80	40	40								300
1131400	Light Rail Vehicle (LRV) Procurement Support	150	150	131	19	19									150
1131800	Beech and Middletown Double Crossover CTC Integration	370	370	366	4	4									370
1144800	Regional Arterial Detection Deployment - Phase 1	719	719	230	489	245	244								719
1144900	North Green Beach Bridge Replacement	478	478	448	30	30									478
1147500	Division 6 Bus Maintenance Facility	265	265	229	36	36									265
	Total Minor Capital Projects	2,282	2,282	1,624	658	374	284	0	0	0	0	0	0	0	2,282
	Total Active Projects (TransNet Program of Projects, Goods Movement, Regional Bikeway, Major Capital, and Minor Capital Projects)	6,655,154	5,983,154	4,868,640	1,114,514	428,143	360,741	185,159	110,480	20,484	7,208	2,046	253	0	5,983,154

SAN DIEGO ASSOCIATION OF GOVERNMENTS
FY 2023 Capital Program Expenditures ($1,000s)

Project Number	Project Title	Approved Budget	Funded Budget	Estimated Expended Thru June 2022	Remaining Budget as of June 2022	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total FY 23 - FY 31
	Projects Pending Closeout														
1041502	*SuperLoop*	35,187	35,187	35,174	13	13									35,187
1128100	Mainline Drainage	6,394	6,394	6,114	280	280									6,394
1145000	Los Peñasquitos Lagoon Bridge Replacement	46,004	46,004	45,742	262	262									46,004
1147300	Del Mar Bluffs Emergency Repairs	1,000	1,000	820	180	180									1,000
1200501	I-5 North Coast: 4 Express Lanes	74,786	74,786	74,775	11	11									74,786
1200503	I-5/SR 56 Interchange	12,813	12,813	12,811	2	2									12,813
1200508	I-5/Gilman Drive Bridge	25,007	25,007	24,752	255	255									25,007
1201501	I-15 Express Lanes South Segment	330,987	330,987	330,382	605	303	302								330,987
1201504	I-15 *FasTrak* ®	27,245	27,245	27,239	6	6									27,245
1201507	SR 15 BRT: Mid-City Centerline Stations	62,614	62,614	62,003	611	611									62,614
1201509	Downtown BRT Stations	20,844	20,844	20,796	48	48									20,844
1205203	SR 52 Extension	460,509	460,509	457,166	3,343	948	2,395								460,509
1207602	SR 76 Middle	165,531	165,531	165,157	374	374									165,531
1223014	SR 15 Commuter Bike Facility	15,639	15,639	14,328	1,311	1,311									15,639
1223023	Inland Rail Trail	57,021	57,021	56,981	40	40									57,021
1239805	Poinsettia Station Improvements	36,181	36,181	36,174	7	7									36,181
1239806	San Elijo Lagoon Double Track	77,862	77,862	77,061	801	801									77,862
1239807	Sorrento Valley Double Track	32,813	32,813	32,786	27	27									32,813
1239815	San Diego River Bridge	92,204	92,204	91,678	526	526									92,204
1239817	Chesterfield Drive Crossing Improvements	7,115	7,115	7,100	15	15									7,115
1280504	South Bay BRT	126,691	126,691	126,601	90	90									126,691
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp	95,775	95,775	95,763	12	12									95,775
1280510	I-805 South: 2HOV and Direct Access Ramp	183,031	183,031	182,495	536	536									183,031
1390501	SR 905: I-805 to Britannia Boulevard	85,774	85,774	85,534	240	240									85,774
1400405	SR 125 Ramps Overlay	8,759	8,759	8,747	12	12									8,759
	Total Projects Pending Closeout	2,087,786	2,087,786	2,078,179	9,607	6,910	2,697	0	0	0	0	0	0	0	2,087,786
	Total All Capital Projects	8,742,940	8,070,940	6,946,819	1,124,121	435,053	363,438	185,159	110,480	20,484	7,208	2,046	253	0	8,070,940
	Comprehensive Multimodal Corridor Plan (CMCP)														
1600101	CMCP - Regional CMCP Development	1,000	1,000	566	434	434									1,000
1600102	CMCP - Rural/Tribal Corridor	5,000	5,000	0	5,000	1,500	1,500	2,000							5,000
1600501	CMCP – Central Mobility Hub - Notice of Preparation/P3 Procurement	5,912	5,912	4,050	1,862	1,862									5,912
1600504	CMCP – Central Mobility Hub and Connectors	3,000	3,000	2,640	360	360									3,000
1600505	CMCP – Central Mobility Hub - Military Installation Resilience - Phase 2	978	978	822	156	156									978
1600801	CMCP - High Speed Transit/I-8	3,000	3,000	1,040	1,960	1,870	90								3,000
1605201	CMCP - Coast, Canyons, and Trails (SR 52)	1,980	1,980	1,973	7	7									1,980
1606701	CMCP - San Vicente Corridor (SR 67)	1,220	1,220	1,199	21	21									1,220
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	3,000	3,000	2,922	78	78									3,000
1685501	CMCP - South Bay to Sorrento Corridor	5,800	5,800	5,716	84	84									5,800
	Total CMCP	30,890	30,890	20,928	9,962	6,372	1,590	2,000	0	0	0	0	0	0	30,890
	Total All Projects	8,773,830	8,101,830	6,967,747	1,134,083	441,425	365,028	187,159	110,480	20,484	7,208	2,046	253	0	8,101,830

Chapter 9.1
TransNet Program of Projects

Projects shown in this section describe efforts relating to transit, highway, and environmental mitigation projects being funded in part by TransNet. In November 2004, voters approved an extension of the TransNet sales tax for specific improvements to the region's transportation network, including the associated environmental mitigation.

Project Number:	**1200100**	**Corridor Director:**	**Susan Huntington**
RTIP Number:	**N/A**	**Project Manager:**	**Susan Huntington**
Project Name:	**TransNet Project Office**	**PM Phone Number:**	**(619) 595-5389**

Project Scope

Implement project control measures for the TransNet Major Corridors and Bikeway Programs including: scheduling, cost estimating, change control, risk management, work breakdown structure, resource planning, document control, TransNet Dashboard development, and consultant contract administration.

Site Location

Progress to Date

Emphasis in FY 2023 will be on continuing implementation of the TransNet Major Corridor Program, Bike Program and continued upgrades to TransNet Dashboard data presentation.

Project Limits

Regionwide

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$3,800	$3,800	$3,800	$3,800	$3,700	$3,700	$3,700	$3,600	$3,500	$3,487	$36,887
Environmental Document	0	0	0	0	0	0	0	0	0	0	0
Design	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
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$3,800	$3,800	$3,800	$3,800	$3,700	$3,700	$3,700	$3,600	$3,500	$3,487	$36,887

Outside Agency Expenditure Plan ($000)

Budget Phase	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	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
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$3,800	$3,800	$3,800	$3,800	$3,700	$3,700	$3,700	$3,600	$3,500	$3,487	$36,887

Project Number: 1200200 | **Corridor Director:** Keith Greer

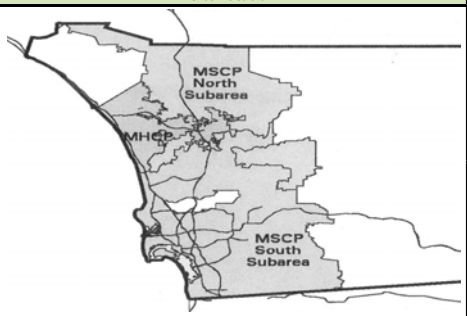
RTIP Number: V07 | **Project Manager:** Kim Smith

Project Name: Project Biological Mitigation Fund | **PM Phone Number:** (619) 699-6949

Project Scope

Habitat acquisition, restoration, creation, enhancement, management and monitoring necessary to meet regional transportation project mitigation requirements.

Site Location



Progress to Date

Forty parcels totaling approximately 8,780 acres have been acquired and over 200 acres are currently under restoration. Major restoration of the San Elijo Lagoon is complete. Restoration for the San Dieguito W-19 Lagoon Project is in process.

Project Limits

Regionwide

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$5,869	$900	$800	$700	$0	$0	$0	$0	$0	$0	$0	$8,269
Environmental Document	19,686	500	550	365	0	0	0	0	0	0	0	21,101
Design	2,629	189	175	0	0	0	0	0	0	0	0	2,993
Right-of-Way Support	1,712	687	612	400	0	0	0	0	0	0	0	3,411
Right-of-Way Capital	103,827	1,372	1,700	1,147	853	0	0	0	0	0	0	108,899
Construction Support	12,005	3,108	6,285	6,000	4,750	0	0	0	0	0	0	32,148
Construction Capital	26,665	2,000	2,250	2,250	938	0	0	0	0	0	0	34,103
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	246	46	20	15	0	0	0	0	0	0	0	327
Communications	6	78	10	5	0	0	0	0	0	0	0	99
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$172,645	$8,880	$12,402	$10,882	$6,541	$0	$0	$0	$0	$0	$0	$211,350

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$3,647	$300	$300	$300	$122	$0	$0	$0	$0	$0	$0	$4,669
Design	5,979	800	500	300	0	0	0	0	0	0	0	7,579
Right-of-Way Support	5,327	500	432	100	0	0	0	0	0	0	0	6,359
Right-of-Way Capital	32,756	500	419	100	0	0	0	0	0	0	0	33,775
Construction Support	13,450	2,500	2,700	2,705	1,500	0	0	0	0	0	0	22,855
Construction Capital	100,209	26,600	23,604	18,000	3,000	0	0	0	0	0	0	171,413
Total Caltrans	$161,368	$31,200	$27,955	$21,505	$4,622	$0	$0	$0	$0	$0	$0	$246,650
Total Expenditures	$334,013	$40,080	$40,357	$32,387	$11,163	$0	$0	$0	$0	$0	$0	$458,000
TransNet Pass-Through	$163,272	$31,200	$27,955	$21,505	$2,718	(74,845)	$0	$0	$0	$0	$0	$171,805

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CMAQ	$0	$0	$0	$0	$0	$53,645	$0	$0	$0	$0	$0	$53,645
RSTP	0	0	0	0	0	21,200	0	0	0	0	0	21,200
Local												
91000100 TransNet-EMP	333,560	19,317	12,402	10,882	6,541	0	0	0	0	0	0	382,702
91000100 TransNet-MC AC	0	20,763	27,955	21,505	4,622	(74,845)	0	0	0	0	0	0
Other Revenues*	453	0	0	0	0	0	0	0	0	0	0	453
Total Funding	$334,013	$40,080	$40,357	$32,387	$11,163	$0	$0	$0	$0	$0	$0	$458,000

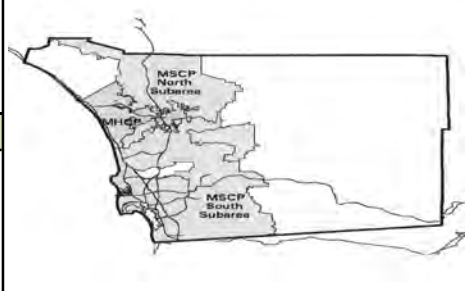
*U.S. Fish and Wildlife Service, Buena Vista Lagoon Foundation, City of Carlsbad and City of Oceanside.

Project Number:	**1200300**	**Corridor Director: Keith Greer**	
RTIP Number:	**V08**	**Project Manager: Kim Smith**	
Project Name:	**Regional Habitat Conservation Fund**	**PM Phone Number: (619) 699-6949**	

Project Scope

Provide funding to assist with regional habitat management and monitoring as described in the TransNet Extension Ordinance.

Site Location



Progress to Date

The Call for the 10th cycle of land management grants was released in November 2021. Grant agreements will be executed for selected grantees in fall of 2022.

Project Limits

Regionwide

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$778	$100	$100	$100	$100	$70	$70	$70	$0	$0	$0	$1,388
Environmental Document	23,381	2,500	2,590	2,539	2,755	3,785	3,785	3,785	0	0	0	45,120
Design	787	0	0	0	0	0	0	0	0	0	0	787
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	18,006	122	145	145	145	145	145	145	0	0	0	18,998
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	50	0	0	0	0	0	0	0	0	0	0	50
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$43,002	$2,722	$2,835	$2,784	$3,000	$4,000	$4,000	$4,000	$0	$0	$0	$66,343

Grantee Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$6,145	$1,956	$1,300	$1,216	$1,000	$0	$0	$0	$0	$0	$0	$11,617
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Grantees	$0	$0	$1,300	$1,216	$1,000	$0	$0	$0	$0	$0	$0	$11,617
Total Expenditures	$49,147	$4,678	$4,135	$4,000	$4,000	$4,000	$4,000	$4,000	$0	$0	$0	$77,960
TransNet Pass-Through	$6,145	$1,956	$1,300	$1,216	$1,000	$0	$0	$0	$0	$0	$0	$11,617

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
85120001 Department of Fish and Game	$93	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$93
Local												
91000100 TransNet-EMP	44,176	0	0	0	0	0	0	0	0	0	0	44,176
91000100 TransNet-Local EMP	4,628	4,678	4,135	4,000	4,000	4,000	4,000	4,000	0	0	0	33,441
92060001 Miscellaneous Revenue	250	0	0	0	0	0	0	0	0	0	0	250
Total Funding	$49,147	$4,678	$4,135	$4,000	$4,000	$4,000	$4,000	$4,000	$0	$0	$0	$77,960

Project Number: 1257001 | **Corridor Director:** Ramon Ruelas

RTIP Number: SAN23 | **Project Manager:** Greg Gastelum

Project Name: Mid-Coast Light Rail Transit (LRT) | **PM Phone Number:** (619) 699-7378

Project Scope

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

Site Location

Progress to Date

Project opened to service in November 2021. Final construction activities are ongoing.

Project Limits

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

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$71,440	$3,538	$2,578	$1,150	$400	$250	$200	$0	$0	$0	$0	$79,556
Environmental Document	28,690	952	0	0	0	0	0	0	0	0	0	29,642
Design	162,228	4,500	450	450	450	410	67	0	0	0	0	168,555
Right-of-Way Support	9,400	1,368	1,455	250	0	0	0	0	0	0	0	12,473
Right-of-Way Capital	110,204	22,091	2,511	0	0	0	0	0	0	0	0	134,806
Construction Support	105,589	16,768	500	500	300	300	100	0	0	0	0	124,057
Construction Capital	1,124,010	99,217	10,000	0	0	0	0	0	0	0	0	1,233,227
Vehicles	156,014	6,000	1,325	0	0	0	0	0	0	0	0	163,339
Legal Services	1,649	335	170	0	0	0	0	0	0	0	0	2,154
Communications	1,363	1,439	0	0	0	0	0	0	0	0	0	2,802
Project Contingency	0	3,000	10,181	575	0	0	0	0	0	0	0	13,756
Total SANDAG	$1,770,587	$159,208	$29,170	$2,925	$1,150	$960	$367	$0	$0	$0	$0	$1,964,367
Finance Cost	$91,981	$18,991	$17,376	$14,491	$11,685	$51,913	$0	$0	$0	$0	0	$206,437
Total SANDAG	$1,862,568	$178,199	$46,546	$17,416	$12,835	$52,873	$367	$0	$0	0	0	$2,170,804

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	220	0	0	0	0	0	0	0	0	0	0	220
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	177	0	0	0	0	0	0	0	0	0	0	177
Total Caltrans	$397	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$397
Total Expenditures	$1,862,965	$178,199	$46,546	$17,416	$12,835	$52,873	$367	$0	$0	$0	$0	$2,171,201
TransNet Pass-Through	$397	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$397
Caltrans RE Services	$8,500	$1,000	$148	$0	$0	$0	$0	$0	$0	$0	$0	$9,648

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72600001 FTA FFGA CA-2016-02[1]	$627,735	$100,000	$100,000	$100,000	$100,000	$15,645	$0	$0	$0	$0	$0	$1,043,380
72600003 FTA ARP Act CA-2021-150	0	57,098	0	0	0	0	0	0	0	0	0	57,098
73030001 FTA-CA-03-0784	129	0	0	0	0	0	0	0	0	0	0	129
Local												
91000100 TransNet-MC	727,475	102,110	29,170	2,925	1,150	960	367	0	0	0	0	864,157
91000100 TransNet-MC AC[2]	415,645	(100,000)	(100,000)	(100,000)	(100,000)	(15,645)	0	0	0	0	0	0
Finance Costs	91,981	18,991	17,376	14,491	11,685	51,913	0	0	0	0	0	206,437
Total Funding	$1,862,965	$178,199	$46,546	$17,416	$12,835	$52,873	$367	$0	$0	$0	$0	$2,171,201

[1]Total project cost including finance charge is estimated at $2.17 billion, the FTA is anticipated to contribute a total of $1.04 billion over the life of the project but is generally limited to $100 million on an annual basis. The last year of receipt is anticipated to be 2026.

[2]The TransNet-MC AC line represents the advance of TransNet in the form of bond proceeds to cover the difference until the federal contribution is received.

Project Number:	**1200504**	**Corridor Director:**	**Allan Kosup**
RTIP Number:	**CAL09**	**Project Manager:**	**Mohamad Khatib**
Project Name:	**I-5 HOV: Manchester Avenue to Palomar Airport Road**	**PM Phone Number:**	**(619) 688-6654**

Project Scope

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

Site Location

Progress to Date

Project is open to traffic. Plant establishment is 5% complete.

Project Limits

On I-5 from Manchester Avenue to Palomar Airport Road

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Jun-18
Begin Construction	Nov-18
Open to Public	Feb-22
Construction Complete	Aug-28

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$2,204	$1,035	$606	$236	$68	$55	$75	$24	$12	$0	$0	$4,315
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	11,051	150	0	0	0	0	0	0	0	0	0	11,201
Right-of-Way Support	109	177	0	0	0	0	0	0	0	0	0	286
Right-of-Way Capital	114	0	0	0	0	0	0	0	0	0	0	114
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	3,281	676	273	25	8	0	0	0	0	0	0	4,263
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$16,759	$2,038	$879	$261	$76	$55	$75	$24	$12	$0	$0	$20,179

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	59,840	1,068	810	515	105	30	14	0	0	0	0	62,382
Right-of-Way Support	5,428	2,101	787	417	60	15	9	3	0	0	0	8,820
Right-of-Way Capital	1,871	5,032	1,996	1,218	800	485	225	0	0	0	0	11,627
Construction Support	16,796	13,669	8,400	5,880	190	200	200	165	170	0	0	45,670
Construction Capital	165,681	81,006	8,522	1,150	700	650	650	550	450	0	0	259,359
Total Caltrans	$249,616	$102,876	$20,515	$9,180	$1,855	$1,380	$1,098	$718	$620	$0	$0	$387,858
Total Expenditures	$266,375	$104,914	$21,394	$9,441	$1,931	$1,435	$1,173	$742	$632	$0	$0	$408,037
TransNet Pass-Through	$43,515	$6,120	$2,355	$1,142	$605	$340	$185	$0	$0	$0	$0	$54,262

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CMAQ	$6,653	$1,120	$826	$1,148	$1,140	$1,000	$900	$715	$620	$0	$0	$14,122
DEMO	1,220	0	0	0	0	0	0	0	0	0	0	1,220
RSTP	15,762	950	412	235	110	40	13	3	0	0	0	17,525
State												
SB1 - SCC	117,314	62,504	11,315	3,867	0	0	0	0	0	0	0	195,000
SHOPP	27,161	3,570	2,100	1,820	0	0	0	0	0	0	0	34,651
STIP-RIP	38,003	28,600	3,507	968	0	0	0	0	0	0	0	71,078
Local												
91000100 TransNet-MC	60,262	8,170	3,234	1,403	681	395	260	24	12	0	0	74,441
Total Funding	$266,375	$104,914	$21,394	$9,441	$1,931	$1,435	$1,173	$742	$632	$0	$0	$408,037

Project Number:	**1200506**	**Corridor Director:**	**Allan Kosup**
RTIP Number:	**CAL75**	**Project Manager:**	**Mohamad Khatib**
Project Name:	**I-5/Genesee Interchange and Widening**	**PM Phone Number:**	**(619) 688-6654**

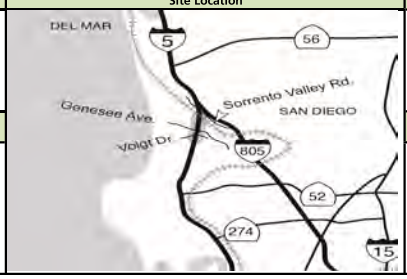
Project Scope

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

Project Limits

On I-5 from Voigt Drive to Sorrento Valley Road

Site Location



Progress to Date

The project is open to the public. The long-term plant establishment project is 70% complete.

Major Milestones

Draft Environmental Document	Nov-10
Final Environmental Document	Jun-11
Ready to Advertise	Jul-13
Begin Construction	Dec-14
Open to Public	Jun-18
Construction Complete	Mar-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$693	$58	$5	$3	$0	$0	$0	$0	$0	$0	$0	$759
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	108	0	0	0	0	0	0	0	0	0	0	108
Construction Support	4,554	0	0	0	0	0	0	0	0	0	0	4,554
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	141	0	0	0	0	0	0	0	0	0	0	141
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$5,496	$58	$5	$3	$0	$0	$0	$0	$0	$0	$0	$5,562

City of San Diego Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$6,700	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,700
Design	6,900	0	0	0	0	0	0	0	0	0	0	6,900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	800	0	0	0	0	0	0	0	0	0	0	800
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total City of San Diego	$14,400	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,400

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$767	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$767
Design	2,076	($9)	0	0	0	0	0	0	0	0	0	2,067
Right-of-Way Support	3,046	66	0	0	0	0	0	0	0	0	0	3,112
Right-of-Way Capital	3,339	1,211	0	0	0	0	0	0	0	0	0	4,550
Construction Support	15,577	543	112	20	0	0	0	0	0	0	0	16,252
Construction Capital	67,678	4,875	297	30	0	0	0	0	0	0	0	72,880
Total Caltrans	$92,483	$6,686	$409	$50	$0	$0	$0	$0	$0	$0	$0	$99,628

Private Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	1,688	0	0	0	0	0	0	0	0	0	0	1,688
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Private	$1,688	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,688
Total Expenditures	$114,067	$6,744	$414	$53	$0	$0	$0	$0	$0	$0	$0	$121,278
TransNet Pass-Through	$12,760	$1,735	$24	$20	$0	$0	$0	$0	$0	$0	$0	$14,539

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
HPP	$1,600	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,600
RSTP	49,778	2,224	385	30	0	0	0	0	0	0	0	52,417
State												
G-12	1,369	3	0	0	0	0	0	0	0	0	0	1,372
Prop 1B - SLPP	8,000	0	0	0	0	0	0	0	0	0	0	8,000
SHOPP	13,190	0	0	0	0	0	0	0	0	0	0	13,190
Local												
91000100 TransNet-MC	18,255	1,794	29	23	0	0	0	0	0	0	0	20,101
City of San Diego	20,187	2,723	0	0	0	0	0	0	0	0	0	22,910
Private	1,688	0	0	0	0	0	0	0	0	0	0	1,688
Total Funding	$114,067	$6,744	$414	$53	$0	$0	$0	$0	$0	$0	$0	$121,278

Project Number: 1200507 | **Corridor Director:** Allan Kosup

RTIP Number: V18 | **Project Manager:** Mohamad Khatib

Project Name: I-5/Voigt Drive Improvements | **PM Phone Number:** (619) 688-6654

Project Scope

Construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.

Site Location

Progress to Date

Open to traffic December 2021. Plant establishment is 75% complete.

Project Limits

On I-5 at the Voigt Drive overcrossing from Gilman Drive on the west side to Genesee Avenue on the east side

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	May-19
Begin Construction	Nov-19
Open to Public	Dec-21
Construction Complete	Jul-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$315	$72	$59	$26	$0	$0	$0	$0	$0	$0	$0	$472
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,930	25	40	20	0	0	0	0	0	0	0	6,015
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,590	357	325	275	0	0	0	0	0	0	0	3,547
Construction Capital	25,810	2,600	1,120	600	0	0	0	0	0	0	0	30,130
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	10	31	10	10	0	0	0	0	0	0	0	61
Project Contingency	0	0	2,365	0	0	0	0	0	0	0	0	2,365
Total SANDAG	$34,655	$3,085	$3,919	$931	$0	$0	$0	$0	$0	$0	$0	$42,590

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	687	70	33	0	0	0	0	0	0	0	0	790
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$687	$70	$33	$0	$0	$0	$0	$0	$0	$0	$0	$790
Total Expenditures	$35,342	$3,155	$3,952	$931	$0	$0	$0	$0	$0	$0	$0	$43,380
TransNet Pass-Through	$687	$70	$33	$0	$0	$0	$0	$0	$0	$0	$0	$790
Caltrans RE Services	$0	$322	$322	$162	$0	$0	$0	$0	$0	$0	$0	$806

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
82500001 SB1-LPP	$12,905	$2,347	$603	$275	$0	$0	$0	$0	$0	$0	$0	$16,130
Local												
91000100 TransNet-MC	21,557	208	3,349	656	0	0	0	0	0	0	0	25,770
91140001 UCSD	880	600	0	0	0	0	0	0	0	0	0	1,480
Total Funding	$35,342	$3,155	$3,952	$931	$0	$0	$0	$0	$0	$0	$0	$43,380

Project Number: 1200509 | **Corridor Director:** Allan Kosup

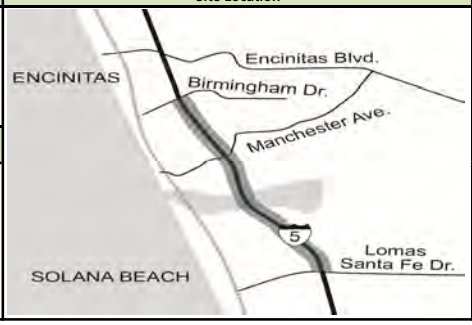
RTIP Number: CAL09 | **Project Manager:** Mohamad Khatib

Project Name: I-5 HOV: San Elijo Bridge Replacement | **PM Phone Number:** (619) 688-6654

Project Scope

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

Site Location



Progress to Date

Construction of the HOV lanes, soundwalls, bike trail, pedestrian bridge and replacement of the San Elijo Lagoon bridge is complete. Long-term plant establishment is 30% complete.

Project Limits

On I-5 from Lomas Santa Fe Drive to Birmingham Drive

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Jan-16
Begin Construction	Dec-16
Open to Public	Feb-22
Construction Complete	Dec-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,655	$317	$187	$63	$313	$213	$58	$0	$0	$0	$0	$2,806
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,893	7	0	0	0	0	0	0	0	0	0	5,900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	3,993	1,000	697	0	0	0	0	0	0	0	0	5,690
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$11,541	$1,324	$884	$63	$313	$213	$58	$0	$0	$0	$0	$14,396

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	38,712	801	1,036	50	0	0	0	0	0	0	0	40,599
Right-of-Way Support	6,255	750	743	50	0	0	0	0	0	0	0	7,798
Right-of-Way Capital	14,294	4,715	1,334	50	0	0	0	0	0	0	0	20,393
Construction Support	27,677	4,877	3,114	2,085	300	300	300	0	0	0	0	38,653
Construction Capital	182,675	14,673	12,147	2,681	1,000	1,000	500	0	0	0	0	214,676
Total Caltrans	$269,613	$25,816	$18,374	$4,916	$1,300	$1,300	$800	$0	$0	$0	$0	$322,119
Total Expenditures	$281,154	$27,140	$19,258	$4,979	$1,613	$1,513	$858	$0	$0	$0	$0	$336,515
TransNet Pass-Through	$40,534	$678	$1,017	$877	$50	$0	$0	$0	$0	$0	$0	$43,156

Funding Plan ($000)

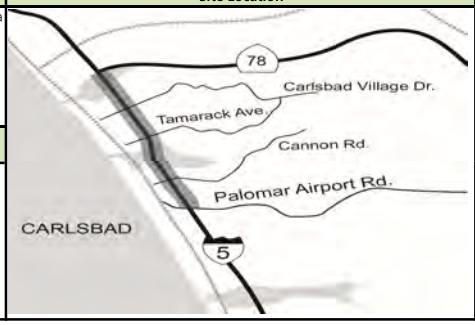
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CMAQ	$123,168	$11,592	$11,060	$2,336	$1,250	$1,300	$800	$0	$0	$0	$0	$151,506
DEMO	0	4,291	704	0	0	0	0	0	0	0	0	4,995
HIP	19,610	3,330	1,500	1,214	0	0	0	0	0	0	0	25,654
RSTP	30,393	3,007	2,820	0	0	0	0	0	0	0	0	36,220
State												
STIP-RIP	54,702	2,691	1,500	489	0	0	0	0	0	0	0	59,382
Local												
91000100 TransNet-MC	52,075	2,229	1,674	940	363	213	58	0	0	0	0	57,552
Miscellaneous Revenue (AT&T)	1,206	0	0	0	0	0	0	0	0	0	0	1,206
Total Funding	$281,154	$27,140	$19,258	$4,979	$1,613	$1,513	$858	$0	$0	$0	$0	$336,515

Project Number:	**1200510**	**Corridor Director:**	**Allan Kosup**
RTIP Number:	**CAL09**	**Project Manager:**	**Mohamad Khatib**
Project Name:	**I-5 HOV: Carlsbad**	**PM Phone Number:**	**(619) 688-6654**

Project Scope

Construct one High Occupancy Vehicle (HOV) lane in each direction and a southbound auxiliary lane at Cannon Road.

Site Location



Progress to Date

Construction is 20% complete.

Project Limits

On I-5 from Palomar Airport Road to north of SR 78

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Mar-20
Begin Construction	Oct-21
Open to Public	Dec-22
Construction Complete	Sep-28

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$45	$106	$358	$351	$264	$89	$28	$17	$7	$0	$0	$1,265
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	103	0	0	0	0	0	0	0	0	0	103
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	450	900	900	500	246	0	0	0	0	0	2,996
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$45	$659	$1,258	$1,251	$764	$335	$28	$17	$7	$0	$0	$4,364

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	8,603	2,294	0	75	225	50	0	0	0	0	0	11,247
Right-of-Way Support	644	313	43	0	0	0	0	0	0	0	0	1,000
Right-of-Way Capital	13	202	785	0	0	0	0	0	0	0	0	1,000
Construction Support	0	620	4,556	4,420	3,110	881	150	150	150	0	0	14,037
Construction Capital	0	7,324	28,325	32,633	19,238	6,973	500	500	500	0	0	95,993
Total Caltrans	$9,260	$10,753	$33,709	$37,128	$22,573	$7,904	$650	$650	$650	$0	$0	$123,277
Total Expenditures	$9,305	$11,412	$34,967	$38,379	$23,337	$8,239	$678	$667	$657	$0	$0	$127,641
TransNet Pass-Through	$1,383	$40	$5	$0	$0	$0	$0	$0	$0	$0	$0	$1,428

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CMAQ	$0	$4,418	$6,223	$6,600	$823	$0	$0	$0	$0	$0	$0	$18,064
RSTP	7,877	101	0	0	0	0	0	0	0	0	0	7,978
State												
SHOPP	0	750	2,400	2,100	891	603	0	0	0	0	0	6,744
STIP-RIP*	0	5,444	25,081	28,428	20,859	7,301	650	650	650	0	0	89,063
Local												
91000100 TransNet-MC	1,428	699	1,263	1,251	764	335	28	17	7	0	0	5,792
Total Funding	$9,305	$11,412	$34,967	$38,379	$23,337	$8,239	$678	$667	$657	$0	$0	$127,641

*A portion of the funds are currently programmed in the State Transportation Improvement Program in FY 2024; however, SANDAG is working to continue to advance funding.

Project Number: 1200512 | **Corridor Director:** Allan Kosup

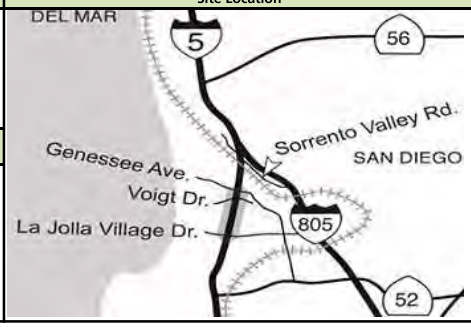
RTIP Number: CAL398A | **Project Manager:** Mohamad Khatib

Project Name: I-5/Genesee Auxiliary Lane | **PM Phone Number:** (619) 688-6654

Project Scope

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

Site Location



Progress to Date

Project is open to the public. Plant establishment is 85% complete.

Project Limits

On I-5 between Genesee Avenue and La Jolla Village Drive

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Mar-19
Begin Construction	Jul-19
Open to Public	Oct-20
Construction Complete	Sep-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$49	$4	$2	$0	$0	$0	$0	$0	$0	$0	$0	$55
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	915	65	0	0	0	0	0	0	0	0	0	980
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	368	40	0	0	0	0	0	0	0	0	0	408
Construction Capital	5,023	583	0	0	0	0	0	0	0	0	0	5,606
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$6,355	$692	$2	$0	$0	$0	$0	$0	$0	$0	$0	$7,049

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	196	3	1	0	0	0	0	0	0	0	0	200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$196	$3	$1	$0	$0	$0	$0	$0	$0	$0	$0	$200
Total Expenditures	$6,551	$695	$3	$0	$0	$0	$0	$0	$0	$0	$0	$7,249
Caltrans Pass-Through	$6,355	$694	$0	$0	$0	$0	$0	$0	$0	$0	$0	$7,049
Caltrans RE Services	$88	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$88

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
85040001 SHOPP	$6,056	$692	$2	$0	$0	$0	$0	$0	$0	$0	$0	$6,750
85040001 SHOPP G12	299	0	0	0	0	0	0	0	0	0	0	299
SHOPP	196	3	1	0	0	0	0	0	0	0	0	200
Total Funding	$6,551	$695	$3	$0	$0	$0	$0	$0	$0	$0	$0	$7,249

Project Number: 1200513 | **Corridor Director:** Allan Kosup

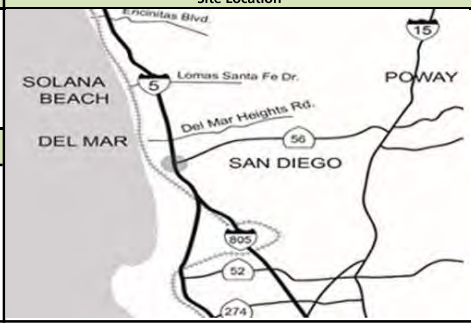
RTIP Number: CAL114 | **Project Manager:** Mohamad Khatib

Project Name: SR 56 Auxiliary Lanes | **PM Phone Number:** (619) 688-6654

Project Scope

Westbound and eastbound Auxiliary Lanes on SR 56 from El Camino Real to Carmel Valley Road.

Site Location



Progress to Date

Final environmental document was completed under CIP 1200503. Design is complete. Construction is anticipated to start in summer 2022.

Project Limits

On SR 56 from El Camino Real to Carmel Valley Road

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Apr-22
Begin Construction	Aug-22
Open to Public	Jul-24
Construction Complete	May-27

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$5	$31	$24	$0	$0	$0	$0	$0	$0	$0	$0	$60
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$5	$31	$24	$0	$0	$0	$0	$0	$0	$0	$0	$60

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	1,141	3,084	560	235	46	18	0	0	0	0	0	5,084
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	1,950	2,325	75	75	75	0	0	0	0	4,500
Construction Capital	0	0	8,250	9,000	250	250	250	0	0	0	0	18,000
Total Caltrans	$1,141	$3,084	$10,760	$11,560	$371	$343	$325	$0	$0	$0	$0	$27,584
Total Expenditures	$1,146	$3,115	$10,784	$11,560	$371	$343	$325	$0	$0	$0	$0	$27,644
TransNet Pass-Through	$368	$491	$112	$47	$9	$4	$0	$0	$0	$0	$0	$1,031

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
HPP-SAFETEA-LU	$773	$2,593	$448	$188	$37	$14	$0	$0	$0	$0	$0	$4,053
Local												
91000100 TransNet-MC	373	522	136	47	9	4	0	0	0	0	0	1,091
City of San Diego	0	0	10,200	11,325	325	325	325	0	0	0	0	22,500
Total Funding	$1,146	$3,115	$10,784	$11,560	$371	$343	$325	$0	$0	$0	$0	$27,644

Project Number: 1200515 | **Corridor Director:** Allan Kosup

RTIP Number: CAL09D | **Project Manager:** Mohamad Khatib

Project Name: I-5/I-805 HOV Conversion to Express Lanes | **PM Phone Number:** (619) 688-6654

Project Scope

Corridor study, preliminary engineering and design for the conversion of existing High Occupancy Vehicle (HOV) lanes to Express Lanes along the I-5 and I-805 corridors.

Site Location

Progress to Date

Preliminary engineering and corridor study to begin in summer 2022. Design to begin in spring 2023. The final environmental document for the I-805 portion was cleared under CIP 1280503 and the I-5 portion was cleared under CIP 1200501.

Project Limits

On I-805 from SR 52 to the I-5/805 merge and on I-5 from the I-5/805 merge to SR 78

Major Milestones

Draft Environmental Document	Feb-10
Final Environmental Document	Dec-10
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$10	$75	$75	$50	$50	$0	$0	$0	$0	$0	$260
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	800	2,750	2,500	3,000	1,250	0	0	0	0	0	10,300
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	25	175	75	0	0	0	0	0	0	275
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$810	$2,850	$2,750	$3,125	$1,300	$0	$0	$0	$0	$0	$10,835

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	190	1,700	2,475	1,900	1,800	0	0	0	0	0	8,065
Right-of-Way Support	0	0	0	0	0	250	0	0	0	0	0	250
Right-of-Way Capital	0	0	0	0	0	1,000	0	0	0	0	0	1,000
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$190	$1,700	$2,475	$1,900	$3,050	$0	$0	$0	$0	$0	$9,315
Total Expenditures	$0	$1,000	$4,550	$5,225	$5,025	$4,350	$0	$0	$0	$0	$0	$20,150
TransNet Pass-Through	$0	$690	$1,200	($500)	($1,200)	$0	$0	$0	$0	$0	$0	$190
Caltrans STIP Pass Through to SANDAG	$0	$0	$0	$4,800	$3,125	$1,300	$0	$0	$0	$0	$0	$9,225

Funding Plan ($000)

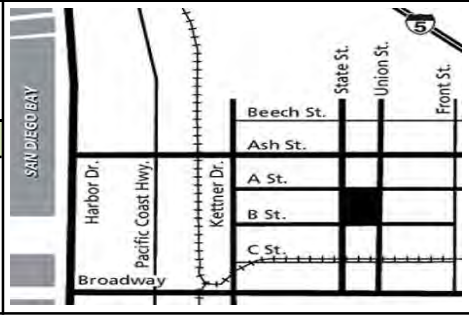
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
83010001 STIP-RIP	$0	$0	$0	$3,800	$4,125	$1,300	$0	$0	$0	$0	$0	$9,225
STIP-RIP	0	0	0	3,425	2,650	3,050	0	0	0	0	0	9,125
Local												
91000100 TransNet-MC	0	1,000	800	0	0	0	0	0	0	0	0	1,800
91000100 TransNet-MC AC	0	0	3,750	($2,000)	($1,750)	0	0	0	0	0	0	0
Total Funding	$0	$1,000	$4,550	$5,225	$5,025	$4,350	$0	$0	$0	$0	$0	$20,150

Project Number:	**1201514**	**Corridor Director:**	**Ryan Kohut**
RTIP Number:	**SAN129**	**Project Manager:**	**Omar Atayee**
Project Name:	**Downtown Multiuse and Bus Stopover Facility**	**PM Phone Number:**	**(619) 595-5319**

Project Scope

Bus stopover facility and potentially a multiuse facility that could include office, residential, and retail development.

Site Location



Progress to Date

Two parcels have already been acquired and a third parcel will be acquired in FY22. Remaining parcel to be acquired in FY23 necessary to construct facility.

Project Limits

The block bounded by A Street, B Street, State Street, and Union Street in the Columbia-Civic/Core neighborhood of Downtown San Diego

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jun-16
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,801	$100	$50	$0	$0	$0	$0	$0	$0	$0	$0	$1,951
Environmental Document	465	210	0	0	0	0	0	0	0	0	0	675
Design	2,009	0	0	0	0	0	0	0	0	0	0	2,009
Right-of-Way Support	229	151	0	0	0	0	0	0	0	0	0	380
Right-of-Way Capital	13,178	20,219	6,728	0	0	0	0	0	0	0	0	40,125
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	25	0	0	0	0	0	0	0	0	0	0	25
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	362	147	0	0	0	0	0	0	0	0	0	509
Communications	84	25	0	0	0	0	0	0	0	0	0	109
Project Contingency	0	192	0	0	0	0	0	0	0	0	0	192
Total SANDAG	$18,153	$21,044	$6,778	$0	$0	$0	$0	$0	$0	$0	$0	$45,975

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$18,153	$21,044	$6,778	$0	$0	$0	$0	$0	$0	$0	$0	$45,975

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$10,615	$3,670	$0	$0	$0	$0	$0	$0	$0	$0	$14,285
Local												
91000100 TransNet-MC	18,153	9,029	3,108	0	0	0	0	0	0	0	0	30,290
91200001 MTS	0	1,400	0	0	0	0	0	0	0	0	0	1,400
Total Funding	$18,153	$21,044	$6,778	$0	$0	$0	$0	$0	$0	$0	$0	$45,975

Project Number: 1205204
RTIP Number: CAL536
Project Name: SR 52 Improvements

Corridor Director: Karen Jewel
Project Manager: Michael Oreiro
PM Phone Number: (619) 952-8173

Project Scope

Operational improvements between I-805 and SR 125.

Site Location

Progress to Date

Project was on hold in FY22. Environmental document is 80% complete.

Project Limits

Along SR 52 from I-805 to SR 125

Major Milestones

Draft Environmental Document	Dec-22
Final Environmental Document	Jul-23
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$5	$40	$153	$193	$9	$0	$0	$0	$0	$0	$400
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	40	0	0	0	0	0	0	0	0	40
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$5	$80	$153	$193	$9	$0	$0	$0	$0	$0	$440

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$69	$434	$0	$0	$0	$0	$0	$0	$0	$0	$503
Design	0	0	0	4,891	4,474	1,692	0	0	0	0	0	11,057
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$69	$434	$4,891	$4,474	$1,692	$0	$0	$0	$0	$0	$11,560
Total Expenditures	$0	$74	$514	$5,044	$4,667	$1,701	$0	$0	$0	$0	$0	$12,000
TransNet Pass-Through	$0	$0	$0	$1,487	$773	$300	$0	$0	$0	$0	$0	$2,560

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
SB1-LPP	$0	$0	$0	$1,388	$1,012	$600	$0	$0	$0	$0	$0	$3,000
Local												
91000100 TransNet-MC	0	5	80	1,541	1,205	169	0	0	0	0	0	3,000
Private Developer Funds (Santee)	0	69	434	2,115	2,450	932	0	0	0	0	0	6,000
Total Funding	$0	$74	$514	$5,044	$4,667	$1,701	$0	$0	$0	$0	$0	$12,000

Project Number: 1207606 | **Corridor Director:** Allan Kosup

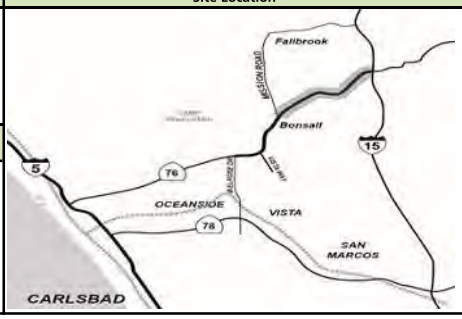
RTIP Number: CAL29B | **Project Manager:** Kareem Scarlett

Project Name: SR 76 East | **PM Phone Number:** (858) 203-4010

Project Scope

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

Site Location



Progress to Date

The highway and interchange projects are open to the public. Plant establishment is 85% complete.

Project Limits

On SR 76 from Mission Road to I-15

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,694	$39	$79	$51	$16	$0	$0	$0	$0	$0	$0	$1,879
Environmental Document	5,801	0	1	0	0	0	0	0	0	0	0	5,802
Design	3,602	0	0	0	0	0	0	0	0	0	0	3,602
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	522	0	0	0	0	0	0	0	0	0	0	522
Construction Support	2,413	74	104	101	46	0	0	0	0	0	0	2,738
Construction Capital	1,780	1	0	0	0	0	0	0	0	0	0	1,781
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	255	0	2	0	0	0	0	0	0	0	0	257
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$16,067	$114	$186	$152	$62	$0	$0	$0	$0	$0	$0	$16,581

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$5,936	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,936
Design	16,879	1	0	0	0	0	0	0	0	0	0	16,880
Right-of-Way Support	6,147	333	163	0	0	0	0	0	0	0	0	6,643
Right-of-Way Capital	18,594	21	22	0	0	0	0	0	0	0	0	18,637
Construction Support	24,200	547	911	0	0	0	0	0	0	0	0	25,658
Construction Capital	108,541	2,976	297	398	742	0	0	0	0	0	0	112,954
Total Caltrans	$180,297	$3,878	$1,393	$398	$742	$0	$0	$0	$0	$0	$0	$186,708
Total Expenditures	$196,364	$3,992	$1,579	$550	$804	$0	$0	$0	$0	$0	$0	$203,289
TransNet Pass-Through	$57,093	$3,397	$1,010	$0	$0	$0	(18,963)	$0	$0	$0	$0	$42,537
Misc/Pass-Through	$0	$0	$0	$0	$0	$0	$18,963	$0	$0	$0	$0	$18,963

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
RSTP	$92,253	$476	$388	$398	$171	$0	$0	$0	$0	$0	$0	$93,686
FHWA Discretionary - Truck Parking Facilities	300	0	0	0	0	0	0	0	0	0	0	300
State												
Prop 1B-CMIA	27,085	0	0	0	302	0	0	0	0	0	0	27,387
Local												
91000100 TransNet-EMP	8,133	0	0	0	0	0	0	0	0	0	0	8,133
91000100 TransNet-H	12,139	0	0	0	0	0	0	0	0	0	0	12,139
91000100 TransNet-MC	32,346	1,096	1,191	152	62	0	0	0	0	0	0	34,847
91000100 TransNet-MC AC	16,543	2,420	0	0	0	0	(18,963)	0	0	0	0	0
92060001/91130001 Miscellaneous/Private Dev	3,999	0	0	0	0	0	18,963	0	0	0	0	22,962
Rainbow Water District	3,566	0	0	0	269	0	0	0	0	0	0	3,835
Total Funding	$196,364	$3,992	$1,579	$550	$804	$0	$0	$0	$0	$0	$0	$203,289

Project Number: 1210021 | **Corridor Director:** Chip Finch

RTIP Number: SAN281 | **Project Manager:** Dinara Ussenova

Project Name: Blue Line Railway Signal Improvements | **PM Phone Number:** (619) 699-7339

Project Scope

Railway signaling design work and construction to make improvements on Blue Line grade crossings, including improved signaling and communication, to provide pedestrian crossing safety improvements.

Site Location

Progress to Date

Construction is 10% complete.

Project Limits

Along the Blue Line trolley from 12th and Imperial to San Ysidro

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	Apr-22
Open to Public	Dec-22
Construction Complete	Dec-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$4	$27	$18	$1	$0	$0	$0	$0	$0	$0	$0	$50
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	26	60	9	0	0	0	0	0	0	0	0	95
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	15	25	0	0	0	0	0	0	0	0	40
Construction Capital	0	110	46	0	0	0	0	0	0	0	0	156
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	6	20	0	0	0	0	0	0	0	0	26
Total SANDAG	$30	$218	$118	$1	$0	$0	$0	$0	$0	$0	$0	$367

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$30	$218	$118	$1	$0	$0	$0	$0	$0	$0	$0	$367

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-MC	$30	$218	$118	$1	$0	$0	$0	$0	$0	$0	$0	$367
Total Funding	$30	$218	$118	$1	$0	$0	$0	$0	$0	$0	$0	$367

Project Number: 1210090 | **Corridor Director:** Chip Finch

RTIP Number: SAN262 | **Project Manager:** Chip Finch

Project Name: Low-Floor Light Rail Transit Vehicles | **PM Phone Number:** (619) 595-5617

Project Scope

New low-floor vehicle procurement for San Diego Trolley system.

Site Location

Progress to Date

Procurement of LRVs in process. LRVs began service in spring 2022.

Project Limits

Forty-seven Light Rail Vehicles (LRVs) to replace existing SD100 fleet to support additional, more frequent trolley service

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	May-25
Construction Complete	Jun-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$50	$60	$125	$25	$0	$0	$0	$0	$0	$0	$260
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$50	$60	$125	$25	$0	$0	$0	$0	$0	$0	$260

Metropolitan Transit System ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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	20,000	10,000	12,000	25,000	5,000	0	0	0	0	0	0	72,000
Total Metropolitan Transit System	$20,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$0	$0	$0	$72,000
Total Expenditures	$20,000	$10,050	$12,060	$25,125	$5,025	$0	$0	$0	$0	$0	$0	$72,260

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
RSTP* (FTA Transfer)	$20,000	$10,000	$12,000	$25,000	$5,000	$0	$0	$0	$0	$0	$0	$72,000
Local												
91000100 TransNet-MC	0	50	60	125	25	0	0	0	0	0	0	260
Total Funding	$20,000	$10,050	$12,060	$25,125	$5,025	$0	$0	$0	$0	$0	$0	$72,260

*Matched with local MTS funds

Project Number: 1210091 | **Corridor Director:** Chip Finch

RTIP Number: SAN261 | **Project Manager:** John Dorow

Project Name: Palomar Street Rail Grade Separation | **PM Phone Number:** (619) 699-1915

Project Scope

Prepare 60% design for rail grade separation in the City of Chula Vista at Palomar Street.

Site Location

Progress to Date

Design is 45% complete

Project Limits

Palomar Street and Industrial Boulevard in the City of Chula Vista

Major Milestones

Draft Environmental Document	Jan-20
Final Environmental Document	Apr-20
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$39	$51	$100	$50	$0	$0	$0	$0	$0	$0	$0	$240
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	1,090	2,210	1,000	0	0	0	0	0	0	0	4,300
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	20	20	10	0	0	0	0	0	0	0	50
Project Contingency	0	100	200	110	0	0	0	0	0	0	0	410
Total SANDAG	$39	$1,261	$2,530	$1,170	$0	$0	$0	$0	$0	$0	$0	$5,000

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$39	$1,261	$2,530	$1,170	$0	$0	$0	$0	$0	$0	$0	$5,000

Funding Plan ($000)

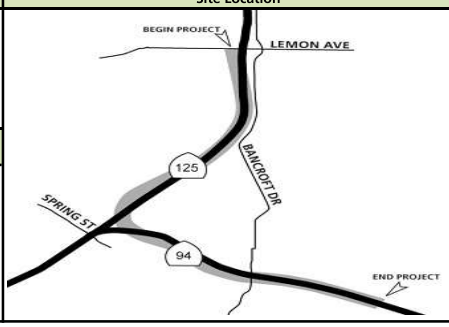
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72100001 CMAQ	$39	$1,248	$2,505	$1,158	$0	$0	$0	$0	$0	$0	$0	$4,950
Local												
91000100 TransNet-MC	0	13	25	12	0	0	0	0	0	0	0	50
Total Funding	$39	$1,261	$2,530	$1,170	$0	$0	$0	$0	$0	$0	$0	$5,000

Project Number:	**1212501**	**Corridor Director: Karen Jewel**	
RTIP Number:	**CAL68**	**Project Manager: Michael Oreiro**	
Project Name:	**SR 94/SR 125 South to East Connector**	**PM Phone Number: (619) 952-8173**	

Project Scope

Design and right-of-way of southbound SR 125 to eastbound SR 94 direct connector.

Site Location



Progress to Date

Design is 75% complete.

Project Limits

On SR 94 and SR 125 from Lemon Avenue to Kenwood Drive

Major Milestones

Draft Environmental Document	Feb-15
Final Environmental Document	Dec-15
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$35	$135	$78	$2	$0	$0	$0	$0	$0	$0	$0	$250
Environmental Document	1,528	0	0	0	0	0	0	0	0	0	0	1,528
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$1,563	$135	$78	$2	$0	$0	$0	$0	$0	$0	$0	$1,778

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$5,275	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,275
Design	6,673	4,948	3,980	20	0	0	0	0	0	0	0	15,621
Right-of-Way Support	176	2,066	248	10	0	0	0	0	0	0	0	2,500
Right-of-Way Capital	1,399	4,266	3,318	83	0	0	0	0	0	0	0	9,066
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$13,523	$11,280	$7,546	$113	$0	$0	$0	$0	$0	$0	$0	$32,462
Total Expenditures	$15,086	$11,415	$7,624	$115	$0	$0	$0	$0	$0	$0	$0	$34,240
TransNet Pass-Through	$275	$1,440	$356	$65	$0	$0	$0	$0	$0	$0	$0	$2,136

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
RSTP	$0	$3,376	$1,910	$14	$0	$0	$0	$0	$0	$0	$0	$5,300
RSTP-STP	0	700	0	0	0	0	0	0	0	0	0	700
State												
SB1-LPP	180	2,506	1,300	14	0	0	0	0	0	0	0	4,000
SHA	26	0	0	0	0	0	0	0	0	0	0	26
STIP-RIP	6,673	3,275	3,980	20	0	0	0	0	0	0	0	13,948
TCRP	6,352	0	0	0	0	0	0	0	0	0	0	6,352
Local												
91000100 TransNet-MC	1,855	1,558	434	67	0	0	0	0	0	0	0	3,914
Total Funding	$15,086	$11,415	$7,624	$115	$0	$0	$0	$0	$0	$0	$0	$34,240

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

Project Scope

Design 0.6 miles of double-track, a new bridge, and new signals.

Site Location

Progress to Date

Design is complete. Permits are pending.

Project Limits

On the LOSSAN Rail Corridor from Control Point (CP) Eastbrook near Harbor Drive to CP Shell near Surfrider Way

Major Milestones

Draft Environmental Document	Jul-14
Final Environmental Document	Sep-14
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,449	$241	$160	$0	$0	$0	$0	$0	$0	$0	$0	$1,850
Environmental Document	4,491	0	0	0	0	0	0	0	0	0	0	4,491
Design	2,354	1,646	107	0	0	0	0	0	0	0	0	4,107
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	20	0	0	0	0	0	0	0	0	20
Communications	18	20	20	0	0	0	0	0	0	0	0	58
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$8,312	$1,907	$307	$0	$0	$0	$0	$0	$0	$0	$0	$10,526

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$8,312	$1,907	$307	$0	$0	$0	$0	$0	$0	$0	$0	$10,526

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
75470001 FRA-PRIIA	$3,526	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,526
State												
82500001 SB1-LPP	1,051	949	0	0	0	0	0	0	0	0	0	2,000
Local												
91000100 TransNet-MC	3,735	958	307	0	0	0	0	0	0	0	0	5,000
Total Funding	$8,312	$1,907	$307	$0	$0	$0	$0	$0	$0	$0	$0	$10,526

Project Number: 1239811 | **Corridor Director:** Bruce Smith

RTIP Number: SAN132 | **Project Manager:** John Dorow

Project Name: Elvira to Morena Double-Track | **PM Phone Number:** (619) 699-1915

Project Scope

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

Site Location

Progress to Date

Project opened to public in July 2020. Final construction activities are in progress.

Project Limits

On the LOSSAN Rail Corridor from CP Elvira near SR 52 to CP Friar near Friars Road

Major Milestones

Draft Environmental Document	Oct-14
Final Environmental Document	Mar-15
Ready to Advertise	Apr-15
Begin Construction	Mar-17
Open to Public	Jul-20
Construction Complete	Dec-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$4,656	$70	$20	$0	$0	$0	$0	$0	$0	$0	$0	$4,746
Environmental Document	4,491	1	0	0	0	0	0	0	0	0	0	4,492
Design	14,219	77	0	0	0	0	0	0	0	0	0	14,296
Right-of-Way Support	441	21	21	0	0	0	0	0	0	0	0	483
Right-of-Way Capital	1,015	9	0	0	0	0	0	0	0	0	0	1,024
Construction Support	25,257	371	330	0	0	0	0	0	0	0	0	25,958
Construction Capital	130,778	1,334	845	0	0	0	0	0	0	0	0	132,957
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	13	120	0	0	0	0	0	0	0	0	0	133
Communications	2	10	0	0	0	0	0	0	0	0	0	12
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$180,872	$2,013	$1,216	$0	$0	$0	$0	$0	$0	$0	$0	$184,101

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$180,872	$2,013	$1,216	$0	$0	$0	$0	$0	$0	$0	$0	$184,101

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72310001 FTA 5307 CA-2018-043	$11,810	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$11,810
72340001 FTA 5307 CA-95-X129	42,756	0	0	0	0	0	0	0	0	0	0	42,756
75470001 FRA-PRIIA	9,920	0	0	0	0	0	0	0	0	0	0	9,920
State												
85090001 TCRP	4,052	0	0	0	0	0	0	0	0	0	0	4,052
85170001 Cap and Trade-TIRCP	61,383	0	0	0	0	0	0	0	0	0	0	61,383
Local												
91000100 TransNet-MC	35,019	1,452	1,216	0	0	0	0	0	0	0	0	37,687
91030001 City of San Diego	15,932	561	0	0	0	0	0	0	0	0	0	16,493
Total Funding	$180,872	$2,013	$1,216	$0	$0	$0	$0	$0	$0	$0	$0	$184,101

Project Number: 1239812 | **Corridor Director:** Bruce Smith

RTIP Number: SAN29 | **Project Manager:** Tim DeWitt

Project Name: Sorrento to Miramar Phase 2 | **PM Phone Number:** (619) 699-1935

Project Scope

Final environmental, design and right-of-way activities for 1.9 miles of double-track, curve straightening and new signals.

Site Location

Progress to Date

Design is complete. Permitting and right-of-way are expected to be complete in late 2023.

Project Limits

On the LOSSAN Rail Corridor from mile post (MP) 251 near I-805 to MP 253 near Miramar Road

Major Milestones

Draft Environmental Document	Nov-16
Final Environmental Document	May-18
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$2,296	$300	$200	$200	$0	$0	$0	$0	$0	$0	$0	$2,996
Environmental Document	2,874	0	0	0	0	0	0	0	0	0	0	2,874
Design	7,924	809	215	170	0	0	0	0	0	0	0	9,118
Right-of-Way Support	185	350	362	0	0	0	0	0	0	0	0	897
Right-of-Way Capital	294	4,800	4,005	3,618	0	0	0	0	0	0	0	12,717
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	100	400	500	0	0	0	0	0	0	0	1,000
Communications	30	10	20	28	0	0	0	0	0	0	0	88
Project Contingency	0	0	50	0	0	0	0	0	0	0	0	50
Total SANDAG	$13,603	$6,369	$5,252	$4,516	$0	$0	$0	$0	$0	$0	$0	$29,740

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$13,603	$6,369	$5,252	$4,516	$0	$0	$0	$0	$0	$0	$0	$29,740

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
75470001 FRA-PRIIA	$3,102	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,102
State												
82500001 SB1-LPP	1,720	0	0	0	0	0	0	0	0	0	0	1,720
82500005 SB1-TCEP	166	4,000	3,236	3,098	0	0	0	0	0	0	0	10,500
83010001 STIP-IIP	2,000	0	0	0	0	0	0	0	0	0	0	2,000
Local												
91000100 TransNet-MC	6,615	2,369	2,016	1,418	0	0	0	0	0	0	0	12,418
Total Funding	$13,603	$6,369	$5,252	$4,516	$0	$0	$0	$0	$0	$0	$0	$29,740

Project Number:	**1239813**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN30 (Part of SAN114)**	**Project Manager:**	**Angela Anderson**
Project Name:	**San Dieguito Lagoon Double-Track and Platform**	**PM Phone Number:**	**(619) 699-6934**

Project Scope

Design 2.1 miles of double-track. The San Dieguito Double-Track Phases 1 and 2 will include a special events platform, replacement of the San Dieguito Bridge, and other various improvements.

Site Location

Progress to Date

Design is 95% complete. Right-of-way to begin summer 2022.

Project Limits

On the LOSSAN Rail Corridor from the City of Solana Beach (Mile Post [MP] 242.2) to south of MP 243.9 in the City of Del Mar

Major Milestones

Draft Environmental Document	Oct-14
Final Environmental Document	Jan-16
Ready to Advertise	NA
Begin Construction	NA
Open to Public	NA
Construction Complete	NA

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$2,350	$380	$266	$0	$0	$0	$0	$0	$0	$0	$0	$2,996
Environmental Document	4,014	100	0	0	0	0	0	0	0	0	0	4,114
Design	8,379	3,252	322	0	0	0	0	0	0	0	0	11,953
Right-of-Way Support	0	100	300	0	0	0	0	0	0	0	0	400
Right-of-Way Capital	0	0	900	0	0	0	0	0	0	0	0	900
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	195	0	0	0	0	0	0	0	0	200
Communications	76	95	95	0	0	0	0	0	0	0	0	266
Project Contingency	0	900	816	0	0	0	0	0	0	0	0	1,716
Total SANDAG	$14,819	$4,832	$2,894	$0	$0	$0	$0	$0	$0	$0	$0	$22,545

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$14,819	$4,832	$2,894	$0	$0	$0	$0	$0	$0	$0	$0	$22,545

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
75470001 FRA-PRIIA	$6,705	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$6,705
State												
82500001 SB1-LPP	2,724	776	0	0	0	0	0	0	0	0	0	3,500
Local												
91000100 TransNet-MC	5,390	1,450	0	0	0	0	0	0	0	0	0	6,840
91060001 NCTD	0	2,606	2,894	0	0	0	0	0	0	0	0	5,500
Total Funding	$14,819	$4,832	$2,894	$0	$0	$0	$0	$0	$0	$0	$0	$22,545

Project Number: 1239814 | **Corridor Director:** Bruce Smith

RTIP Number: SAN149 (Part of SAN114) | **Project Manager:** Angela Anderson

Project Name: LOSSAN Rail Corridor Preliminary Engineering | **PM Phone Number:** (619) 699-6934

Project Scope

Conduct preliminary engineering for prioritization of the LOSSAN Rail Corridor improvement projects. Preparation of Project Study Reports (PSRs), design criteria, standard plans and funding applications to better define future projects.

Site Location

Progress to Date

Ongoing preliminary engineering and project prioritization of the LOSSAN Rail Corridor improvement projects. Emphasis in FY2023 will be on Project Study Reports to prepare for grant opportunities.

Project Limits

On the LOSSAN Rail Corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$272	$15	$20	$13	$0	$0	$0	$0	$0	$0	$0	$320
Environmental Document	968	120	200	0	0	0	0	0	0	0	0	1,288
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	41	0	0	0	0	0	0	0	0	0	41
Total SANDAG	$1,240	$176	$220	$13	$0	$0	$0	$0	$0	$0	$0	$1,649

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,240	$176	$220	$13	$0	$0	$0	$0	$0	$0	$0	$1,649

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-MC	$1,240	$176	$220	$13	$0	$0	$0	$0	$0	$0	$0	$1,649
Total Funding	$1,240	$176	$220	$13	$0	$0	$0	$0	$0	$0	$0	$1,649

Project Number:	**1239816**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN183 (part of SAN114)**	**Project Manager:**	**Tim DeWitt**
Project Name:	**Batiquitos Lagoon Double-Track**	**PM Phone Number:**	**(619) 699-1935**

Project Scope

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

Site Location

Progress to Date

Design is complete. Emphasis in FY23 will be acquiring necessary permits.

Project Limits

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

Major Milestones

Draft Environmental Document	Apr-14
Final Environmental Document	Jul-14
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,705	$202	$377	$300	$0	$0	$0	$0	$0	$0	$0	$2,584
Environmental Document	3,163	0	0	0	0	0	0	0	0	0	0	3,163
Design	5,737	1,179	200	200	0	0	0	0	0	0	0	7,316
Right-of-Way Support	0	0	107	0	0	0	0	0	0	0	0	107
Right-of-Way Capital	0	48	0	0	0	0	0	0	0	0	0	48
Construction Support	23	20	100	121	0	0	0	0	0	0	0	264
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	41	0	37	28	0	0	0	0	0	0	0	106
Communications	16	0	80	20	0	0	0	0	0	0	0	116
Project Contingency	0	0	50	50	0	0	0	0	0	0	0	100
Total SANDAG	$10,685	$1,449	$951	$719	$0	$0	$0	$0	$0	$0	$0	$13,804

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	655	50	0	0	0	0	0	0	0	0	0	705
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$655	$50	$0	$0	$0	$0	$0	$0	$0	$0	$0	$705
Total Expenditures	$11,340	$1,499	$951	$719	$0	$0	$0	$0	$0	$0	$0	$14,509
TransNet Pass-Through	$655	$50	$0	$0	$0	$0	$0	$0	$0	$0	$0	$705

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72340001 FTA 5307 CA-95-X129	$5,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,000
State												
82500001 SB1-LPP	1,140	110	0	0	0	0	0	0	0	0	0	1,250
Local												
91000100 TransNet-MC	5,200	1,389	951	719	0	0	0	0	0	0	0	8,259
Total Funding	$11,340	$1,499	$951	$719	$0	$0	$0	$0	$0	$0	$0	$14,509

Project Number:	**1239820**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN260**	**Project Manager:**	**Angela Anderson**
Project Name:	**COASTER Train Sets**	**PM Phone Number:**	**(619) 699-6934**

Project Scope

Two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the LOSSAN Rail Corridor.

Site Location

Progress to Date

Trains in operation.

Project Limits

Along the LOSSAN Rail Corridor

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	May-22
Construction Complete	Jun-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$9	$11	$10	$10	$0	$0	$0	$0	$0	$0	$0	$40
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$9	$11	$10	$10	$0	$0	$0	$0	$0	$0	$0	$40

North County Transit District ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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	1,500	4,400	30,590	22,270	0	0	0	0	0	0	0	58,760
Total North County Transit District	$1,500	$4,400	$30,590	$22,270	$0	$0	$0	$0	$0	$0	$0	$58,760
Total Expenditures	$1,509	$4,411	$30,600	$22,280	$0	$0	$0	$0	$0	$0	$0	$58,800
TransNet Pass-Through	$1,509	$2,200	$9,190	$12,061	$0	$0	$0	$0	$0	$0	$0	$24,960

Funding Plan ($000)

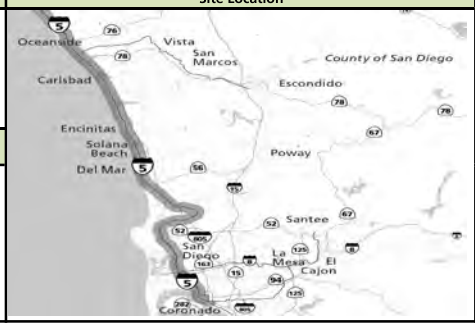
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
SB1-LPP	$0	$2,200	$9,200	$9,800	$0	$0	$0	$0	$0	$0	$0	$21,200
Local												
91000100 TransNet-MC	1,509	2,211	9,200	12,080	0	0	0	0	0	0	0	25,000
NCTD	0	0	12,200	400	0	0	0	0	0	0	0	12,600
Total Funding	$1,509	$4,411	$30,600	$22,280	$0	$0	$0	$0	$0	$0	$0	$58,800

Project Number:	**1239821**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN259**	**Project Manager:**	**Danny Veeh**
Project Name:	**LOSSAN Rail Corridor Improvements**	**PM Phone Number:**	**(619) 699-7317**

Project Scope

Includes preliminary engineering, Project Study Reports (PSRs), design criteria for alternative improvments along the LOSSAN Rail Corridor.

Site Location



Progress to Date

Preliminary Engineering and corridor studies are 95% complete.

Project Limits

On the LOSSAN Rail Corridor from downtown San Diego at Mile Post (MP) 269 to the Orange County Line at MP 207.4

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$159	$169	$10	$0	$0	$0	$0	$0	$0	$0	$0	$338
Environmental Document	1,907	1,264	10	0	0	0	0	0	0	0	0	3,181
Design	0	1	0	0	0	0	0	0	0	0	0	1
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$2,066	$1,434	$20	$0	$0	$0	$0	$0	$0	$0	$0	$3,520

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,066	$1,434	$20	$0	$0	$0	$0	$0	$0	$0	$0	$3,520

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP*	$2,055	$945	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,000
Local												
91000100 TransNet-MC	11	489	20	0	0	0	0	0	0	0	0	520
Total Funding	$2,066	$1,434	$20	$0	$0	$0	$0	$0	$0	$0	$0	$3,520

*Matched with Toll Credits

Project Number:	**1239822**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN30 (Part of SAN114)**	**Project Manager:**	**Angela Anderson**
Project Name:	**San Dieguito Lagoon Double-Track and Platform Phase 1 Construction**	**PM Phone Number:**	**(619) 699-6934**

Project Scope

Construct 0.8 miles of double-track and other various improvements.

Site Location

Progress to Date

Design completed under CIP 1239813. Construction to begin in spring 2023.

Project Limits

On the LOSSAN Rail Corridor from City of Solana Beach (Mile Post [MP] 242.2) to north of the San Dieguito River Bridge (MP 242.9)

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Oct-22
Begin Construction	Mar-23
Open to Public	Jul-25
Construction Complete	Jan-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$0	$350	$450	$350	$299	$0	$0	$0	$0	$0	$1,449
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	1,500	4,500	3,500	1,453	0	0	0	0	0	10,953
Construction Capital	0	0	5,000	17,000	13,557	5,884	0	0	0	0	0	41,441
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	100	200	100	100	0	0	0	0	0	500
Communications	0	0	50	100	100	0	0	0	0	0	0	250
Project Contingency	0	0	650	500	500	85	0	0	0	0	0	1,735
Total SANDAG	$0	$0	$7,650	$22,750	$18,107	$7,821	$0	$0	$0	$0	$0	$56,328

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$0	$0	$7,650	$22,750	$18,107	$7,821	$0	$0	$0	$0	$0	$56,328

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
82500005 SB1-TCEP	$0	$0	$5,900	$14,750	$8,600	$1,278	$0	$0	$0	$0	$0	$30,528
Local												
91060001 NCTD	0	0	1,750	8,000	9,507	6,543	0	0	0	0	0	25,800
Total Funding	$0	$0	$7,650	$22,750	$18,107	$7,821	$0	$0	$0	$0	$0	$56,328

Project Number:	**1240001**	**Corridor Director: Chip Finch**	
RTIP Number:	**SAN78**	**Project Manager: Bill Parris**	
Project Name:	**Mid-City Rapid Bus**	**PM Phone Number: (619) 699-1953**	

Project Scope

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

Project Limits

From San Diego State University to downtown San Diego along El Cajon Boulevard, College Avenue, Park Boulevard, and Broadway, including Rapid stations located along SR 15 at the El Cajon Boulevard and University Avenue ramps

Site Location

Progress to Date

The original TSP for the *Rapid* Bus service has been completed. The TSP network infrastructure and design is being evaluated and considered as part of the larger regional smart intersection initiatives. Design work began in FY22 and will continue through FY24.

Major Milestones

Draft Environmental Document	Nov-08
Final Environmental Document	Mar-09
Ready to Advertise	Dec-12
Begin Construction	May-13
Open to Public	Oct-14
Construction Complete	Jul-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$2,474	$10	$20	$20	$0	$0	$0	$0	$0	$0	$0	$2,524
Environmental Document	987	0	0	0	0	0	0	0	0	0	0	987
Design	3,186	100	220	75	0	0	0	0	0	0	0	3,581
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	230	0	0	0	0	0	0	0	0	0	0	230
Construction Support	2,901	0	0	0	0	0	0	0	0	0	0	2,901
Construction Capital	17,727	0	0	0	0	0	0	0	0	0	0	17,727
Vehicles	16,463	0	0	0	0	0	0	0	0	0	0	16,463
Legal Services	24	0	0	0	0	0	0	0	0	0	0	24
Communications	89	0	0	0	0	0	0	0	0	0	0	89
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$44,081	$110	$240	$95	$0	$0	$0	$0	$0	$0	$0	$44,526

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$44,081	$110	$240	$95	$0	$0	$0	$0	$0	$0	$0	$44,526

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
70240001 FTA 5309 CA-03-0723	$729	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$729
70310001 FTA 5309 CA-03-0808	21,426	55	121	48	0	0	0	0	0	0	0	21,650
72210001 FTA 5307 CA-90-Y230	320	0	0	0	0	0	0	0	0	0	0	320
Local												
91000100 TransNet-MC	21,332	55	119	47	0	0	0	0	0	0	0	21,553
91000100 TransNet-T	274	0	0	0	0	0	0	0	0	0	0	274
Total Funding	$44,081	$110	$240	$95	$0	$0	$0	$0	$0	$0	$0	$44,526

Project Number: 1280511 | **Corridor Director:** Karen Jewel

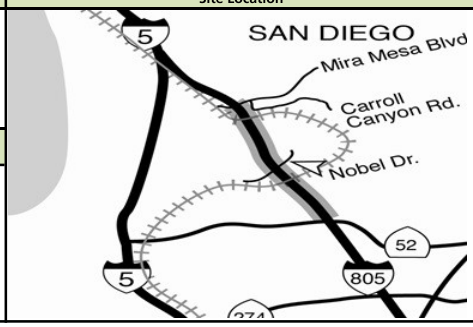
RTIP Number: CAL78B | **Project Manager:** Michael Oreiro

Project Name: I-805 North: 2 HOV Lanes | **PM Phone Number:** (619) 952-8173

Project Scope

Construct two High Occupancy Vehicle lanes and a south-facing direct access ramp at Carroll Canyon Road.

Site Location



Progress to Date

Project opened to traffic. Final construction activities are in progress.

Project Limits

On I-805 from SR 52 to Carroll Canyon Road

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Oct-11
Begin Construction	Mar-12
Open to Public	Sep-16
Construction Complete	Jan-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$789	$1	$100	$100	$81	$0	$0	$0	$0	$0	$0	$1,071
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	226	0	1	0	0	0	0	0	0	0	0	227
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,415	0	0	0	0	0	0	0	0	0	0	1,415
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	174	0	1	0	0	0	0	0	0	0	0	175
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$2,604	$1	$102	$100	$81	$0	$0	$0	$0	$0	$0	$2,888

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	1,619	0	10	0	0	0	0	0	0	0	0	1,629
Right-of-Way Support	236	0	4	0	0	0	0	0	0	0	0	240
Right-of-Way Capital	275	0	0	0	0	0	0	0	0	0	0	275
Construction Support	18,923	60	586	498	406	0	0	0	0	0	0	20,473
Construction Capital	87,501	41	340	302	276	0	0	0	0	0	0	88,460
Total Caltrans	$108,554	$101	$940	$800	$682	$0	$0	$0	$0	$0	$0	$111,077
Total Expenditures	$111,158	$102	$1,042	$900	$763	$0	$0	$0	$0	$0	$0	$113,965
TransNet Pass-Through	$4,779	$92	$876	$785	$679	$0	$0	$0	$0	$0	$0	$7,211

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CMAQ	$61,807	$0	$51	$10	$2	$0	$0	$0	$0	$0	$0	$61,870
State												
Prop 1B-CMIA	40,612	0	20	5	1	0	0	0	0	0	0	40,638
Prop 1B-SLPP	1,356	0	2	0	0	0	0	0	0	0	0	1,358
Local												
91000100 TransNet-MC	7,383	102	969	885	760	0	0	0	0	0	0	10,099
Total Funding	$111,158	$102	$1,042	$900	$763	$0	$0	$0	$0	$0	$0	$113,965

Project Number: 1280513 | **Corridor Director:** Karen Jewel

RTIP Number: SAN224 | **Project Manager:** Peter Thompson

Project Name: I-805/SR 94 Bus on Shoulder Demonstration Project | **PM Phone Number:** (619) 699-4813

Project Scope

Design and construct new freeway shoulder infrastructure on East Palomar, I-805 and SR 94. Implement technology improvements within the corridor to support Rapid operation. Procurement of 16 new compressed natural gas buses.

Site Location

Progress to Date

Opened to service in spring 2022. Coordination with California Highway Patrol and demonstrations will continue through fall 2023.

Project Limits

In Chula Vista, on East Palomar Street between Heritage Road and I-805. On I-805 between East Palomar Street and SR 94. On SR 94 between I-805 and Downtown San Diego

Major Milestones

Draft Environmental Document	NA
Final Environmental Document	Dec-16
Ready to Advertise	May-17
Begin Construction	Jul-20
Open to Public	Jan-22
Construction Complete	Apr-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,089	$100	$80	$100	$50	$50	$0	$0	$0	$0	$0	$1,469
Environmental Document	102	0	0	0	0	0	0	0	0	0	0	102
Design	1,818	40	20	0	0	0	0	0	0	0	0	1,878
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	512	200	100	0	0	0	0	0	0	0	0	812
Construction Capital	4,988	816	934	182	0	0	0	0	0	0	0	6,920
Vehicles	17,019	0	0	0	0	0	0	0	0	0	0	17,019
Legal Services	3	0	0	0	0	0	0	0	0	0	0	3
Communications	193	200	30	50	0	0	0	0	0	0	0	473
Project Contingency	0	635	924	0	0	0	0	0	0	0	0	1,559
Total SANDAG	$25,724	$1,991	$2,088	$332	$50	$50	$0	$0	$0	$0	$0	$30,235

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	14	76	0	0	0	0	0	0	0	0	90
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	20	42	20	141	0	0	0	0	0	0	0	223
Construction Capital	0	1	2	349	0	0	0	0	0	0	0	352
Total Caltrans	$20	$57	$98	$490	$0	$0	$0	$0	$0	$0	$0	$665
Total Expenditures	$25,744	$2,048	$2,186	$822	$50	$50	$0	$0	$0	$0	$0	$30,900
TransNet Pass-Through	$91	$56	$98	$420	$0	$0	$0	$0	$0	$0	$0	$665

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
70280001 FTA 5309 CA-04-0099 VAA	$14,084	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$14,084
Local												
91000100 TransNet-MC	11,660	2,048	2,186	822	50	50	0	0	0	0	0	16,816
Total Funding	$25,744	$2,048	$2,186	$822	$50	$50	$0	$0	$0	$0	$0	$30,900

Project Number: 1280515 | **Corridor Director:** Karen Jewel

RTIP Number: CAL78D | **Project Manager:** Ramon Martinez

Project Name: I-805 South Soundwalls | **PM Phone Number:** (619) 688-2516

Project Scope

Construct soundwalls (Units 1 and 2) and Sweetwater River Bridge improvements.

Site Location

Progress to Date

Design for Unit 2 soundwalls is complete. Sweetwater River Bridge improvements is in plant establishment. Construction of Unit 2 will begin once funding is identified.

Project Limits

Along I-805 from Palomar Street to SR 54

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Feb-18
Begin Construction	May-18
Open to Public	Apr-21
Construction Complete	Dec-27

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$348	$150	$189	$203	$125	$19	$3	$1	$0	$0	$0	$1,038
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	106	0	0	1	0	0	0	0	0	0	0	107
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	36	0	0	0	0	0	0	0	0	0	36
Construction Capital	277	223	200	200	200	0	0	0	0	0	0	1,100
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	196	25	23	6	0	0	0	0	0	0	0	250
Project Contingency	0	700	0	1,232	0	0	0	0	0	0	0	1,932
Total SANDAG	$927	$1,134	$412	$1,642	$325	$19	$3	$1	$0	$0	$0	$4,463

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$41	$1	$0	$0	$0	$0	$0	$0	$0	$0	$0	$42
Design	15,644	1,659	682	0	0	0	0	0	0	0	0	17,985
Right-of-Way Support	1,158	159	0	0	0	0	0	0	0	0	0	1,317
Right-of-Way Capital	1,121	463	50	0	0	0	0	0	0	0	0	1,634
Construction Support	8,048	457	1,392	3,669	2,210	205	150	25	0	0	0	16,156
Construction Capital	32,448	1,656	2,733	20,215	9,488	1,452	0	0	0	0	0	67,992
Total Caltrans	$58,460	$4,395	$4,857	$23,884	$11,698	$1,657	$150	$25	$0	$0	$0	$105,126
Total Expenditures	$59,387	$5,529	$5,269	$25,526	$12,023	$1,676	$153	$26	$0	$0	$0	$109,589
TransNet Pass-Through	$4,616	$795	$547	$1,911	$1,160	$153	$10	$5	$0	$0	$0	$9,197
Caltrans Pass-Through	$72	$200	$200	$0	$0	$0	$0	$0	$0	$0	$0	$472

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
DEMO	$0	$0	$1,080	$0	$0	$0	$0	$0	$0	$0	$0	$1,080
RSTP	31,109	1,784	2,040	10,017	4,400	462	140	20	0	0	0	49,972
State												
85040001 SHOPP	72	200	200	0	0	0	0	0	0	0	0	472
SHOPP	22,734	1,174	273	266	50	30	0	0	0	0	0	24,527
SHOPP - G12	0	643	417	190	88	12	0	0	0	0	0	1,350
Local												
91000100 TransNet-MC	5,472	1,728	1,259	3,053	1,485	172	13	6	0	0	0	13,188
Total Funding	$59,387	$5,529	$5,269	$13,526	$6,023	$676	$153	$26	$0	$0	$0	$90,589

Note: The entire cost for this project is estimated to be $109.589M. Continued progress is subject to a funding allocation.

Project Number: 1280516 | **Corridor Director:** Karen Jewel

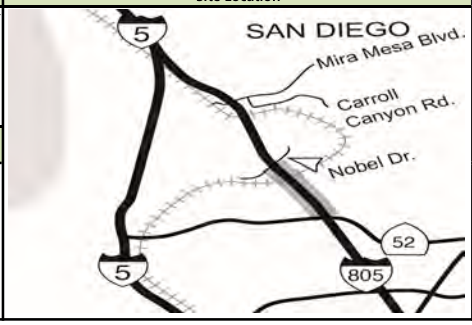
RTIP Number: CAL502 | **Project Manager:** Ramon Martinez

Project Name: I-805 North Auxiliary Lanes | **PM Phone Number:** (619) 688-2516

Project Scope

Design of one northbound and one southbound auxiliary lane at Governor Drive.

Site Location



Progress to Date

Design is 98% complete. Project is ready to advertise when construction funds are allocated.

Project Limits

Along I-805 from SR 52 to Nobel Drive

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$18	$14	$10	$0	$0	$0	$0	$0	$0	$0	$0	$42
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$18	$14	$10	$0	$0	$0	$0	$0	$0	$0	$0	$42

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	3,738	100	362	0	0	0	0	0	0	0	0	4,200
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$3,738	$100	$362	$0	$0	$0	$0	$0	$0	$0	$0	$4,200
Total Expenditures	$3,756	$114	$372	$0	$0	$0	$0	$0	$0	$0	$0	$4,242

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
STIP-RIP	$3,738	$100	$362	$0	$0	$0	$0	$0	$0	$0	$0	$4,200
Local												
91000100 TransNet-MC	18	14	10	0	0	0	0	0	0	0	0	42
Total Funding	$3,756	$114	$372	$0	$0	$0	$0	$0	$0	$0	$0	$4,242

Project Number:	**1280518**	**Corridor Director:**	**Karen Jewel**
RTIP Number:	**CAL67**	**Project Manager:**	**Michael Oreiro**
Project Name:	**SR 94 Transit Priority Lanes (I-805 to I-5)**	**PM Phone Number:**	**(619) 952-8173**

Project Scope

Final environmental document for two transit priority lanes and/or a transit priority connector along SR 94 from I-805 to I-5.

Site Location

Progress to Date

Connector feasibility study is 85% complete. Environmental phase to begin in summer 2025.

Project Limits

On SR 94 from I-5 to I-805

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$6	$2	$0	$0	$40	$81	$18	$8	$2	$0	$157
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	10	10	0	0	0	0	20
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$6	$2	$0	$0	$50	$91	$18	$8	$2	$0	$177

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$534	$258	$0	$0	$4,192	$7,889	$1,750	$749	$251	$0	$15,623
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$534	$258	$0	$0	$4,192	$7,889	$1,750	$749	$251	$0	$15,623
Total Expenditures	$0	$540	$260	$0	$0	$4,242	$7,980	$1,768	$757	$253	$0	$15,800
TransNet Pass-Through	$0	$534	$258	$0	$0	$0	$0	$0	$0	$0	$0	$792
Caltrans Pass-Through	$0	$0	$0	$0	$0	$50	$91	$18	$8	$2	$0	$169

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72100001 CMAQ	$0	$0	$0	$0	$0	$50	$91	$18	$8	$2	$0	$169
CMAQ	0	0	0	0	0	4,192	7,889	1,750	749	251	0	14,831
Local												
91000100 TransNet-MC	0	540	260	0	0	0	0	0	0	0	0	800
Total Funding	$0	$540	$260	$0	$0	$4,242	$7,980	$1,768	$757	$253	$0	$15,800

Project Number: 1280520 | **Corridor Director:** Karen Jewel

RTIP Number: CAL547 | **Project Manager:** Ramon Martinez

Project Name: I-805/SR 94/SR 15 Transit Connection | **PM Phone Number:** (619) 688-2516

Project Scope

Design and right-of-way for two High Occupancy Vehicle (HOV) lanes and transit connectors between I-805 and SR 15 for northbound to northbound and southbound to southbound HOV and Rapid connection.

Site Location

Progress to Date

Environmental document completed under CIP 1280501. Design to begin in summer 2022.

Project Limits

On I-805 from SR 94 to SR 15

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$0	$50	$100	$100	$0	$0	$0	$0	$0	$0	$250
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	350	400	200	0	0	0	0	0	0	950
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	200	0	0	0	0	0	0	200
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$400	$500	$500	$0	$0	$0	$0	$0	$0	$1,400

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	1,100	4,600	7,400	0	0	0	0	0	0	13,100
Right-of-Way Support	0	0	100	200	200	0	0	0	0	0	0	500
Right-of-Way Capital	0	0	0	500	500	0	0	0	0	0	0	1,000
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$1,200	$5,300	$8,100	$0	$0	$0	$0	$0	$0	$14,600
Total Expenditures	$0	$0	$1,600	$5,800	$8,600	$0	$0	$0	$0	$0	$0	$16,000
Caltrans Pass-Through	$0	$0	$400	$500	$500	$0	$0	$0	$0	$0	$0	$1,400

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72100001 CMAQ	$0	$0	$400	$500	$500	$0	$0	$0	$0	$0	$0	$1,400
CMAQ	0	0	900	2,500	3,300	0	0	0	0	0	0	6,700
State												
LPP	0	0	300	2,800	4,800	0	0	0	0	0	0	7,900
Total Funding	$0	$0	$1,600	$5,800	$8,600	$0	$0	$0	$0	$0	$0	$16,000

Chapter 9.2
TCIF/Goods Movement Program

Projects shown in this section describe efforts relating to the movement of goods in the San Diego region for which SANDAG and Caltrans share in the lead role for the environmental planning, design engineering, and construction.

Project Number:	**1201101**	**Corridor Director:**	**Mario Orso**
RTIP Number:	**V11**	**Project Manager:**	**Nikki Tiongco**
Project Name:	**SR 11 and Otay Mesa East Port of Entry**	**PM Phone Number:**	**(858) 688-1372**

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

Progress to Date

Design and ROW are complete on four-lane highway from SR 125 to the POE. Design for SR 11 Otay East Bridging Document is 40% complete.

Project Limits

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

Major Milestones

Draft Environmental Document	Apr-11
Final Environmental Document	Mar-12
Ready to Advertise	Mar-22
Begin Construction	Jul-22
Open to Public	Dec-24
Construction Complete	Dec-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$3,565	$3,746	$1,900	$2,000	$2,000	$0	$0	$0	$0	$0	$0	$13,211
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,795	12,762	2,053	0	0	0	0	0	0	0	0	20,610
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	1,000	2,000	22,511	20,511	3,502	1,500	0	0	0	0	51,024
Construction Capital	0	0	0	177,172	177,173	27,561	11,818	0	0	0	0	393,724
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	1,333	4,491	0	0	0	0	0	0	0	0	0	5,824
Communications	824	531	1,350	0	0	0	0	0	0	0	0	2,705
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$11,517	$22,530	$7,303	$201,683	$199,684	$31,063	$13,318	$0	$0	$0	$0	$487,098

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	31,879	2,159	250	200	50	0	0	0	0	0	0	34,538
Right-of-Way Support	4,567	3,965	955	0	0	0	0	0	0	0	0	9,487
Right-of-Way Capital	85,050	45,541	1,000	810	0	0	0	0	0	0	0	132,401
Construction Support	0	0	1,245	1,660	830	291	125	0	0	0	0	4,151
Construction Capital	0	0	6,225	8,300	4,150	1,453	623	0	0	0	0	20,751
Total Caltrans	$121,496	$51,665	$9,675	$10,970	$5,030	$1,744	$748	$0	$0	$0	$0	$201,328
Total Expenditures	$133,013	$74,195	$16,978	$212,653	$204,714	$32,807	$14,066	$0	$0	$0	$0	$688,426
TransNet Pass-Through	$1,559	$3,468	$0	$0	$0	$0	$0	$0	$0	$0	$0	$5,027
Caltrans Pass-Through	$1,579	$0	$1,613	$0	$0	$0	$0	$0	$0	$0	$0	$3,192
Caltrans PM Services	$0	$1,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,000

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030001 ITS - SANDAG	$438	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$438
74040001 CBI - SANDAG	2,519	7,689	1,403	0	0	0	0	0	0	0	0	11,611
74040002 FHWA-STBG - SANDAG	700	6,600	0	0	0	0	0	0	0	0	0	7,300
74100001 RSTP	0	0	2,500	0	0	0	0	0	0	0	0	2,500
CBI - Caltrans	111,285	6,115	20	0	0	0	0	0	0	0	0	117,420
FHWA STBG - Caltrans	164	11,811	7,745	10,160	5,030	1,743	747	0	0	0	0	37,400
State												
82500005 SB1-TCEP (Cycle #2)	0	4,500	1,400	0	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 - Caltrans (Cycle #2)	0	30,000	3,410	3,210	0	0	0	0	0	0	0	36,620
SB1-TCEP- Caltrans	8,488	1,272	100	0	0	0	0	0	0	0	0	9,860
Local												
91000100 TransNet-Border	4,467	4,008	0	0	0	0	0	0	0	0	0	8,475
91000100 TransNet-MC	4,843	0	0	0	0	0	0	0	0	0	0	4,843
93140001 SR 125 Toll Revenues	0	2,200	400	0	0	0	0	0	0	0	0	2,600
Total Funding	$133,013	$74,195	$16,978	$13,370	$5,030	$1,743	$747	$0	$0	$0	$0	$245,076

Note: The entire cost of this project is estimated to be $688.4 million. Continued progress is subject to a funding allocation.

Project Number:	**1201103**	**Corridor Director:**	**Mario Orso**
RTIP Number:	**V11**	**Project Manager:**	**Nikki Tiongco**
Project Name:	**SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors**	**PM Phone Number:**	**(858) 688-1372**

Project Scope

Construct SR 11 four-lane toll highway from Enrico Fermi Drive to the proposed Otay Mesa East Port of Entry, and the SR 125 southbound to eastbound SR 905 and eastbound SR 11 connectors.

Site Location

Progress to Date

Project is open to the public. Plant establishment is 50% complete.

Project Limits

On new alignment from Enrico Fermi Drive to Otay Mesa Port of Entry and at SR 905/125/11 interchange

Major Milestones

Draft Environmental Document	NA
Final Environmental Document	NA
Ready to Advertise	NA
Begin Construction	May-19
Open to Public	Dec-21
Construction Complete	Nov-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$379	$48	$60	$5	$0	$0	$0	$0	$0	$0	$0	$492
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	150	37	10	0	0	0	0	0	0	0	0	197
Project Contingency	0	1,720	1,000	0	0	0	0	0	0	0	0	2,720
Total SANDAG	$529	$1,805	$1,070	$5	$0	$0	$0	$0	$0	$0	$0	$3,409

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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	12,527	4,874	1,519	130	0	0	0	0	0	0	0	19,050
Construction Capital	88,899	18,362	830	24	0	0	0	0	0	0	0	108,115
Total Caltrans	$101,426	$23,236	$2,349	$154	$0	$0	$0	$0	$0	$0	$0	$127,165
Total Expenditures	$101,955	$25,041	$3,419	$159	$0	$0	$0	$0	$0	$0	$0	$130,574
SR 125 Toll Pass-Through	$9,803	$1,277	$659	$52	$0	$0	$0	$0	$0	$0	$0	$11,791

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
CBI	$2,203	$857	$267	$23	$0	$0	$0	$0	$0	$0	$0	$3,350
FASTLANE	40,521	8,370	389	0	0	0	0	0	0	0	0	49,280
State												
SHOPP	45,158	9,327	434	0	0	0	0	0	0	0	0	54,919
Prop 1B - TCIF	3,741	3,407	624	53	0	0	0	0	0	0	0	7,825
Local												
93140001 SR 125 Toll Revenues	10,332	3,080	1,705	83	0	0	0	0	0	0	0	15,200
Total Funding	$101,955	$25,041	$3,419	$159	$0	$0	$0	$0	$0	$0	$0	$130,574

Project Number:	**1201104**	**Corridor Director:**	**Mario Orso**
RTIP Number:	**V11**	**Project Manager:**	**Nikki Tiongco**
Project Name:	**SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction**	**PM Phone Number:**	**(858) 688-1372**

Project Scope

Construction of Siempre Viva interchange - Segment 2B SR 11 East Port of Entry.

Site Location

Progress to Date

Construction is 98% complete. Final environmental document and design phase were completed under CIP 1201101.

Project Limits

On SR 11 at Siempre Viva Road

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Nov-20
Begin Construction	Feb-21
Open to Public	Jul-22
Construction Complete	Nov-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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	323	4,115	593	65	0	0	0	0	0	0	0	5,096
Construction Capital	1,694	23,650	1,768	100	0	0	0	0	0	0	0	27,212
Total Caltrans	$2,017	$27,765	$2,361	$165	$0	$0	$0	$0	$0	$0	$0	$32,308
Total Expenditures	$2,017	$27,765	$2,361	$165	$0	$0	$0	$0	$0	$0	$0	$32,308

Funding Plan ($000)

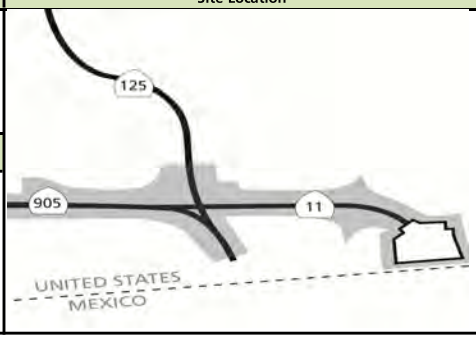
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
SB1 - TCEP	$2,017	$27,765	$2,361	$165	$0	$0	$0	$0	$0	$0	$0	$32,308
Total Funding	$2,017	$27,765	$2,361	$165	$0	$0	$0	$0	$0	$0	$0	$32,308

Project Number:	**1201105**	**Corridor Director:**	**Mario Orso**
RTIP Number:	**V11**	**Project Manager:**	**Maria Rodriguez-Molina**
Project Name:	**SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study**	**PM Phone Number:**	**(619) 699-1906**

Project Scope

Develop an investment grade traffic and revenue study for the SR 11/Otay Mesa East Port of Entry project.

Site Location



Progress to Date

The Traffic and Revenue Study will be complete in summer 2022.

Project Limits

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

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$129	$50	$10	$0	$0	$0	$0	$0	$0	$0	$0	$189
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,566	645	100	0	0	0	0	0	0	0	0	2,311
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$1,695	$695	$110	$0	$0	$0	$0	$0	$0	$0	$0	$2,500

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,695	$695	$110	$0	$0	$0	$0	$0	$0	$0	$0	$2,500

Funding Plan ($000)

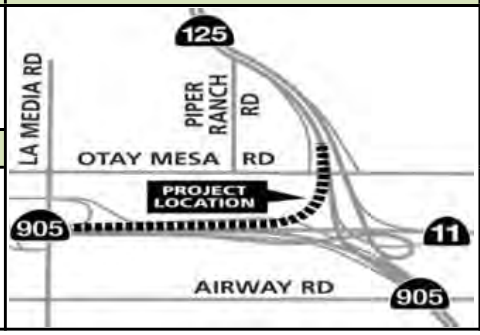
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74040001 CBI	$1,695	$695	$110	$0	$0	$0	$0	$0	$0	$0	$0	$2,500
Total Funding	$1,695	$695	$110	$0	$0	$0	$0	$0	$0	$0	$0	$2,500

Project Number:	**1390506**	**Corridor Director:**	**Mario Orso**
RTIP Number:	**CAL38C**	**Project Manager:**	**Nikki Tiongco**
Project Name:	**SR 125/905 Southbound to Westbound Connector**	**PM Phone Number:**	**(858) 688-1372**

Project Scope

Construct SR 125/905 southbound to westbound freeway grade-separated interchange connector.

Site Location



Progress to Date

Construction is 95% complete.

Project Limits

At SR 125/905 interchange

Major Milestones

Draft Environmental Document	NA
Final Environmental Document	NA
Ready to Advertise	May-20
Begin Construction	Jul-20
Open to Public	Aug-22
Construction Complete	Nov-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$149	$30	$8	$3	$0	$0	$0	$0	$0	$0	$190
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	100	100	50	0	0	0	0	0	0	0	250
Project Contingency	0	850	643	0	0	0	0	0	0	0	0	1,493
Total SANDAG	$0	$1,099	$773	$58	$3	$0	$0	$0	$0	$0	$0	$1,933

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	4,680	177	0	0	0	0	0	0	0	0	0	4,857
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,389	2,448	650	300	213	0	0	0	0	0	0	5,000
Construction Capital	6,594	10,317	1,624	500	0	0	0	0	0	0	0	19,035
Total Caltrans	$12,663	$12,942	$2,274	$800	$213	$0	$0	$0	$0	$0	$0	$28,892
Total Expenditures	$12,663	$14,041	$3,047	$858	$216	$0	$0	$0	$0	$0	$0	$30,825
SR 125 Toll Pass-Through	$3,014	$2,660	$545	$168	$0	$0	$0	$0	$0	$0	$0	$6,387

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
DEMO	$4,680	$177	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,857
State												
SB1-TCEP	4,579	9,495	1,633	603	213	0	0	0	0	0	0	16,523
Prop 1B-TCIF	390	610	96	29	0	0	0	0	0	0	0	1,125
Local												
93140001 SR 125 Toll Revenues	3,014	3,759	1,318	226	3	0	0	0	0	0	0	8,320
Total Funding	$12,663	$14,041	$3,047	$858	$216	$0	$0	$0	$0	$0	$0	$30,825

Chapter 9.3
Regional Bikeway Program

Projects shown in this section describe efforts relating to regional bikeway projects for which SANDAG is in the lead role for the environmental planning, design engineering, and construction.

Project Number:	**1223016**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN155 (part of SAN148)**	**Project Manager:**	**Chris Carterette**
Project Name:	**Coastal Rail Trail San Diego: Rose Creek**	**PM Phone Number:**	**(619) 699-7319**

Project Scope

Construct 2.1 miles Class 1 shared use path.

Site Location

Progress to Date

Project is open to public. Plant establishment is 70% complete.

Project Limits

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

Major Milestones

Draft Environmental Document	Dec-15
Final Environmental Document	May-16
Ready to Advertise	Mar-17
Begin Construction	Jun-17
Open to Public	May-21
Construction Complete	May-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,354	$20	$10	$10	$0	$0	$0	$0	$0	$0	$0	$1,394
Environmental Document	370	0	0	0	0	0	0	0	0	0	0	370
Design	1,290	0	0	0	0	0	0	0	0	0	0	1,290
Right-of-Way Support	45	0	0	0	0	0	0	0	0	0	0	45
Right-of-Way Capital	263	515	0	0	0	0	0	0	0	0	0	778
Construction Support	3,108	195	40	35	0	0	0	0	0	0	0	3,378
Construction Capital	19,679	1,045	50	40	0	0	0	0	0	0	0	20,814
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	12	0	0	0	0	0	0	0	0	0	0	12
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$26,121	$1,775	$100	$85	$0	$0	$0	$0	$0	$0	$0	$28,081

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$26,121	$1,775	$100	$85	$0	$0	$0	$0	$0	$0	$0	$28,081

Funding Plan ($000)

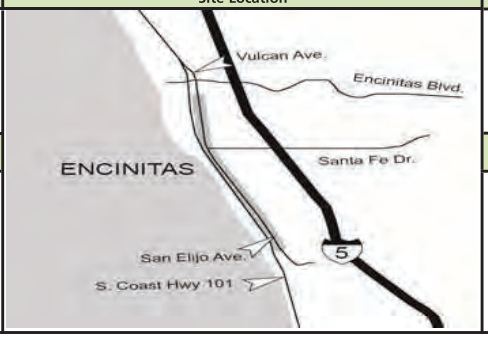
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
73570001 TE	$354	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$354
State												
85070001 STIP-TE	46	0	0	0	0	0	0	0	0	0	0	46
Local												
91000100 TransNet-BPNS	21,600	1,775	100	85	0	0	0	0	0	0	0	23,560
91040000 TDA-Bike	4,121	0	0	0	0	0	0	0	0	0	0	4,121
Total Funding	$26,121	$1,775	$100	$85	$0	$0	$0	$0	$0	$0	$0	$28,081

Project Number:	**1223017**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN156 (Part of SAN148)**	**Project Manager:**	**Tim DeWitt**
Project Name:	**Coastal Rail Trail Encinitas: E Street to Chesterfield Drive**	**PM Phone Number:**	**(619) 699-1935**

Project Scope

Environmental clearance and design of 1.7 miles of bicycle facility. Construction of 1.3 miles of bicycle facility.

Site Location



Progress to Date

Phase 1 (1.3 miles) is open to the public. Final design for Phase 2 (0.4 miles) is 98 percent complete. Construction for Phase 2 is pending funding availability.

Project Limits

North-south project limits are from Chesterfield Drive to Santa Fe Drive (Phase 1) and onto F St located east of the railroad tracks and along San Elijo Avenue (Phase 2)

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Aug-17
Ready to Advertise	Jan-18
Begin Construction	Mar-18
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$925	$76	$10	$250	$250	$50	$0	$0	$0	$0	$0	$1,561
Environmental Document	706	0	0	0	0	0	0	0	0	0	0	706
Design	965	182	20	0	0	0	0	0	0	0	0	1,167
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	808	72	49	600	600	50	0	0	0	0	0	2,179
Construction Capital	81	0	0	2,000	2,000	0	0	0	0	0	0	4,081
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	10	0	0	0	0	0	0	0	0	0	0	10
Communications	85	20	0	0	0	0	0	0	0	0	0	105
Project Contingency	0	0	0	100	100	0	0	0	0	0	0	200
Total SANDAG	$3,580	$350	$79	$2,950	$2,950	$100	$0	$0	$0	$0	$0	$10,009

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	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	54	20	6	0	0	0	0	0	0	0	0	80
Construction Capital	5,538	100	93	0	0	0	0	0	0	0	0	5,731
Total Caltrans	$5,592	$120	$99	$0	$0	$0	$0	$0	$0	$0	$0	$5,811
Total Expenditures	$9,172	$470	$178	$2,950	$2,950	$100	$0	$0	$0	$0	$0	$15,820
TransNet-BPNS Pass-Through	$4,786	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$4,786

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
75370001 TE	$234	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$234
State												
ATP-R	992	33	0	0	0	0	0	0	0	0	0	1,025
Local												
91000100 TransNet-BPNS	7,727	437	178	0	0	0	0	0	0	0	0	8,342
91030151 City of Encinitas	219	0	0	0	0	0	0	0	0	0	0	219
Total Funding	$9,172	$470	$178	$0	$0	$0	$0	$0	$0	$0	$0	$9,820

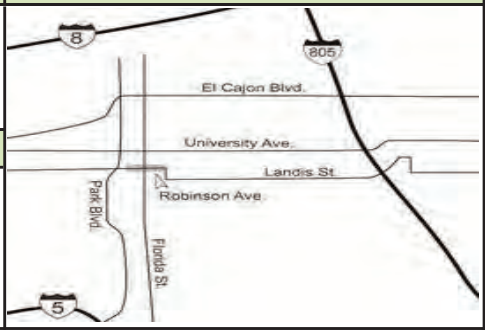
Note: The entire cost for this project is estimated to be $15.8M. Continued progress is subject to a funding allocation.

Project Number:	**1223020**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN158 (Part of SAN227)**	**Project Manager:**	**Angela Anderson**
Project Name:	**North Park/Mid-City Bikeways: Robinson Bikeway**	**PM Phone Number:**	**(619) 699-6934**

Project Scope

Preliminary engineering, environmental clearance and construct 13.0 miles of bikeway in the North Park/Mid City area. Final design of a 0.2-mile bikeway that consists of on-street bike facilities, traffic calming improvements, and an elevated shared-use path.

Site Location



Progress to Date

Final design plans are with the City of San Diego Development Services Department for review. Right-of-way negotiations are ongoing. Construction can begin once funding is identified.

Project Limits

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

Major Milestones

Draft Environmental Document	Jan-16
Final Environmental Document	May-16
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$758	$15	$51	$0	$0	$0	$0	$0	$0	$0	$0	$824
Environmental Document	2,184	0	0	0	0	0	0	0	0	0	0	2,184
Design	420	80	249	0	0	0	0	0	0	0	0	749
Right-of-Way Support	33	15	46	0	0	0	0	0	0	0	0	94
Right-of-Way Capital	0	10	208	0	0	0	0	0	0	0	0	218
Construction Support	0	0	0	500	362	0	0	0	0	0	0	862
Construction Capital	0	0	0	1,150	903	0	0	0	0	0	0	2,053
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	49	21	118	0	0	0	0	0	0	0	0	188
Communications	52	2	16	0	0	0	0	0	0	0	0	70
Project Contingency	0	0	31	500	321	0	0	0	0	0	0	852
Total SANDAG	$3,496	$143	$719	$2,150	$1,586	$0	$0	$0	$0	$0	$0	$8,094

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outisde Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$3,496	$143	$719	$2,150	$1,586	$0	$0	$0	$0	$0	$0	$8,094

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$889	$143	$719	$0	$0	$0	$0	$0	$0	$0	$0	$1,751
91040000 TDA-Bike	2,607	0	0	0	0	0	0	0	0	0	0	2,607
Total Funding	$3,496	$143	$719	$0	$0	$0	$0	$0	$0	$0	$0	$4,358

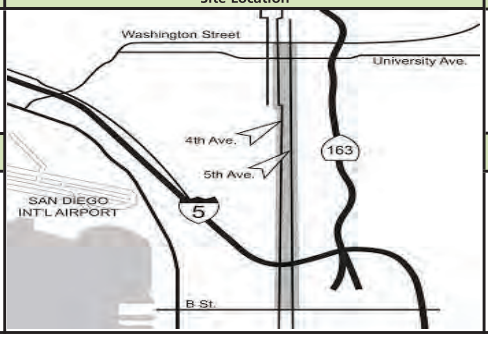
Note: The entire cost for this project is estimated to be $8.1M. Continued progress is subject to a funding allocation.

Project Number:	**1223022**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN160 (Part of SAN228)**	**Project Manager:**	**Chris Kluth**
Project Name:	**Uptown Bikeways: Fourth and Fifth Avenue Bikeways**	**PM Phone Number:**	**(619) 699-1952**

Project Scope

Construct 4.5 miles of new on-street bikeways.

Site Location



Progress to Date

Project is open to the public. Final construction activities are in progress.

Project Limits

Fourth and Fifth Avenues between B Street and Washington Street in the City of San Diego

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jul-16
Ready to Advertise	Jul-19
Begin Construction	Mar-20
Open to Public	Mar-22
Construction Complete	Mar-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,390	$150	$10	$0	$0	$0	$0	$0	$0	$0	$0	$1,550
Environmental Document	2,178	0	0	0	0	0	0	0	0	0	0	2,178
Design	3,524	73	0	0	0	0	0	0	0	0	0	3,597
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,572	1,296	25	0	0	0	0	0	0	0	0	2,893
Construction Capital	8,592	5,366	50	0	0	0	0	0	0	0	0	14,008
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	6	20	0	0	0	0	0	0	0	0	0	26
Communications	127	0	0	0	0	0	0	0	0	0	0	127
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$17,389	$6,905	$85	$0	$0	$0	$0	$0	$0	$0	$0	$24,379

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$17,389	$6,905	$85	$0	$0	$0	$0	$0	$0	$0	$0	$24,379

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$15,116	$6,163	$85	$0	$0	$0	$0	$0	$0	$0	$0	$21,364
91000101 TransNet - SGIP 5001355	141	0	0	0	0	0	0	0	0	0	0	141
91000101 TransNet - SGIP 5001358	507	0	0	0	0	0	0	0	0	0	0	507
91030001 City of San Diego	375	742	0	0	0	0	0	0	0	0	0	1,117
91040000 TDA-Bike	1,250	0	0	0	0	0	0	0	0	0	0	1,250
Total Funding	$17,389	$6,905	$85	$0	$0	$0	$0	$0	$0	$0	$0	$24,379

Project Number:	**1223053**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN198 (Part of SAN196)**	**Project Manager:**	**Madai Parra**
Project Name:	**San Diego River Trail: Carlton Oaks Segment**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Design 2.0 miles of new bike path, including connection to Mast Park.

Site Location

Progress to Date

Environmental clearance is complete. Design is 55% complete.

Project Limits

Along San Diego River from West Hills Parkway to Mast Park

Major Milestones

Draft Environmental Document	Mar-17
Final Environmental Document	Jun-17
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$315	$20	$53	$0	$0	$0	$0	$0	$0	$0	$0	$388
Environmental Document	514	0	0	0	0	0	0	0	0	0	0	514
Design	357	124	200	0	0	0	0	0	0	0	0	681
Right-of-Way Support	0	0	23	0	0	0	0	0	0	0	0	23
Right-of-Way Capital	0	0	15	0	0	0	0	0	0	0	0	15
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	5	20	0	0	0	0	0	0	0	0	25
Communications	15	2	0	0	0	0	0	0	0	0	0	17
Project Contingency	0	0	37	0	0	0	0	0	0	0	0	37
Total SANDAG	$1,201	$151	$348	$0	$0	$0	$0	$0	$0	$0	$0	$1,700

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outisde Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,201	$151	$348	$0	$0	$0	$0	$0	$0	$0	$0	$1,700

Funding Plan ($000)

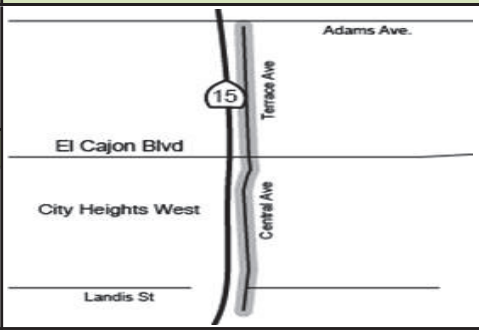
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
85160000 Coastal Conservancy	$332	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$332
Local												
91000100 TransNet-BPNS	869	151	348	0	0	0	0	0	0	0	0	1,368
Total Funding	$1,201	$151	$348	$0	$0	$0	$0	$0	$0	$0	$0	$1,700

Project Number:	**1223054**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN204 (Part of V12)**	**Project Manager:**	**Chris Carterette**
Project Name:	**Central Avenue Bikeway**	**PM Phone Number:**	**(619) 699-7319**

Project Scope

Design and construct 1.0 miles of new bike path.

Site Location



Progress to Date

Design is 95% complete. Construction can begin when funding is identified.

Project Limits

On and along Terrace Drive and Central Avenue from Adams Avenue to Landis Street

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$284	$60	$30	$200	$25	$0	$0	$0	$0	$0	$0	$599
Environmental Document	265	0	0	0	0	0	0	0	0	0	0	265
Design	610	112	20	0	0	0	0	0	0	0	0	742
Right-of-Way Support	1	3	0	0	0	0	0	0	0	0	0	4
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	610	25	0	0	0	0	0	0	635
Construction Capital	0	0	0	1,800	0	0	0	0	0	0	0	1,800
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	22	2	0	0	0	0	0	0	0	0	0	24
Project Contingency	0	0	0	100	0	0	0	0	0	0	0	100
Total SANDAG	$1,182	$177	$50	$2,710	$50	$0	$0	$0	$0	$0	$0	$4,169

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,182	$177	$50	$2,710	$50	$0	$0	$0	$0	$0	$0	$4,169

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$1,182	$177	$50	$0	$0	$0	$0	$0	$0	$0	$0	$1,409
Total Funding	$1,182	$177	$50	$0	$0	$0	$0	$0	$0	$0	$0	$1,409

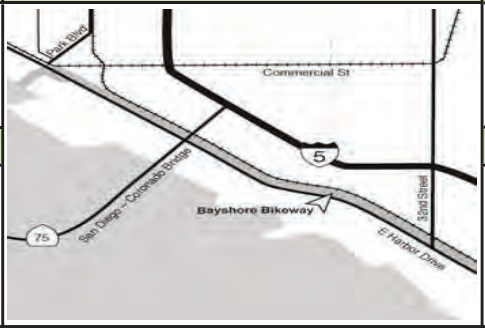
Note: The entire cost for this project is estimated to be $4.2M. Continued progress is subject to a funding allocation.

Project Number:	**1223055**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN195 (Part of SAN147)**	**Project Manager:**	**Dinara Ussenova**
Project Name:	**Bayshore Bikeway: Barrio Logan**	**PM Phone Number:**	**(619) 699-7339**

Project Scope

Design and construct 2.1 miles of new bike path.

Site Location



Progress to Date

Construction began in spring 2022 and is 10% complete.

Project Limits

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

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Dec-18
Ready to Advertise	Oct-21
Begin Construction	Mar-22
Open to Public	Dec-24
Construction Complete	Dec-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,213	$221	$225	$225	$25	$24	$0	$0	$0	$0	$0	$1,933
Environmental Document	1,038	1	0	0	0	0	0	0	0	0	0	1,039
Design	3,016	710	140	40	0	0	0	0	0	0	0	3,906
Right-of-Way Support	238	11	0	0	0	0	0	0	0	0	0	249
Right-of-Way Capital	0	550	0	0	0	0	0	0	0	0	0	550
Construction Support	15	483	1,492	1,267	286	0	0	0	0	0	0	3,543
Construction Capital	0	2,895	8,935	7,585	1,795	0	0	0	0	0	0	21,210
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	78	42	0	0	0	0	0	0	0	0	0	120
Communications	18	14	0	0	0	0	0	0	0	0	0	32
Project Contingency	0	0	300	330	0	0	0	0	0	0	0	630
Total SANDAG	$5,616	$4,927	$11,092	$9,447	$2,106	$24	$0	$0	$0	$0	$0	$33,212

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$5,616	$4,927	$11,092	$9,447	$2,106	$24	$0	$0	$0	$0	$0	$33,212

Funding Plan ($000)

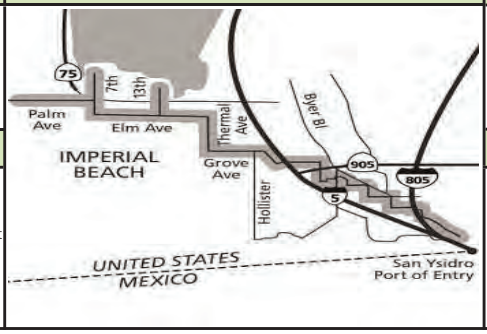
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP-R	$0	$1,470	$3,474	$0	$0	$0	$0	$0	$0	$0	$0	$4,944
75500001 CRRSAA	0	0	3,794	5,406	0	0	0	0	0	0	0	9,200
State												
85160000 Coastal Conservancy	0	0	350	0	0	0	0	0	0	0	0	350
Local												
91000100 TransNet-BPNS	5,606	1,470	3,474	4,041	2,106	24	0	0	0	0	0	16,721
91040000 TDA-Bike	0	1,987	0	0	0	0	0	0	0	0	0	1,987
91080001 County of San Diego	10	0	0	0	0	0	0	0	0	0	0	10
Total Funding	$5,616	$4,927	$11,092	$9,447	$2,106	$24	$0	$0	$0	$0	$0	$33,212

Project Number:	**1223056**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN203 (Part of SAN147)**	**Project Manager:**	**Madai Parra**
Project Name:	**Border to Bayshore Bikeway**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Design and construct 6.7 miles of new bikeways.

Site Location



Progress to Date

Project has been advertised. Construction will begin in summer 2022.

Project Limits

In the cities of Imperial Beach and San Diego on 13th Street, Grove Avenue/Halo Street/Ingrid Avenue, Oro Vista Road, Iris Avenue, Beyer Boulevard, West Park Avenue, East Park Avenue, East Seaward Avenue, East Hall Avenue, I-805 pedestrian bridge, East Beyer Boulevard and East San Ysidro Boulevard

Major Milestones

Draft Environmental Document	Jan-19
Final Environmental Document	Apr-19
Ready to Advertise	Feb-22
Begin Construction	Jul-22
Open to Public	Jul-25
Construction Complete	Jul-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$384	$109	$200	$200	$100	$25	$5	$0	$0	$0	$0	$1,023
Environmental Document	2,139	9	0	0	0	0	0	0	0	0	0	2,148
Design	1,345	231	0	0	0	0	0	0	0	0	0	1,576
Right-of-Way Support	132	65	25	0	0	0	0	0	0	0	0	222
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	1,200	1,200	919	20	0	0	0	0	0	3,339
Construction Capital	0	0	4,000	4,000	3,200	267	0	0	0	0	0	11,467
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	3	0	0	0	0	0	0	0	0	3
Communications	72	0	8	0	0	0	0	0	0	0	0	80
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$4,072	$414	$5,436	$5,400	$4,219	$312	$5	$0	$0	$0	$0	$19,858

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$4,072	$414	$5,436	$5,400	$4,219	$312	$5	$0	$0	$0	$0	$19,858

Funding Plan ($000)

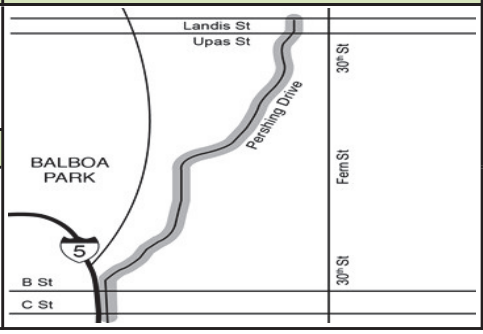
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP-R	$1,280	$0	$5,436	$3,505	$0	$0	$0	$0	$0	$0	$0	$10,221
74100001 RSTP	0	0	0	200	4,019	0	0	0	0	0	0	4,219
75500001 CRRSAA	0	0	0	1,695	0	0	0	0	0	0	0	1,695
Local												
91000100 TransNet-BPNS	2,792	414	0	0	200	312	5	0	0	0	0	3,723
Total Funding	$4,072	$414	$5,436	$5,400	$4,219	$312	$5	$0	$0	$0	$0	$19,858

Project Number:	**1223057**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN205 (Part of V12)**	**Project Manager:**	**Chris Carterette**
Project Name:	**Pershing Drive Bikeway**	**PM Phone Number:**	**(619) 699-7319**

Project Scope

Design and construct 3.0 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.

Site Location



Progress to Date

Project was awarded in late 2021. Construction is 25% complete.

Project Limits

Along the Pershing Drive corridor from Landis Street to C Street in the City of San Diego

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jan-17
Ready to Advertise	Jul-21
Begin Construction	Dec-21
Open to Public	Dec-23
Construction Complete	Dec-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$627	$150	$150	$150	$92	$0	$0	$0	$0	$0	$0	$1,169
Environmental Document	596	0	0	0	0	0	0	0	0	0	0	596
Design	1,477	46	0	0	0	0	0	0	0	0	0	1,523
Right-of-Way Support	0	6	0	0	0	0	0	0	0	0	0	6
Right-of-Way Capital	0	144	0	0	0	0	0	0	0	0	0	144
Construction Support	216	840	1,605	900	84	0	0	0	0	0	0	3,645
Construction Capital	10	3,635	7,295	4,157	100	0	0	0	0	0	0	15,197
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	10	0	0	0	0	0	0	0	0	0	10
Communications	49	0	0	0	0	0	0	0	0	0	0	49
Project Contingency	0	0	25	54	0	0	0	0	0	0	0	79
Total SANDAG	$2,975	$4,831	$9,075	$5,261	$276	$0	$0	$0	$0	$0	$0	$22,418

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,975	$4,831	$9,075	$5,261	$276	$0	$0	$0	$0	$0	$0	$22,418

Funding Plan ($000)

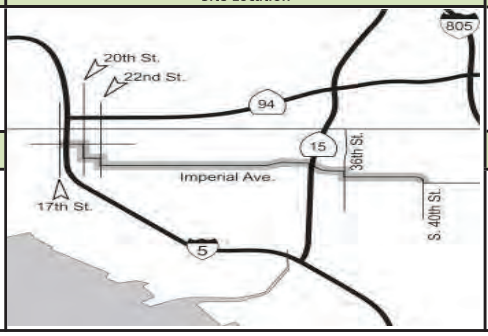
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$2,975	$4,831	$9,075	$5,261	$276	$0	$0	$0	$0	$0	$0	$22,418
Total Funding	$2,975	$4,831	$9,075	$5,261	$276	$0	$0	$0	$0	$0	$0	$22,418

Project Number:	**1223058**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN206 (V12)**	**Project Manager:**	**Madai Parra**
Project Name:	**Downtown to Imperial Avenue Bikeway**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Design and construct 3.8 miles of urban on-street bikeways.

Site Location



Progress to Date

Design is complete. Construction will begin in fall 2022.

Project Limits

In San Diego, on Imperial Avenue from 17th Street to 47th Street with connections to Downtown San Diego at various locations

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Apr-19
Ready to Advertise	Apr-22
Begin Construction	Sep-22
Open to Public	Sep-24
Construction Complete	Sep-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$337	$100	$175	$175	$50	$12	$0	$0	$0	$0	$0	$849
Environmental Document	839	0	0	0	0	0	0	0	0	0	0	839
Design	1,600	263	0	0	0	0	0	0	0	0	0	1,863
Right-of-Way Support	54	191	0	0	0	0	0	0	0	0	0	245
Right-of-Way Capital	0	50	0	0	0	0	0	0	0	0	0	50
Construction Support	270	30	1,025	1,250	154	5	0	0	0	0	0	2,734
Construction Capital	0	0	3,500	4,000	503	5	0	0	0	0	0	8,008
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	12	15	0	0	0	0	0	0	0	0	27
Communications	101	1	0	0	0	0	0	0	0	0	0	102
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$3,201	$647	$4,715	$5,425	$707	$22	$0	$0	$0	$0	$0	$14,717

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$3,201	$647	$4,715	$5,425	$707	$22	$0	$0	$0	$0	$0	$14,717

Funding Plan ($000)

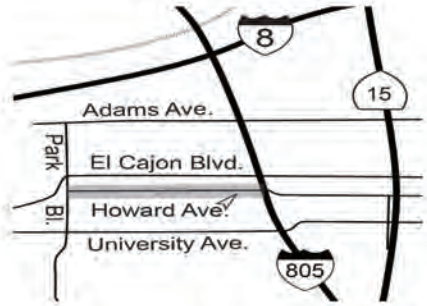
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP-R	$0	$0	$2,304	$2,146	$0	$0	$0	$0	$0	$0	$0	$4,450
74100001 RSTP	0	0	0	1,134	707	22	0	0	0	0	0	1,863
75500001 CRRSAA	0	0	2,120	1,980	0	0	0	0	0	0	0	4,100
Local												
91000100 TransNet-BPNS	3,201	647	291	165	0	0	0	0	0	0	0	4,304
Total Funding	$3,201	$647	$4,715	$5,425	$707	$22	$0	$0	$0	$0	$0	$14,717

Project Number:	**1223079**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN230 (Part of SAN227)**	**Project Manager:**	**Chris Kluth**
Project Name:	**North Park/Mid-City Bikeways: Howard Bikeway**	**PM Phone Number:**	**(619) 699-1952**

Project Scope

Environmental clearance, design, and construct 1.2 miles of bikeway consisting of on-street bike facilities and traffic calming improvements.

Site Location



Progress to Date

Design is complete. NEPA environmental clearance is in progress. Construction phase can begin when funding is identified.

Project Limits

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

Major Milestones

Draft Environmental Document	Feb-18
Final Environmental Document	Dec-22
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$146	$30	$30	$200	$200	$0	$0	$0	$0	$0	$0	$606
Environmental Document	170	105	20	0	0	0	0	0	0	0	0	295
Design	920	276	50	0	0	0	0	0	0	0	0	1,246
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	1,175	250	0	0	0	0	0	0	1,425
Construction Capital	0	0	0	4,700	1,000	0	0	0	0	0	0	5,700
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	28	3	0	0	0	0	0	0	0	0	0	31
Project Contingency	0	0	0	470	100	0	0	0	0	0	0	570
Total SANDAG	$1,264	$414	$100	$6,545	$1,550	$0	$0	$0	$0	$0	$0	$9,873

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,264	$414	$100	$6,545	$1,550	$0	$0	$0	$0	$0	$0	$9,873

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$150	$100	$0	$0	$0	$0	$0	$0	$0	$0	$250
Local												
91000100 TransNet-BPNS	1,264	264	0	0	0	0	0	0	0	0	0	1,528
Total Funding	$1,264	$414	$100	$0	$0	$0	$0	$0	$0	$0	$0	$1,778

Note: The entire cost for this project is estimated to be $9.8M. Continued progress is subject to a funding allocation.

Project Number: 1223081
RTIP Number: SAN232 (Part of SAN227)
Project Name: North Park/Mid-City Bikeways: University Bikeway

Corridor Director: Chris Kluth
Project Manager: Chris Carterette
PM Phone Number: (619) 699-7319

Project Scope

Design and construct 2.8 miles of on-street protected bikeway.

Site Location

Progress to Date

Design is complete. Construction will begin in spring 2023.

Project Limits

In the City of San Diego communities of City Heights and Eastern Area on University Avenue between Estrella Avenue and 69th Street

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jul-20
Ready to Advertise	Jul-22
Begin Construction	Jan-23
Open to Public	Jan-25
Construction Complete	Jan-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$188	$89	$200	$200	$150	$5	$0	$0	$0	$0	$0	$832
Environmental Document	226	32	0	0	0	0	0	0	0	0	0	258
Design	1,608	305	0	0	0	0	0	0	0	0	0	1,913
Right-of-Way Support	51	18	0	0	0	0	0	0	0	0	0	69
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	167	21	750	1,500	1,088	0	0	0	0	0	0	3,526
Construction Capital	0	0	3,000	6,000	4,351	0	0	0	0	0	0	13,351
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	10	0	0	0	0	0	0	0	0	0	10
Communications	37	8	0	0	0	0	0	0	0	0	0	45
Project Contingency	0	0	250	500	250	0	0	0	0	0	0	1,000
Total SANDAG	$2,277	$483	$4,200	$8,200	$5,839	$5	$0	$0	$0	$0	$0	$21,004

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,277	$483	$4,200	$8,200	$5,839	$5	$0	$0	$0	$0	$0	$21,004

Funding Plan ($000)

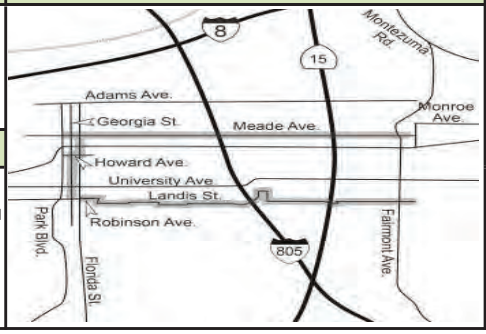
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP-R	$0	$0	$2,000	$3,800	$2,761	$0	$0	$0	$0	$0	$0	$8,561
74100001 RSTP	0	0	222	443	1,752	5	0	0	0	0	0	2,422
State												
85170001 Cap and Trade-TIRCP	0	0	1,500	3,263	1,000	0	0	0	0	0	0	5,763
Local												
91000100 TransNet-BPNS	2,277	483	478	694	326	0	0	0	0	0	0	4,258
Total Funding	$2,277	$483	$4,200	$8,200	$5,839	$5	$0	$0	$0	$0	$0	$21,004

Project Number:	**1223082**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN233 (Part of SAN227)**	**Project Manager:**	**Danny Veeh**
Project Name:	**North Park/Mid-City Bikeways: Georgia-Meade Bikeway**	**PM Phone Number:**	**(619) 699-7317**

Project Scope

Design 3.5 miles and construct 6.5 miles of urban bikeways including traffic calming improvements. Includes construction of Landis bikeway.

Site Location



Progress to Date

Construction is complete. Final construction activities are in progress.

Project Limits

Within the City of San Diego communities of North Park, Normal Heights, Kensington, and City Heights along Meade Avenue from Park Boulevard to 44th Street, Georgia Street between Robinson Avenue and Howard Avenue, Howard Avenue between Georgia Street and Florida Street, and Florida Street between Howard Avenue and Meade Avenue and Landis Street, Swift Avenue, Wightman Street, and 35th Street between Alabama Street and Chamoune Avenue

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	May-16
Ready to Advertise	Apr-19
Begin Construction	Sep-19
Open to Public	Apr-22
Construction Complete	Apr-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$905	$232	$25	$1	$0	$0	$0	$0	$0	$0	$0	$1,163
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,977	0	0	0	0	0	0	0	0	0	0	1,977
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,966	1,317	5	8	0	0	0	0	0	0	0	4,296
Construction Capital	12,249	6,749	25	20	0	0	0	0	0	0	0	19,043
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	54	1	0	0	0	0	0	0	0	0	0	55
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$18,151	$8,299	$55	$29	$0	$0	$0	$0	$0	$0	$0	$26,534

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$18,151	$8,299	$55	$29	$0	$0	$0	$0	$0	$0	$0	$26,534

Funding Plan ($000)

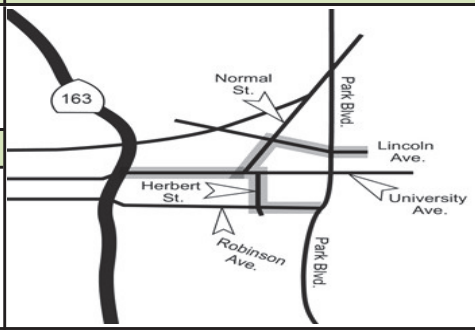
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$18,151	$8,299	$55	$29	$0	$0	$0	$0	$0	$0	$0	$26,534
Total Funding	$18,151	$8,299	$55	$29	$0	$0	$0	$0	$0	$0	$0	$26,534

Project Number:	**1223083**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN234 (Part of SAN228)**	**Project Manager:**	**Madai Parra**
Project Name:	**Uptown Bikeways: Eastern Hillcrest Bikeways**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Design and construct 1.7 miles of on-street bikeway, including design and construction of the Normal Street Promenade.

Site Location



Progress to Date

Design is complete. Project will be advertised when full construction funding becomes available.

Project Limits

University Avenue at SR 163 and connecting to the North Park/Mid-City Bikeways

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jul-16
Ready to Advertise	Jul-23
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$195	$52	$50	$250	$300	$250	$5	$0	$0	$0	$0	$1,102
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	2,511	205	20	0	0	0	0	0	0	0	0	2,736
Right-of-Way Support	6	13	0	0	0	0	0	0	0	0	0	19
Right-of-Way Capital	0	7	0	0	0	0	0	0	0	0	0	7
Construction Support	44	200	150	568	1,135	568	0	0	0	0	0	2,665
Construction Capital	0	0	0	3,065	6,130	3,065	0	0	0	0	0	12,260
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	48	60	0	0	0	0	0	0	0	0	0	108
Communications	18	25	0	0	0	0	0	0	0	0	0	43
Project Contingency	0	0	0	307	613	307	0	0	0	0	0	1,227
Total SANDAG	$2,822	$562	$220	$4,190	$8,178	$4,190	$5	$0	$0	$0	$0	$20,167

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,822	$562	$220	$4,190	$8,178	$4,190	$5	$0	$0	$0	$0	$20,167

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$2,363	$414	$220	$150	$0	$0	$0	$0	$0	$0	$0	$3,147
91030001 City of San Diego	459	148	0	1,593	0	0	0	0	0	0	0	2,200
Total Funding	$2,822	$562	$220	$1,743	$0	$0	$0	$0	$0	$0	$0	$5,347

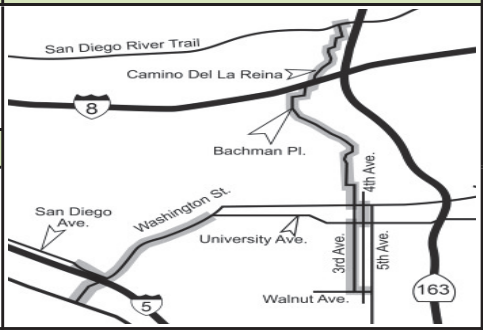
Note: The entire cost for this project is estimated to be $20.2M. Continued progress is subject to a funding allocation.

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

Project Scope

Design and construct 3.3 miles of on-street bikeways.

Site Location



Progress to Date

Design is 95% complete. Design plans are with the City of San Diego's Engineering and Capital Projects Department for review.

Project Limits

Washington Street from the Washington Street Trolley Station to Ibis Street and Bachman Place, and from the San Diego River Trail in Mission Valley to Third Avenue and Walnut Street in Hillcrest

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jul-16
Ready to Advertise	Jan-23
Begin Construction	Jul-23
Open to Public	Jul-25
Construction Complete	Jul-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$225	$110	$175	$244	$256	$182	$25	$0	$0	$0	$0	$1,217
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,877	249	105	0	0	0	0	0	0	0	0	2,231
Right-of-Way Support	1	3	4	0	0	0	0	0	0	0	0	8
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	268	646	646	646	54	0	0	0	0	2,260
Construction Capital	0	0	0	4,018	4,018	994	10	0	0	0	0	9,040
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	19	30	80	80	80	30	0	0	0	0	0	319
Project Contingency	0	0	40	683	683	143	0	0	0	0	0	1,549
Total SANDAG	$2,122	$392	$672	$5,671	$5,683	$1,995	$89	$0	$0	$0	$0	$16,624

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,122	$392	$672	$5,671	$5,683	$1,995	$89	$0	$0	$0	$0	$16,624

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
82500001 SB1-LPP	$0	$0	$281	$2,836	$2,841	$997	$45	$0	$0	$0	$0	$7,000
83010001 STIP	0	0	281	2,835	2,842	998	44	0	0	0	0	7,000
Local												
91000100 TransNet-BPNS	2,122	392	110	0	0	0	0	0	0	0	0	2,624
Total Funding	$2,122	$392	$672	$5,671	$5,683	$1,995	$89	$0	$0	$0	$0	$16,624

Project Number:	**1223085**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN236 (Part of SAN228)**	**Project Manager:**	**Madai Parra**
Project Name:	**Uptown Bikeways: Mission Hills and Old Town Bikeways**	**PM Phone Number:**	**(619) 699-1924**

Project Scope

Final design of 1.8 miles of on-street bikeways.

Site Location

Progress to Date

Environmental phase complete. Design is 65% complete.

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

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Jul-16
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$54	$10	$48	$0	$0	$0	$0	$0	$0	$0	$0	$112
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	84	250	438	0	0	0	0	0	0	0	0	772
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	10	0	6	0	0	0	0	0	0	0	0	16
Project Contingency	0	0	30	0	0	0	0	0	0	0	0	30
Total SANDAG	$148	$260	$522	$0	$0	$0	$0	$0	$0	$0	$0	$930

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$148	$260	$522	$0	$0	$0	$0	$0	$0	$0	$0	$930

Funding Plan ($000)

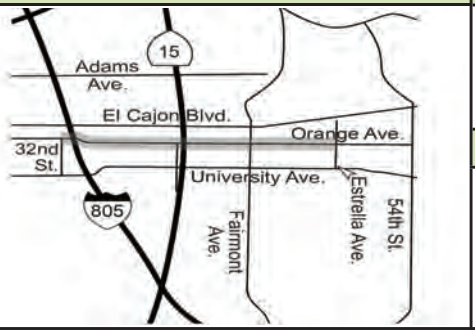
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-BPNS	$148	$260	$522	$0	$0	$0	$0	$0	$0	$0	$0	$930
Total Funding	$148	$260	$522	$0	$0	$0	$0	$0	$0	$0	$0	$930

Project Number:	**1223087**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN284 (Part of SAN227)**	**Project Manager:**	**Chris Carterette**
Project Name:	**North Park/Mid-City Bikeways: Orange Bikeway**	**PM Phone Number:**	**(619) 699-7319**

Project Scope

Construct 2.5 miles of bikeway consisting of on-street bike facilities and traffic calming improvements.

Site Location



Progress to Date

Design is complete. Construction will begin in FY23.

Project Limits

In the City of San Diego community of City Heights on Orange Avenue, between 32nd Street and Estrella Avenue

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Mar-22
Ready to Advertise	Jul-22
Begin Construction	Jan-23
Open to Public	Jan-25
Construction Complete	Jan-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$94	$24	$75	$125	$75	$25	$0	$0	$0	$0	$0	$418
Environmental Document	0	73	0	0	0	0	0	0	0	0	0	73
Design	571	446	0	0	0	0	0	0	0	0	0	1,017
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	225	450	225	25	0	0	0	0	0	925
Construction Capital	0	0	900	1,800	890	10	0	0	0	0	0	3,600
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	6	27	0	0	0	0	0	0	0	0	0	33
Project Contingency	0	0	90	170	90	0	0	0	0	0	0	350
Total SANDAG	$671	$570	$1,290	$2,545	$1,280	$60	$0	$0	$0	$0	$0	$6,416

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$671	$570	$1,290	$2,545	$1,280	$60	$0	$0	$0	$0	$0	$6,416

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$0	$210	$388	$200	$60	$0	$0	$0	$0	$0	$858
State												
83100001 ATP-R	0	0	1,080	2,157	1,080	0	0	0	0	0	0	4,317
Local												
91000100 TransNet-BPNS	671	570	0	0	0	0	0	0	0	0	0	1,241
Total Funding	$671	$570	$1,290	$2,545	$1,280	$60	$0	$0	$0	$0	$0	$6,416

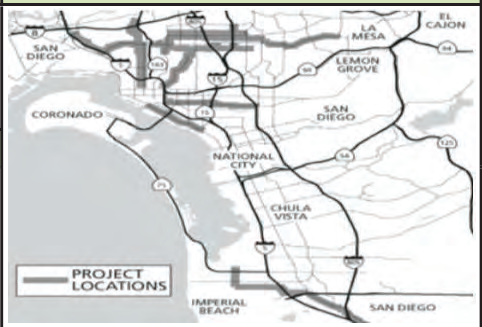
Project Number: 1223093
RTIP Number: SAN272
Project Name: GObyBIKE San Diego: Construction Outreach Program

Corridor Director: Chris Kluth
Project Manager: Brandy Sweitzer
PM Phone Number: (619) 595-5610

Project Scope

The GObyBIKE San Diego Construction Outreach Program builds support for new bike infrastructure.

Site Location



Progress to Date

Focus for FY23 include the following CIPs: Bayshore Bikeway: Barrio Logan (1223055), Border to Bayshore (1223056), Pershing Bikeway (1223057), and Imperial Avenue Bikeway (1223058).

Project Limits

This program will focus on 18 bikeways in the City of San Diego located in the urban core, San Diego Bay, and the U.S./Mexico border region

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$76	$234	$202	$202	$102	$0	$0	$0	$0	$0	$0	$816
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	192	383	383	193	0	0	0	0	0	0	1,151
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$76	$426	$585	$585	$295	$0	$0	$0	$0	$0	$0	$1,967

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$76	$426	$585	$585	$295	$0	$0	$0	$0	$0	$0	$1,967

Funding Plan ($000)

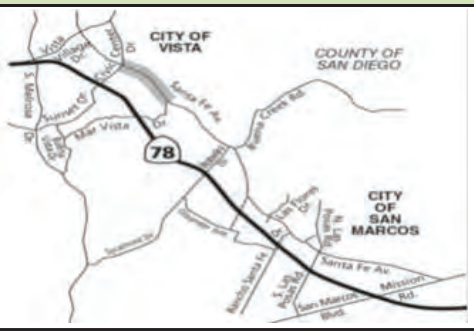
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
83100001 ATP-R	$53	$298	$411	$410	$209	$0	$0	$0	$0	$0	$0	$1,381
Local												
91000100 TransNet-BPNS	23	128	174	175	86	0	0	0	0	0	0	586
Total Funding	$76	$426	$585	$585	$295	$0	$0	$0	$0	$0	$0	$1,967

Project Number:	**1223094**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN153**	**Project Manager:**	**Dale Neuzil**
Project Name:	**Inland Rail Trail Phase 3**	**PM Phone Number:**	**(619) 595-5373**

Project Scope

Final design and construction of one new mile of Class I bike path. The project also includes retaining walls, grading, drainage facilities, lighting, and plant establishment.

Site Location



Progress to Date

Design is complete. Project has been advertised for construction.

Project Limits

Phase 3 runs between Mar Vista Drive and Civic Center Drive in the City of Vista

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	May-22
Begin Construction	Nov-22
Open to Public	May-24
Construction Complete	May-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$60	$245	$245	$30	$0	$0	$0	$0	$0	$0	$580
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	1,311	20	0	0	0	0	0	0	0	0	1,331
Right-of-Way Support	0	256	0	0	0	0	0	0	0	0	0	256
Right-of-Way Capital	0	87	0	0	0	0	0	0	0	0	0	87
Construction Support	0	0	1,200	1,800	29	0	0	0	0	0	0	3,029
Construction Capital	0	0	4,900	7,500	100	0	0	0	0	0	0	12,500
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	40	0	0	0	0	0	0	0	0	40
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	600	837	0	0	0	0	0	0	0	1,437
Total SANDAG	$0	$1,714	$7,005	$10,382	$159	$0	$0	$0	$0	$0	$0	$19,260

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$0	$1,714	$7,005	$10,382	$159	$0	$0	$0	$0	$0	$0	$19,260

Funding Plan ($000)

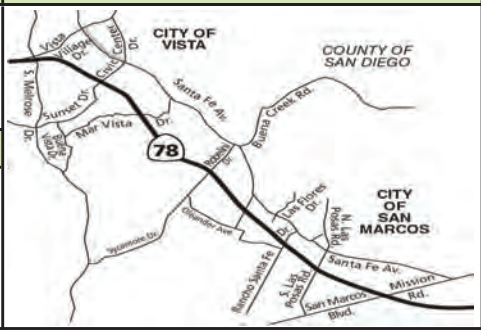
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$0	$1,338	$4,082	$80	$0	$0	$0	$0	$0	$0	$5,500
State												
82500001 SB1-LPP	0	0	1,338	4,083	79	0	0	0	0	0	0	5,500
83100001 ATP-R	0	500	3,374	1,729	0	0	0	0	0	0	0	5,603
Local												
91000100 TransNet-BPNS	0	1,214	955	488	0	0	0	0	0	0	0	2,657
Total Funding	$0	$1,714	$7,005	$10,382	$159	$0	$0	$0	$0	$0	$0	$19,260

Project Number:	**1223095**	**Corridor Director:**	**Chris Kluth**
RTIP Number:	**SAN153**	**Project Manager:**	**Dale Neuzil**
Project Name:	**Inland Rail Trail Phase 4**	**PM Phone Number:**	**(619) 595-5373**

Project Scope

Final design and construct 2.2 miles of Class I bike path.

Site Location



Progress to Date

Environmental clearance and preliminary design for Phase 4 was completed under CIP 1223023. Final design and right-of-way work are in process.

Project Limits

Phase 4 runs between Civic Center Drive and North Drive in the City of Vista

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Nov-23
Begin Construction	May-24
Open to Public	May-26
Construction Complete	May-27

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$10	$50	$60	$250	$250	$25	$0	$0	$0	$0	$645
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	136	800	300	0	0	0	0	0	0	0	1,236
Right-of-Way Support	0	20	39	0	0	0	0	0	0	0	0	59
Right-of-Way Capital	0	0	50	0	0	0	0	0	0	0	0	50
Construction Support	0	0	0	50	1,125	1,000	75	0	0	0	0	2,250
Construction Capital	0	0	0	200	4,500	4,450	71	0	0	0	0	9,221
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	20	450	450	0	0	0	0	0	920
Total SANDAG	$0	$166	$939	$630	$6,325	$6,150	$171	$0	$0	$0	$0	$14,381

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$0	$166	$939	$630	$6,325	$6,150	$171	$0	$0	$0	$0	$14,381

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP-R	$0	$136	$800	$535	$5,305	$5,141	$140	$0	$0	$0	$0	$12,057
Local												
91000100 TransNet-BPNS	0	30	139	0	0	0	0	0	0	0	0	169
Total Funding	$0	$166	$939	$535	$5,305	$5,141	$140	$0	$0	$0	$0	$12,226

Note: The entire cost for this project is estimated to be $14.4M. Continued progress is subject to a funding allocation.

Chapter 9.4
Major Capital Projects

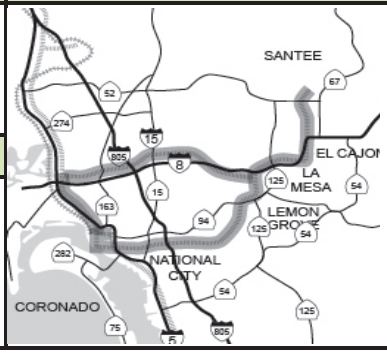
Projects described in this section are other regionally significant capital investments (more than $1 million) necessary for the renewal and improvement of the region's transportation network as well as projects to improve quality of life.

Project Number:	**1129200**	**Corridor Director:**	**Chip Finch**
RTIP Number:	**SAN36**	**Project Manager:**	**Dale Neuzil**
Project Name:	**OCS Insulator & Catch Cable Replacement**	**PM Phone Number:**	**(619) 595-5373**

Project Scope

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

Site Location



Progress to Date

Awarded construction contract in February 2017. Construction completed on the Orange Line October 2019. Initial award for the Green Line occurred in spring 2022.

Project Limits

Orange Line from 12th & Imperial to Main Street in El Cajon. Green Line from County Center/Little Italy to Mission San Diego and Main Street in El Cajon to Santee

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Jun-16
Begin Construction	Apr-17
Open to Public	Oct-19
Construction Complete	May-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$808	$85	$140	$27	$0	$0	$0	$0	$0	$0	$0	$1,060
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	331	10	43	0	0	0	0	0	0	0	0	384
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,107	100	511	40	0	0	0	0	0	0	0	1,758
Construction Capital	4,287	900	2,745	232	0	0	0	0	0	0	0	8,164
Professional Services	2	0	0	0	0	0	0	0	0	0	0	2
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	30	10	30	0	0	0	0	0	0	0	0	70
Project Contingency	0	0	445	0	0	0	0	0	0	0	0	445
Total SANDAG	$6,565	$1,105	$3,914	$299	$0	$0	$0	$0	$0	$0	$0	$11,883

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$6,565	$1,105	$3,914	$299	$0	$0	$0	$0	$0	$0	$0	$11,883

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
FTA Section 5307	$4,913	$884	$2,339	$0	$0	$0	$0	$0	$0	$0	$0	$8,136
70270001 FTA Section 5309	339	0	0	0	0	0	0	0	0	0	0	339
Local												
91000100 TransNet TSI	497	0	0	0	0	0	0	0	0	0	0	497
91040000 TDA	816	221	1,575	299	0	0	0	0	0	0	0	2,911
Total Funding	$6,565	$1,105	$3,914	$299	$0	$0	$0	$0	$0	$0	$0	$11,883

Project Number: 1130100
RTIP Number: N/A
Project Name: ERP System

Corridor Director: Bill Parris
Project Manager: Bill Parris
PM Phone Number: (619) 699-1953

Project Scope

Implement an integrated modern cloud-based enterprise resource planning (ERP) platform to meet the current and future needs of SANDAG. The ERP solution will cover the human capital management, payroll and financial management needs of the agency. Modernizing these core operational areas will provide enhanced reporting, consolidate financial management functions and allow paper-based processes to be automated through electronic workflow management.

Site Location

SANDAG

Progress to Date

The request for proposal has been awarded and contract negotiations are underway with the selected vendor.

Project Limits

Regionwide

Major Milestones

Ready to Advertise	Mar-21
Begin Implementation	Feb-22
System Go Live	Jan-23
Implementation Complete	Jan-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$802	$269	$785	$785	$0	$0	$0	$0	$0	$0	$0	$2,641
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
Information Technology	66	533	600	128	0	0	0	0	0	0	0	1,327
Professional Services	905	600	368	100	0	0	0	0	0	0	0	1,973
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$1,773	$1,402	$1,753	$1,013	$0	$0	$0	$0	$0	$0	$0	$5,941

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,773	$1,402	$1,753	$1,013	$0	$0	$0	$0	$0	$0	$0	$5,941

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91040000 TDA	$535	$0	$957	$13	$0	$0	$0	$0	$0	$0	$0	$1,505
91000100 TransNet/FasTrak® Swap	1,238	1,402	796	0	0	0	0	0	0	0	0	3,436
Total Funding	$1,773	$1,402	$1,753	$13	$0	$0	$0	$0	$0	$0	$0	$4,941

Note: The entire cost of this project is estimated to be $5.9 million. Continued funding is subject to the annual capital programming process.

Project Number: 1130102
RTIP Number: N/A
Project Name: Financial System Upgrade Contract Management System

Corridor Director: Kelly Mikhail
Project Manager: Amanda Hoben
PM Phone Number: (619) 699-7377

Project Scope	Site Location	Progress to Date
This project will provide for a Contract Management System that will replace multiple databases with a single database system to administer SANDAG contracts and procurements.		System implementation July 2019. Phase I go-live for new transactions October 2019. Phase II go-live for amendments of legacy records and eSignature completed in March 2020. Design enhancements and integration with existing systems scheduled to be ongoing through 2028.

Project Limits
Regionwide

Major Milestones	
Ready to Advertise	May-17
Begin Implementation	Jan-19
System Go Live	Oct-19
Implementation Complete	May-28

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$460	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$460
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	483	19	28	40	6	6	5	5	0	0	0	592
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$943	$19	$28	$40	$6	$6	$5	$5	$0	$0	$0	$1,052

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$943	$19	$28	$40	$6	$6	$5	$5	$0	$0	$0	$1,052

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91040000 TDA	$406	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$406
91000100 TransNet Administration	150	0	0	0	0	0	0	0	0	0	0	150
91000100 TransNet MC	348	16	26	38	5	5	4	4	0	0	0	446
93140001 SR 125 Toll Revenues	39	3	2	2	1	1	1	1	0	0	0	50
Total Funding	$943	$19	$28	$40	$6	$6	$5	$5	$0	$0	$0	$1,052

Project Number:	**1131500**	**Corridor Director:**	**Chip Finch**
RTIP Number:	**N/A**	**Project Manager:**	**Dinara Ussenova**
Project Name:	**Fiber Optic Information Network Gap Closures**	**PM Phone Number:**	**(619) 699-7339**

Project Scope

The Fiber Optic Information Network Gap Closure project will close the remaining gaps in Escondido, Oceanside and SR 125 to the Toll Plaza.

Site Location

Progress to Date

Fiber Optic Communications design completed summer 2019. Oceanside and Escondido Gap Closures were completed in May 2021. SR 125 Gap Closure design is completed.

Project Limits

From downtown San Diego to Oceanside over to Escondido and back to downtown San Diego and from Caltrans Hub 5 through downtown San Diego, I-15, SR 905 to Toll Plaza and downtown San Diego through Chula Vista, SR 125 to Toll Plaza

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Aug-19
Begin Construction	Mar-20
Open to Public	Oct-23
Construction Complete	Jul-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$120	$24	$50	$20	$0	$0	$0	$0	$0	$0	$0	$214
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	97	13	40	20	0	0	0	0	0	0	0	170
Construction Capital	450	0	200	30	0	0	0	0	0	0	0	680
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	90	54	0	0	0	0	0	0	0	144
Total SANDAG	$667	$37	$380	$124	$0	$0	$0	$0	$0	$0	$0	$1,208

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$667	$37	$380	$124	$0	$0	$0	$0	$0	$0	$0	$1,208

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91060000 NCTD	$90	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$90
91200001 MTS	150	0	0	0	0	0	0	0	0	0	0	150
93140001 SR 125 Toll Revenues	213	19	229	79	0	0	0	0	0	0	0	540
92140001 I-15 FasTrak® Revenues	214	18	151	45	0	0	0	0	0	0	0	428
Total Funding	$667	$37	$380	$124	$0	$0	$0	$0	$0	$0	$0	$1,208

Project Number: 1142600 | **Corridor Director:** Bill Parris
RTIP Number: SAN13 | **Project Manager:** José Vargas
Project Name: Joint Transportation Operations Center (JTOC) | **PM Phone Number:** (619) 710-4043

Project Scope

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

Site Location

Progress to Date

Re-design completed spring 2022.

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Project Limits

Regionwide

Major Milestones

Ready to Advertise	Sep-22
Begin Implementation	Jan-23
Go-Live	Aug-23
Implementation Complete	Jan-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$66	$68	$250	$200	$0	$0	$0	$0	$0	$0	$0	$584
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	272	74	0	0	0	0	0	0	0	0	0	346
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
Professional Services	0	300	105	0	0	0	0	0	0	0	0	405
Information Technology	0	0	550	200	0	0	0	0	0	0	0	750
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$338	$442	$905	$400	$0	$0	$0	$0	$0	$0	$0	$2,085

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$338	$442	$905	$400	$0	$0	$0	$0	$0	$0	$0	$2,085

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
70260001 FTA Section 5309	$270	$354	$724	$320	$0	$0	$0	$0	$0	$0	$0	$1,668
Local												
93140001 SR 125 Toll Revenues match to FTA	68	88	181	80	0	0	0	0	0	0	0	417
Total Funding	$338	$442	$905	$400	$0	$0	$0	$0	$0	$0	$0	$2,085

Project Number:	**1145300**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN199**	**Project Manager:**	**Tim DeWitt**
Project Name:	**Rose Canyon Bridge Replacements**	**PM Phone Number:**	**(619) 699-1935**

Project Scope

This project will replace three aging timber trestle railway bridges.

Site Location

Progress to Date

Project study reports are complete.

Project Limits

On the LOSSAN Rail Corridor mileposts 254.7, 255.1, and 255.3

Major Milestones

Draft Environmental Document	Sep-19
Final Environmental Document	TBD
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$32	$40	$4	$1	$25	$80	$180	$470	$330	$0	$0	$1,162
Environmental Document	18	100	0	26	237	200	0	0	0	0	0	581
Design	0	0	0	0	500	400	0	0	0	0	0	900
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	250	470	350	0	0	1,070
Construction Capital	0	0	0	0	0	0	1,800	4,700	3,315	0	0	9,815
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	5	5	5	0	0	15
Communications	0	0	0	0	0	0	10	10	10	0	0	30
Project Contingency	0	0	0	50	50	100	170	450	295	0	0	1,115
Total SANDAG	$50	$140	$4	$77	$812	$780	$2,415	$6,105	$4,305	$0	$0	$14,688

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$50	$140	$4	$77	$812	$780	$2,415	$6,105	$4,305	$0	$0	$14,688

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72320001 FTA Section 5307	$40	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$40
Local												
91000100 TransNet MC	0	0	1	21	0	0	0	0	0	0	0	22
91060001 NCTD	0	140	2	0	0	0	0	0	0	0	0	142
91040000 TDA	10	0	1	5	0	0	0	0	0	0	0	16
Total Funding	$50	$140	$4	$26	$0	$0	$0	$0	$0	$0	$0	$220

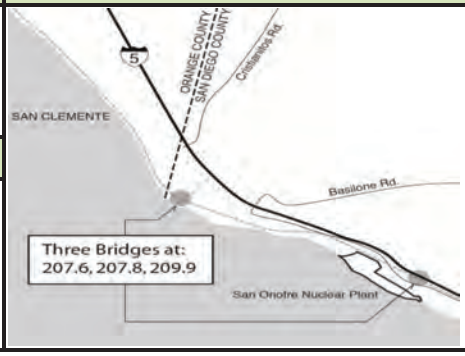
Note: The entire cost of this project is estimated to be $14.7 million. Continued funding is subject to the annual capital programming process.

Project Number:	**1145400**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN200**	**Project Manager:**	**Tim DeWitt**
Project Name:	**San Onofre Bridge Replacements**	**PM Phone Number:**	**(619) 699-1935**

Project Scope

This project will replace three aging timber trestle railway bridges that were built in the early 1900s.

Site Location



Progress to Date

Project study report is complete.

Project Limits

On the LOSSAN Rail Corridor mileposts 207.6, 207.8, and 209.9

Major Milestones

Draft Environmental Document	Sep-19
Final Environmental Document	TBD
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$32	$20	$5	$100	$550	$200	$100	$0	$0	$0	$0	$1,007
Environmental Document	28	25	0	0	175	0	0	0	0	0	0	228
Design	0	0	0	500	1,100	50	0	0	0	0	0	1,650
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	990	335	15	0	0	0	0	1,340
Construction Capital	0	0	0	0	4,800	4,500	0	0	0	0	0	9,300
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	5	5	0	0	0	0	0	10
Communications	0	0	0	0	10	10	10	0	0	0	0	30
Project Contingency	0	0	0	164	363	356	0	0	0	0	0	883
Total SANDAG	$60	$45	$5	$764	$7,993	$5,456	$125	$0	$0	$0	$0	$14,448

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$60	$45	$5	$764	$7,993	$5,456	$125	$0	$0	$0	$0	$14,448

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72380001 FTA Section 5307 CA-90-Z091	$48	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$48
Local												
91000100 TransNet MC	0	0	2	0	0	0	0	0	0	0	0	2
91060001 NCTD	0	45	3	0	0	0	0	0	0	0	0	48
91040000 TDA	12	0	0	0	0	0	0	0	0	0	0	12
Total Funding	$60	$45	$5	$0	$0	$0	$0	$0	$0	$0	$0	$110

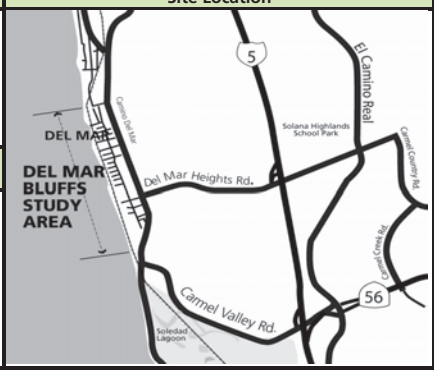
Note: The entire cost of this project is estimated at $14.4 million. Continued funding is subject to the annual capital programming process.

Project Number:	**1146100**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN226**	**Project Manager:**	**Alexandra DeVaux**
Project Name:	**Del Mar Bluffs IV**	**PM Phone Number:**	**(619) 595-5613**

Project Scope

Stabilization of 1.6 miles of coastal bluff, including replacing/repairing deteriorating drainage structures, installing piling to stabilize eroded areas of the bluff, installing piles to support existing sea walls, and repairing existing slope failures.

Site Location



Progress to Date

Construction is 95% complete. Plant establishment is underway.

Project Limits

City of Del Mar from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road

Major Milestones

Draft Environmental Document	Jul-17
Final Environmental Document	Feb-19
Ready to Advertise	Apr-19
Begin Construction	Jan-20
Open to Public	Feb-22
Construction Complete	Mar-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,088	$200	$50	$50	$0	$0	$0	$0	$0	$0	$0	$1,388
Environmental Document	117	0	0	0	0	0	0	0	0	0	0	117
Design	1,042	221	0	0	0	0	0	0	0	0	0	$1,263
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,035	1,250	477	200	0	0	0	0	0	0	0	3,962
Construction Capital	6,118	4,360	772	350	0	0	0	0	0	0	0	11,600
Information Technology	0	2	0	0	0	0	0	0	0	0	0	2
Legal Services	0	0	5	0	0	0	0	0	0	0	0	5
Communications	126	50	16	0	0	0	0	0	0	0	0	192
Project Contingency	0	0	155	0	0	0	0	0	0	0	0	155
Total SANDAG	$10,526	$6,083	$1,475	$600	$0	$0	$0	$0	$0	$0	$0	$18,684

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support incl Flagging	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$10,526	$6,083	$1,475	$600	$0	$0	$0	$0	$0	$0	$0	$18,684

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
FTA Section 5307	$1,886	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,886
State												
83010001 STIP	2,000	0	0	0	0	0	0	0	0	0	0	2,000
83010001 2021 STIP	2,342	6,083	1,475	600	0	0	0	0	0	0	0	10,500
85160001 California Natural Resources Agency	3,079	0	0	0	0	0	0	0	0	0	0	3,079
Local												
91060001 NCTD	1,019	0	0	0	0	0	0	0	0	0	0	1,019
91040000 TDA	$200	0	0	0	0	0	0	0	0	0	0	200
Total Funding	$10,526	$6,083	$1,475	$600	$0	$0	$0	$0	$0	$0	$0	$18,684

Project Number:	**1146500**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN132**	**Project Manager:**	**Angela Anderson**
Project Name:	**Bridge 257.2 Replacement Project**	**PM Phone Number:**	**(619) 699-6934**

Project Scope

Replace the aging trestle double track bridge 257.2 with a new double track bridge at a higher elevation above the 100-year storm level.

Site Location

Progress to Date

Final environmental document and final design are complete. Project is ready for bid.

Project Limits

On LOSSAN Rail Corridor from Milepost (MP) 256.6 to MP 258

Major Milestones

Draft Environmental Document	Jun-16
Final Environmental Document	Oct-20
Ready to Advertise	Oct-22
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$161	$40	$226	$215	$95	$10	$0	$0	$0	$0	$0	$747
Environmental Document	2	100	48	0	0	0	0	0	0	0	0	150
Design	1,058	220	177	0	0	0	0	0	0	0	0	1,455
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	7	0	393	1,500	1,035	470	0	0	0	0	0	3,405
Construction Capital	37	0	0	4,351	3,477	0	0	0	0	0	0	7,865
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	20	0	2	0	0	0	0	0	0	22
Communications	0	2	20	20	4	0	0	0	0	0	0	46
Project Contingency	0	0	276	0	0	0	0	0	0	0	0	276
Total SANDAG	$1,265	$362	$1,160	$6,086	$4,613	$480	$0	$0	$0	$0	$0	$13,965

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$1,265	$362	$1,160	$6,086	$4,613	$480	$0	$0	$0	$0	$0	$13,965

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72320001 FTA Section 5307 CA-90-Z207	$673	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$673
72460001 FTA Section 5307 CA-2018-153	338	290	928	0	0	0	0	0	0	0	0	1,556
Local												
91040000 TDA - Match to CA-2018-153	85	72	232	0	0	0	0	0	0	0	0	389
91060001 NCTD (STA-SB1) Match to CA-90-Z207	169	0	0	0	0	0	0	0	0	0	0	169
Total Funding	$1,265	$362	$1,160	$0	$0	$0	$0	$0	$0	$0	$0	$2,787

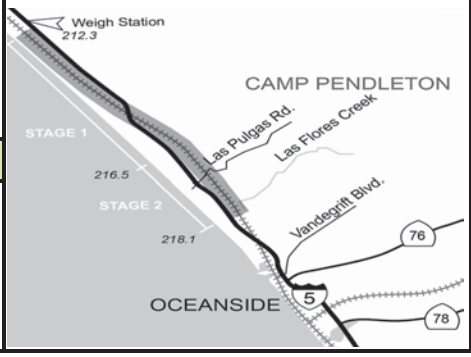
Note: The entire cost of this project is estimated to be $14 million. Continued funding is subject to the annual capital programming process.

Project Number:	**1146600**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**SAN115**	**Project Manager:**	**Tim DeWitt**
Project Name:	**San Onofre to Pulgas Double Track - Phase 2**	**PM Phone Number:**	**(619) 699-1935**

Project Scope

Design and construction of approximately 1.6 miles of new second main track adjacent to existing track, build two new bridges, and new signals.

Site Location



Progress to Date

Final design complete. Project will be advertised in summer 2022.

Project Limits

On LOSSAN Rail Corrdor from CP Don at Mile Post (MP) 216.5 to CP Pulgas at MP 218.1 at Camp Pendleton and Signal work from intermediate signal at MP 214.1 to MP 220.1 at Camp Pendleton

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	Apr-12
Ready to Advertise	Jul-22
Begin Construction	Jan-23
Open to Public	May-25
Construction Complete	Nov-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$207	$175	$186	$150	$87	$20	$0	$0	$0	$0	$0	$825
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	645	257	692	0	0	0	0	0	0	0	0	1,594
Right-of-Way Support	0	0	100	10	0	0	0	0	0	0	0	110
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	1,550	3,850	2,071	0	0	0	0	0	0	7,471
Construction Capital	0	0	11,000	8,650	4,866	0	0	0	0	0	0	24,516
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	20	10	10	0	0	0	0	0	0	40
Communications	0	0	20	10	10	0	0	0	0	0	0	40
Project Contingency	0	0	475	286	180	0	0	0	0	0	0	941
Total SANDAG	$852	$432	$14,043	$12,966	$7,224	$20	$0	$0	$0	$0	$0	$35,537

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$852	$432	$14,043	$12,966	$7,224	$20	$0	$0	$0	$0	$0	$35,537

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
State												
83000001 STIP	$852	$325	$0	$0	$0	$0	$0	$0	$0	$0	$0	$1,177
82500005 SB1 - TCEP (PS&E)	0	107	460	0	0	0	0	0	0	0	0	567
82500005 SB1 - TCEP (Construction)	0	0	4,930	0	0	0	0	0	0	0	0	4,930
83000001 STIP IIP (Construction)	0	0	8,653	12,966	7,224	20	0	0	0	0	0	28,863
Total Funding	$852	$432	$14,043	$12,966	$7,224	$20	$0	$0	$0	$0	$0	$35,537

Project Number:	**1146701**	**Corridor Director:**	**Greg Gastelum**
RTIP Number:	**N/A**	**Project Manager:**	**John Dorow**
Project Name:	**UCSD Mid-Coast Improvements – Pepper Canyon**	**PM Phone Number:**	**(619) 699-1915**

Project Scope

Betterments for utility and drainage improvements on the UC San Diego campus to support improvements to Pepper Canyon.

Site Location

Progress to Date

Completed utility and drainage preparatory work in Pepper Canyon. Coordinating remaining civil site improvements with Mid-Coast Pepper Canyon landscaping improvements.

Project Limits

UC San Diego campus at Pepper Canyon

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	May-18
Ready to Advertise	May-18
Begin Construction	May-18
Open to Public	Jul-22
Construction Complete	Jul-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$34	$10	$4	$0	$0	$0	$0	$0	$0	$0	$0	$48
Environmental Document	6	4	0	0	0	0	0	0	0	0	0	10
Design	282	28	0	0	0	0	0	0	0	0	0	310
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	225	27	0	0	0	0	0	0	0	0	0	252
Construction Capital	2,376	34	0	0	0	0	0	0	0	0	0	2,410
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$2,923	$103	$4	$0	$0	$0	$0	$0	$0	$0	$0	$3,030

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,923	$103	$4	$0	$0	$0	$0	$0	$0	$0	$0	$3,030

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91140001 UC San Diego	$2,923	$103	$4	$0	$0	$0	$0	$0	$0	$0	$0	$3,030
Total Funding	$2,923	$103	$4	$0	$0	$0	$0	$0	$0	$0	$0	$3,030

Project Number:	**1146702**	**Corridor Director:**	**Greg Gastelum**
RTIP Number:	**N/A**	**Project Manager:**	**John Dorow**
Project Name:	**UCSD Mid-Coast Improvements – Voigt**	**PM Phone Number:**	**(619) 699-1915**

Project Scope

UCSD funded utility, bridge, and intersection improvements along Voigt Drive.

Site Location

Progress to Date

Completing construction of waterline, remaining civil site work, and landscaping.

Project Limits

East campus along Voigt Drive

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	May-18
Ready to Advertise	Jan-19
Begin Construction	Oct-19
Open to Public	Nov-21
Construction Complete	Nov-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$21	$215	$41	$0	$0	$0	$0	$0	$0	$0	$0	$277
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	146	105	0	0	0	0	0	0	0	0	0	251
Construction Capital	10,530	3,262	1,080	0	0	0	0	0	0	0	0	14,872
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$10,697	$3,582	$1,121	$0	$0	$0	$0	$0	$0	$0	$0	$15,400

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$10,697	$3,582	$1,121	$0	$0	$0	$0	$0	$0	$0	$0	$15,400

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91140001 UC San Diego	$10,697	$3,582	$1,121	$0	$0	$0	$0	$0	$0	$0	$0	$15,400
Total Funding	$10,697	$3,582	$1,121	$0	$0	$0	$0	$0	$0	$0	$0	$15,400

Project Number:	**1146703**	**Corridor Director:**	**Greg Gastelum**
RTIP Number:	**N/A**	**Project Manager:**	**John Dorow**
Project Name:	**UCSD Mid-Coast Improvements – Lyman Roundabout**	**PM Phone Number:**	**(619) 699-1915**

Project Scope

UCSD funded street improvements including a bus turnaround along Lyman Lane and a roundabout at Voigt Drive.

Site Location

Progress to Date

Completed construction of street improvements and landscaping. On-going construction of remaining civil site work and advancing landscaping into plant establishment phase.

Project Limits

UCSD West Campus on Lyman Lane from 6th Lane to the intersection of Lyman Lane and Voigt Drive

Major Milestones

Draft Environmental Document	NA
Final Environmental Document	Apr-20
Ready to Advertise	Apr-20
Begin Construction	Jun-20
Open to Public	Nov-21
Construction Complete	Nov-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$76	$47	$50	$0	$0	$0	$0	$0	$0	$0	$0	$173
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	715	285	0	0	0	0	0	0	0	0	0	1,000
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	453	607	40	0	0	0	0	0	0	0	0	1,100
Construction Capital	3,798	7,702	0	0	0	0	0	0	0	0	0	11,500
Information Technology	1	1	0	0	0	0	0	0	0	0	0	2
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	25	0	0	0	0	0	0	0	0	0	25
Total SANDAG	$5,043	$8,667	$90	$0	$0	$0	$0	$0	$0	$0	$0	$13,800

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$5,043	$8,667	$90	$0	$0	$0	$0	$0	$0	$0	$0	$13,800

Funding Plan ($000)

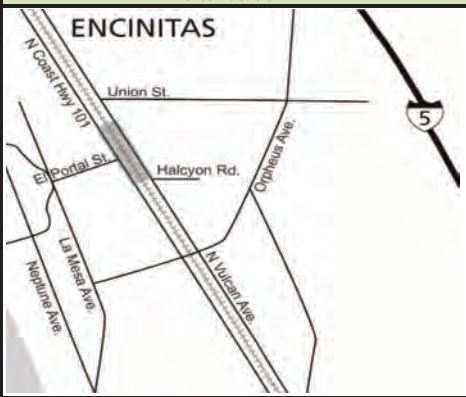
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91140001 UC San Diego	$5,043	$8,667	$90	$0	$0	$0	$0	$0	$0	$0	$0	$13,800
Total Funding	$5,043	$8,667	$90	$0	$0	$0	$0	$0	$0	$0	$0	$13,800

Project Number:	**1146900**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**ENC46**	**Project Manager:**	**Alexandra DeVaux**
Project Name:	**El Portal Undercrossing**	**PM Phone Number:**	**(619) 595-5613**

Project Scope

Complete final design and construct pedestrian undercrossing underneath the existing NCTD operated railroad. The undercrossing will connect Highway 101 to Vulcan Ave, within the City of Encinitas and is located east of El Portal Street.

Site Location



Progress to Date

Project was environmentally cleared and designed to the 95% level by the City of Encinitas. Permitting is complete and the construction contract has been awarded. Construction is 95% complete.

Project Limits

On LOSSAN Rail Corridor at MP 237.1

Major Milestones

Draft Environmental Document	Mar-09
Final Environmental Document	May-09
Ready to Advertise	Mar-20
Begin Construction	Oct-20
Open to Public	Apr-22
Construction Complete	Oct-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$420	$150	$50	$0	$0	$0	$0	$0	$0	$0	$0	$620
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	259	0	0	0	0	0	0	0	0	0	0	259
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	1,177	2,000	400	0	0	0	0	0	0	0	0	3,577
Construction Capital	2,515	4,679	150	0	0	0	0	0	0	0	0	7,344
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	128	124	10	0	0	0	0	0	0	0	0	262
Project Contingency	0	0	38	0	0	0	0	0	0	0	0	38
Total SANDAG	$4,499	$6,953	$648	$0	$0	$0	$0	$0	$0	$0	$0	$12,100

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$4,499	$6,953	$648	$0	$0	$0	$0	$0	$0	$0	$0	$12,100

Funding Plan ($000)

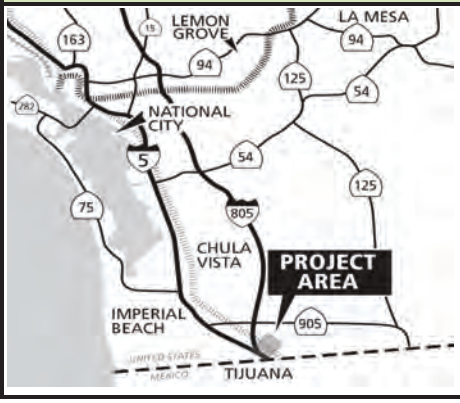
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74030003 ATP - FHWA	$1,588	$2,214	$0	$0	$0	$0	$0	$0	$0	$0	$0	$3,802
Local												
91030151 City of Encinitas	2,911	4,739	648	0	0	0	0	0	0	0	0	8,298
Total Funding	$4,499	$6,953	$648	$0	$0	$0	$0	$0	$0	$0	$0	$12,100

Project Number:	**1147000**	**Corridor Director:**	**Bruce Smith**
RTIP Number:	**N/A**	**Project Manager:**	**Omar Atayee**
Project Name:	**Beyer Blvd. Slope & Drainage**	**PM Phone Number:**	**(619) 595-5319**

Project Scope

Slope and drainage improvements at the San Ysidro Yard along Beyer Blvd.

Site Location



Progress to Date

Final design and value engineering complete.

Project Limits

San Ysidro Yard along Beyer Blvd

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	Oct-22
Begin Construction	Dec-22
Open to Public	Oct-23
Construction Complete	Mar-24

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$69	$40	$200	$60	$0	$0	$0	$0	$0	$0	$0	$369
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	219	255	0	0	0	0	0	0	0	0	0	474
Right-of-Way Support	15	0	0	0	0	0	0	0	0	0	0	15
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	19	470	75	0	0	0	0	0	0	0	564
Construction Capital	0	0	1,765	500	0	0	0	0	0	0	0	2,265
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	2	0	18	5	0	0	0	0	0	0	0	25
Project Contingency	0	50	250	114	0	0	0	0	0	0	0	414
Total SANDAG	$305	$364	$2,703	$754	$0	$0	$0	$0	$0	$0	$0	$4,126

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$305	$364	$2,703	$754	$0	$0	$0	$0	$0	$0	$0	$4,126

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91200001 MTS	$305	$364	$2,703	$754	$0	$0	$0	$0	$0	$0	$0	$4,126
Total Funding	$305	$364	$2,703	$754	$0	$0	$0	$0	$0	$0	$0	$4,126

Project Number: 1147100
RTIP Number: SAN268
Project Name: Del Mar Bluffs V

Corridor Director: Bruce Smith
Project Manager: Alexandra DeVaux
PM Phone Number: (619) 595-5613

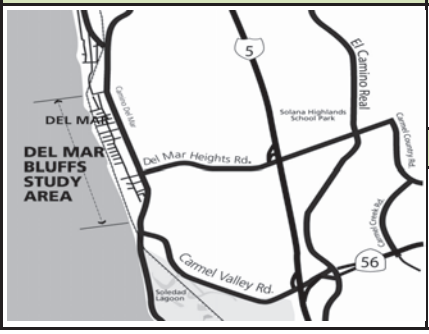
Project Scope

Complete environmental document, design, and construct improvements to maintain stability of trackbed on 1.6 miles of coastal bluff. Stabilization measures including soldier piles, lagging and tiebacks to maintain stability of the trackbed, replacing/repairing deteriorating drainage structures, bluff toe protection, bluff face protection, and repair of localized areas of erosion.

Project Limits

On LOSSAN Rail Corridor from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road

Site Location



Progress to Date

Environmental and preliminary engineering are complete, Design is 95% complete.

Major Milestones

Draft Environmental Document	Jan-21
Final Environmental Document	Jun-21
Ready to Advertise	Aug-22
Begin Construction	Jan-23
Open to Public	Jan-26
Construction Complete	Aug-26

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$271	$279	$300	$300	$300	$300	$75	$0	$0	$0	$0	$1,825
Environmental Document	1,934	314	0	0	0	0	0	0	0	0	0	2,248
Design	681	3,519	500	0	0	0	0	0	0	0	0	4,700
Right-of-Way Support	0	25	25	25	25	0	0	0	0	0	0	100
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	300	2,000	4,000	4,000	2,000	0	0	0	0	0	12,300
Construction Capital	0	0	7,000	16,000	16,000	7,000	0	0	0	0	0	46,000
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	25	25	25	25	0	0	0	0	0	100
Communications	11	50	75	75	75	50	0	0	0	0	0	336
Project Contingency	0	50	75	75	75	75	40	0	0	0	0	390
Total SANDAG	$2,897	$4,537	$10,000	$20,500	$20,500	$9,450	$115	$0	$0	$0	$0	$67,999

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$2,897	$4,537	$10,000	$20,500	$20,500	$9,450	$115	$0	$0	$0	$0	$67,999

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
75460002 FRA State of Good Repair	$0	$0	$2,103	$9,467	$0	$0	$0	$0	$0	$0	$0	$11,570
72320001 FTA Section 5307 CA-90-Z207	0	320	0	0	0	0	0	0	0	0	0	320
72510001 FTA Section 5307 CA-2021-195	0	0	0	0	3,000	0	0	0	0	0	0	3,000
State												
85170001 Cap & Trade - TIRCP	550	3,224	0	0	0	0	0	0	0	0	0	3,774
85170001 Cap & Trade - TIRCP	0	331	795	0	0	0	0	0	0	0	0	1,126
85160001 California Natural Resources Agency	2,347	582	0	0	0	0	0	0	0	0	0	2,929
82500005 SB1 - TCEP - State	0	0	5,000	0	0	0	0	0	0	0	0	5,000
82500006 SB1 - TCEP - Regional	0	0	2,102	10,250	14,000	4,848	0	0	0	0	0	31,200
Local												
91060001 NCTD (TDA)	0	80	0	0	0	0	0	0	0	0	0	80
91060001 NCTD (FTA 5337)	0	0	0	783	3,500	4,602	115	0	0	0	0	9,000
Total Funding	$2,897	$4,537	$10,000	$20,500	$20,500	$9,450	$115	$0	$0	$0	$0	$67,999

Project Number:	**1147200**	**Corridor Director:**	**Ramon Ruelas**
RTIP Number:	**N/A**	**Project Manager:**	**John Dorow**
Project Name:	**Old Town Transit Center West Improvements**	**PM Phone Number:**	**(619) 699-1915**

Project Scope

Improvements to Old Town Transit Center including utility relocation, concrete sidewalk improvements, street asphalt improvements, traffic striping, turning lane modifications for enhanced bus access into the parking lot, and constructing additional bus bays for increased bus capacity.

Site Location

Progress to Date

The new facilities are open to the public and operational.

Project Limits

Old Town Transit Center West between Taylor Street and Pacific Highway

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	Apr-20
Open to Public	Jul-21
Construction Complete	Jul-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$43	$20	$7	$0	$0	$0	$0	$0	$0	$0	$0	$70
Environmental Document	15	30	5	0	0	0	0	0	0	0	0	50
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	281	200	69	0	0	0	0	0	0	0	0	550
Construction Capital	2,824	1,700	37	0	0	0	0	0	0	0	0	4,561
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	250	11	0	0	0	0	0	0	0	0	261
Total SANDAG	$3,163	$2,200	$129	$0	$0	$0	$0	$0	$0	$0	$0	$5,492

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$3,163	$2,200	$129	$0	$0	$0	$0	$0	$0	$0	$0	$5,492

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91200001 MTS	$3,163	$2,200	$129	$0	$0	$0	$0	$0	$0	$0	$0	$5,492
Total Funding	$3,163	$2,200	$129	$0	$0	$0	$0	$0	$0	$0	$0	$5,492

Project Number:	**1147400**	**Corridor Director:**	**Bill Parris**
RTIP Number:	**N/A**	**Project Manager:**	**Bill Parris**
Project Name:	**Content Management**	**PM Phone Number:**	**(619) 699-1953**

Project Scope

Implement an enterprise wide document management system and legal eDiscovery system that connects all existing and future information systems so information can be stored and retrieved in a secure manner while allowing all content to be discoverable.

Site Location

SANDAG

Progress to Date

Requirements gathering process has begun. Proof of concept for Project Construction Management System is underway. Implemented Legal Matter Management software to manage general counsel content.

Project Limits

Regionwide

Major Milestones

Ready to Advertise	Jul-21
Begin Implementation	Nov-21
System Go Live	Dec-22
Implementation Complete	Jul-23

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$55	$140	$213	$229	$10	$0	$0	$0	$0	$0	$0	$647
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	78	174	5	0	0	0	0	0	0	0	257
Information Technology	64	100	135	35	0	0	0	0	0	0	0	334
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	5	50	0	0	0	0	0	0	0	55
Total SANDAG	$119	$318	$527	$319	$10	$0	$0	$0	$0	$0	$0	$1,293

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$119	$318	$527	$319	$10	$0	$0	$0	$0	$0	$0	$1,293

Funding Plan ($000)

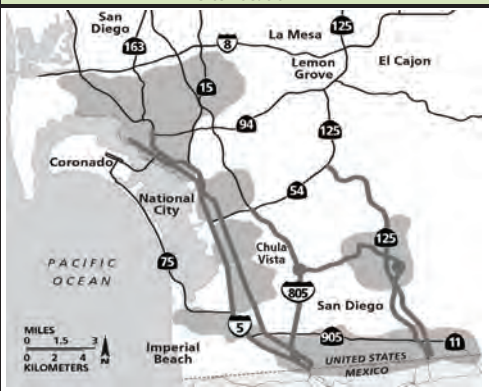
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet/FasTrak® Swap	$119	$318	$527	$319	$10	$0	$0	$0	$0	$0	$0	$1,293
Total Funding	$119	$318	$527	$319	$10	$0	$0	$0	$0	$0	$0	$1,293

Project Number:	**1147700**	**Corridor Director:**	**Antoinette Meier**
RTIP Number:	**SAN263/SAN54**	**Project Manager:**	**Cecily Taylor**
Project Name:	**Next Operating System (Next OS) Implementation - Phase 1**	**PM Phone Number:**	**619-699-7102**

Project Scope

Implementation of Next OS including mobility hub traveler information and trip planning kiosks, smart intersections, connected vehicle technologies, and a smart border congestion management system to improve travel from South Bay communities to the region's employment centers. Successful implementation of Next OS infrastructure and technologies will enhance the equity and resiliency of the transportation network.

Site Location



Progress to Date

Executed federal revenue agreement and secured primary consultant in late 2021. Preliminary systems planning efforts initiated in early 2022.

Project Limits

San Ysidro, Chula Vista, National City, the Port of San Diego, as well as proposed improvements to transit services that connect the border region to these communities

Major Milestones

Ready to Advertise	N/A
Begin Implementation	Dec-22
Go Live	Dec-24
Implementation Complete	Jun-25

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$155	$280	$280	$146	$0	$0	$0	$0	$0	$0	$861
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
Professional Services	0	341	2,362	3,343	467	0	0	0	0	0	0	6,513
IT HW/Equip Purchase	0	0	2,270	0	0	0	0	0	0	0	0	2,270
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$496	$4,912	$3,623	$613	$0	$0	$0	$0	$0	$0	$9,644

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$0	$496	$4,912	$3,623	$613	$0	$0	$0	$0	$0	$0	$9,644

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74070001 FHWA ATCMTD	$0	$438	$4,760	$3,535	$565	$0	$0	$0	$0	$0	$0	$9,298
Local												
91000100 TransNet MC	0	58	152	88	48	0	0	0	0	0	0	346
Total Funding	$0	$496	$4,912	$3,623	$613	$0	$0	$0	$0	$0	$0	$9,644

Note: Match Contribution for FY 23-24 from in-kind project expenses from CIP #1201101 (OME POE) totaling $17.9M
Additional In-kind Match contribution of $600k from private industry partners

Project Number: 1149000
RTIP Number: SAN258
Project Name: Central Mobility Hub

Corridor Director: Coleen Clementson
Project Manager: Omar Atayee
PM Phone Number: (619) 595-5319

Project Scope

Conduct alternatives analysis, preliminary engineering, and environmental analysis for Central Mobility Hub and Airport Connection.

Site Location

Progress to Date

Revised Notice of Preparation (NOP) to initiate environmental work is complete.

Project Limits

From I-8 to the San Diego Airport and 12th and Imperial Trolley Center subject to concept screening through the environmental process

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,657	$1,147	$58	$1,580	$1,580	$1,580	$0	$0	$0	$0	$0	$7,602
Environmental Document	10,586	21,954	961	31,680	32,480	29,080	0	0	0	0	0	126,741
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	856	1,500	73	2,880	2,180	2,180	0	0	0	0	0	9,669
Communications	139	500	19	660	660	660	0	0	0	0	0	2,638
Project Contingency	0	0	0	5,330	5,330	3,940	0	0	0	0	0	14,600
Total SANDAG	$13,238	$25,101	$1,111	$42,130	$42,230	$37,440	$0	$0	$0	$0	$0	$161,250

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$550	$550	$550	$600	$0	$0	$0	$0	$0	$2,250
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$0	$550	$550	$550	$600	$0	$0	$0	$0	$0	$2,250
Total Expenditures	$13,238	$25,101	$1,661	$42,680	$42,780	$38,040	$0	$0	$0	$0	$0	$163,500
Federal Pass-Through (PIO 93)	$0	$0	$550	$550	$550	$600	$0	$0	$0	$0	$0	$2,250

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
72310001 FTA Section 5307 (RSTP Transfer)*	$0	$15,565	$0	$0	$0	$0	$0	$0	$0	$0	$0	$15,565
72500001 FTA Section 5307 CA-2020-267*	3,000	0	0	0	0	0	0	0	0	0	0	3,000
72100001 CMAQ*	0	0	0	11,244	8,156	0	0	0	0	0	0	19,400
Local												
91000100 TransNet MC AC	8,340	9,399	1,661	(11,244)	(8,156)	0	0	0	0	0	0	0
91000100 TransNet MC	1,898	137	0	0	0	0	0	0	0	0	0	2,035
Total Funding	$13,238	$25,101	$1,661	$0	$0	$0	$0	$0	$0	$0	$0	$40,000

Notes

The entire cost of this project is estimated to be $163.5 million. Continued funding is subject to the annual capital programming process.

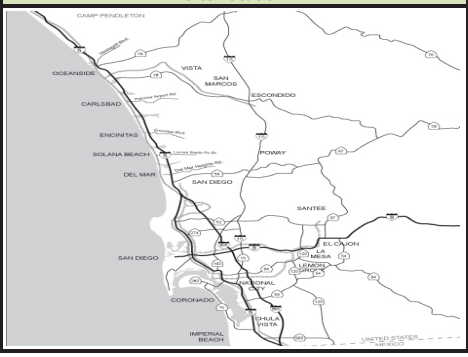
* Matched with Toll Credits

Project Number:	**1400000**	**Corridor Director:**	**Bill Parris**
RTIP Number:	**N/A**	**Project Manager:**	**Jiqin Zeng**
Project Name:	**Regional Tolling Back Office System**	**PM Phone Number:**	**(619) 710-4046**

Project Scope

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

Site Location



Progress to Date

Regional tolling back office system went live November 2020. FY 2023 work includes further development of the Phase II features and the completion of the remaining system testing to achieve system acceptance.

Project Limits

Regionwide

Major Milestones

Ready to Advertise	Apr-16
Begin Implementation	Mar-17
System Go Live	Nov-20
Implementation Complete	Dec-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$1,385	$268	$317	$0	$0	$0	$0	$0	$0	$0	$0	$1,970
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,057	0	1	0	0	0	0	0	0	0	0	1,058
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	2,707	600	462	0	0	0	0	0	0	0	0	3,769
Construction Capital	3,356	0	0	0	0	0	0	0	0	0	0	3,356
Information Technology	1,258	1,680	2,023	0	0	0	0	0	0	0	0	4,961
Legal Services	0	62	0	0	0	0	0	0	0	0	0	62
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	929	0	0	0	0	0	0	0	0	929
Total SANDAG	$9,763	$2,610	$3,732	$0	$0	$0	$0	$0	$0	$0	$0	$16,105

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$9,763	$2,610	$3,732	$0	$0	$0	$0	$0	$0	$0	$0	$16,105

Funding Plan ($000)

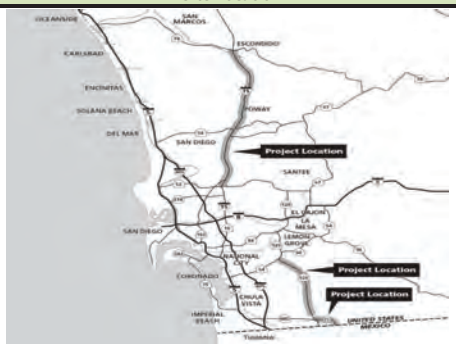
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
92140001 I-15 FasTrak® Revenue	$3,515	$940	$1,344	$0	$0	$0	$0	$0	$0	$0	$0	$5,798
93140001 SR 125 Toll Revenues	6,248	1,670	2,388	0	0	0	0	0	0	0	0	10,307
Total Funding	$9,763	$2,610	$3,732	$0	$0	$0	$0	$0	$0	$0	$0	$16,105

Project Number:	**1400402**	**Corridor Director:**	**Bill Parris**
RTIP Number:	**N/A**	**Project Manager:**	**Brad Jinks**
Project Name:	**Roadway Toll Collection System**	**PM Phone Number:**	**(619) 710-4061**

Project Scope

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

Site Location



Progress to Date

Installation for I-15 was completed in FY 22 and will be completed for SR 125 in FY 23.

Project Limits

SR 125 between Otay Mesa Road and SR 54, I-15 between SR 78 and SR 52, SR 11

Major Milestones

Ready to Advertise	May-17
Begin Implementation	Dec-17
System Go Live	Oct-21
Implementation Complete	Nov-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$882	$341	$179	$430	$0	$0	$0	$0	$0	$0	$0	$1,832
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	875	12	0	0	0	0	0	0	0	0	0	887
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	777	584	1,300	296	0	0	0	0	0	0	0	2,957
Construction Capital	16,414	7,267	4,090	6,374	0	0	0	0	0	0	0	34,145
Information Technology	2,686	3,285	3,150	0	0	0	0	0	0	0	0	9,121
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	350	500	0	0	0	0	0	0	0	850
Total SANDAG	$21,634	$11,489	$9,069	$7,600	$0	$0	$0	$0	$0	$0	$0	$49,792

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$21,634	$11,489	$9,069	$7,600	$0	$0	$0	$0	$0	$0	$0	$49,792

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
92140001 I-15 FasTrak® Revenues	$10,178	$7,789	$410	$0	$0	$0	$0	$0	$0	$0	$0	$18,377
93140001 SR 125 Toll Revenues	11,456	3,700	8,659	0	0	0	0	0	0	0	0	23,815
Total Funding	$21,634	$11,489	$9,069	$0	$0	$0	$0	$0	$0	$0	$0	$42,192

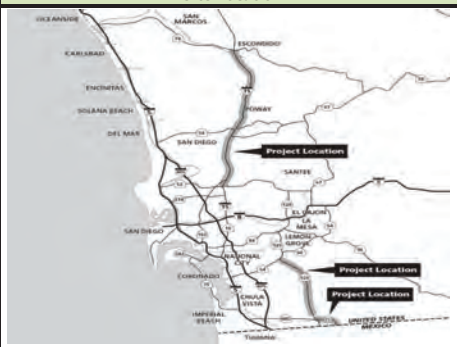
Note: The entire cost of this project is estimated to be $49.8 million. Funding for the SR 11 portion of this work is subject to the annual capital programming process.

Project Number:	**1400402**	**Corridor Director:**	**Bill Parris**
RTIP Number:	**N/A**	**Project Manager:**	**Brad Jinks**
Project Name:	**Roadway Toll Collection System**	**PM Phone Number:**	**(619) 710-4061**

Project Scope

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

Site Location



Progress to Date

Installation for I-15 was completed in FY 22 and will be completed for SR 125 in FY 23.

Project Limits

SR 125 between Otay Mesa Road and SR 54, I-15 between SR 78 and SR 52, SR 11

Major Milestones

Ready to Advertise	May-17
Begin Implementation	Dec-17
System Go Live	Oct-21
Implementation Complete	Nov-22

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$882	$341	$179	$430	$0	$0	$0	$0	$0	$0	$0	$1,832
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	875	12	0	0	0	0	0	0	0	0	0	887
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	777	584	1,300	296	0	0	0	0	0	0	0	2,957
Construction Capital	16,414	7,267	4,090	6,374	0	0	0	0	0	0	0	34,145
Information Technology	2,686	3,285	3,150	0	0	0	0	0	0	0	0	9,121
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	350	500	0	0	0	0	0	0	0	850
Total SANDAG	$21,634	$11,489	$9,069	$7,600	$0	$0	$0	$0	$0	$0	$0	$49,792

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$21,634	$11,489	$9,069	$7,600	$0	$0	$0	$0	$0	$0	$0	$49,792

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
92140001 I-15 FasTrak® Revenues	$10,178	$7,789	$410	$0	$0	$0	$0	$0	$0	$0	$0	$18,377
93140001 SR 125 Toll Revenues	11,456	3,700	8,659	0	0	0	0	0	0	0	0	23,815
Total Funding	$21,634	$11,489	$9,069	$0	$0	$0	$0	$0	$0	$0	$0	$42,192

Note: The entire cost of this project is estimated to be $49.8 million. Funding for the SR 11 portion of this work is subject to the annual capital programming process.

Chapter 9.5
Minor Capital Projects

Projects described in this section include capital improvement and replacement projects of less than $1 million.

FY 2023 Minor Capital Project Descriptions

Project No.	Project Title	Budget ($000s)
1128400	**Document Control** Development and implementation of a standardized project document management filing system, a current configuration drawing management system, and a historical document archive in conformance with regulatory requirements.	$300
1131400	**Light Rail Vehicle (LRV) Procurement Support** LRV procurement support services for the procurement of nine new Metropolitan Transit System light rail vehicles. Services include: (a) project management assistance; (b) design review and vehicle manufacturing first article inspection services; and (c) perform and prepare post-delivery Buy America audit of rolling stock.	$150
1131800	**Beech and Middletown Double Crossover CTC Integration** Upgrade manual switches to power operated switches at the existing double crossover between Beech Street and Ash Street and realign the mainline track south of Sassafras Street and Middletown Station, with a new double crossover near Middletown station. This will extend the CTC signaling system from Cedar Street to Santa Fe Depot.	$370
1144800	**Regional Arterial Detection Deployment - Phase 1** Develop system for the automated, continuous, real-time monitoring, and reporting of transportation and arterial data metrics that will be used to support and improve regional performance management efforts for State of the Commute, TransNet reporting, and other performance reporting requirements.	$719
1144900	**North Green Beach Bridge Replacement** Replacement of three timber spans on the North Green Beach Bridge.	$478
1147500	**Division 6 Bus Maintenance Facility** Title VI analysis and environmental reviews to be conducted for new transit facility in compliance with state and federal law for MTS property acquisition.	$265
	Total Minor Capital Projects	**$2,282**

Chapter 9.6
Projects Pending Closeout

Projects described in this section include capital projects that are open to the public and are substantially complete.

FY 2023 Projects Pending Closeout

Project No.	Project Title	Budget ($000s)
1041502	***SuperLoop*** New *SuperLoop Rapid* service, traffic signal priority measures, new signalized intersections, street modifications, new *SuperLoop Rapid* vehicles, and new enhanced transit stops.	$35,187
1128100	**Mainline Drainage** Develop, design, and construct drainage improvements and slope improvements to prevent track washouts and fouled ballast.	$6,394
1145000	**Los Penasquitos Bridge Replacement** This project will replace four aging timber trestle railway bridges.	$46,004
1147300	**Del Mar Bluffs Emergency Repairs** Emergency repairs to stabilize bluffs and improve trackside drainage.	$1,000
1200501	**I-5 North Coast: 4 Express Lanes** Final environmental document and Public Works Plan for four managed lanes including direct access ramps at various locations.	$74,786
1200503	**I-5/SR 56 Interchange** Final environmental document for west-to-north and south-to-east general purpose connectors including auxiliary lanes on SR 56 from El Camino Real to Carmel Country Road.	$12,813
1200508	**I-5/Gilman Drive Bridge** Construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive between La Jolla Village Drive and the Voigt Drive overcrossing.	$25,007
1201501	**I-15 Express Lanes South Segment** Construct four express lanes with moveable median barrier along I-15 from SR 163 to SR 56.	$330,987
1201504	**I-15 FasTrak®** Deploy electronic tolling equipment, operating system, and construct toll operations office and customer service center.	$27,245
1201507	**SR 15 BRT: Mid-City Centerline Stations** Construct two bus rapid transit (BRT) stations in the median of SR 15. Portions of the BRT station at El Cajon Boulevard will be constructed by the Mid-City *Rapid* Bus project (1240001).	$62,614
1201509	**Downtown BRT Stations** New and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard along Broadway.	$20,844
1205203	**SR 52 Extension** Construct four general purpose lanes, direct connectors at SR 125 and SR 67, and interchanges at Fanita Drive, Magnolia Avenue, and Cuyamaca Street on SR 52 from SR 125 to SR 67.	$460,509

FY 2023 Projects Pending Closeout

Project No.	Project Title	Budget ($000s)
1207602	**SR 76 Middle** Reconstruct two-lane conventional highway as a four-lane conventional highway on SR 76 from Melrose Drive to Mission Road.	$165,531
1223023	**Inland Rail Trail Phases 1 & 2** Environmental clearance for 7.0 miles of new bike path. Construct 4.0 miles of new bike path.	$57,021
1223014	**SR 15 Commuter Bike Facility** Construct one mile of new bike path along east side of SR 15 from Camino Del Rio South to Adams Avenue.	$15,639
1239805	**Poinsettia Station Improvements** Construct a new grade-separated pedestrian crossing, install new platform, fence, reconfigure tracks, and signals and track improvements. On coastal rail corridor at Poinsettia Station.	$36,181
1239806	**San Elijo Lagoon Double Track** Install 1.5 miles of new double track, replace Bridge 240.4, reconfigure Control Point Cardiff with double crossovers, install new signals and drainage structures.	$77,862
1239807	**Sorrento Valley Double Track** Convert 1.1 miles of single-track to double-track, raise tracks, construct one new bridge and replace one bridge with a culvert, expand parking lot at Sorrento Valley Station, and install	$32,813
1239815	**San Diego River Bridge** Construct 0.9 miles of double-track and a new bridge. On coastal rail corridor over San Diego River from Mile Post (MP) 263.2 to MP 264.1.	$92,204
1239817	**Chesterfield Drive Crossing Improvements** Construct at-grade crossing improvements for bike and pedestrian facilities, double track rail, signals, and safety improvements at Chesterfield Drive.	$7,115
1280504	**South Bay BRT** Develop new Rapid transit service from the I-805/Palomar Direct Access Ramp to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the Millenia development.	$126,691
1280505	**I-805 HOV/Carroll Canyon Direct Access Ramp** Construct two High Occupancy Vehicle (HOV) lanes and north facing Direct Access Ramp (DAR) at Carroll Canyon Road, and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.	$95,775
1280510	**I-805 South: 2HOV and Direct Access Ramp** Construct two High Occupancy Vehicle lanes between Palomar Street and SR 94, north-facing Direct Access Ramps (DAR) and transit station at Palomar Street, and general purpose lanes between Plaza Boulevard and SR 54.	$183,031
1390501	**SR 905: I-805 to Britannia Boulevard** Construct a six-lane freeway on new alignment from I-805 to Britannia Boulevard.	$85,774

FY 2023 Projects Pending Closeout

Project No.	Project Title	Budget ($000s)
1400405	**SR 125 Ramps Overlay** The project will complete pavement preservation on the SR 125 ramps and update American with Disabilities Act curb ramps.	$8,759
	Total Projects Pending Closeout	**$2,087,786**

Chapter 9.7
Projects Completed Through A Major Milestone

Projects described in this section include capital projects that have been completed through a major milestone and require additional funding to move into the next phase.

FY 2023 Projects Completed Through A Major Milestone

Project No.	Project Title	Funded to Date ($000s)	Budget Year
1129900	**Bayshore Bikeway: 8B Main Street to Palomar** Completed 65 percent design plans for 0.4 miles of new bikeway. A private developer will construct the remaining portion of the bikeway south of where the SANDAG project ends at Ada Avenue.	$1,196	FY 2022
1201515	**Clairemont Mesa Blvd BRT Stations** Traffic Signal Priority on Clairemont Mesa Boulevard and transit station improvements at eastbound Ruffin Road stop. Final design of five additional transit stations is complete. Construction funds are pending further available funding.	$1,665	FY 2022
1239810	**Carlsbad Village Double Track** Completed final environmental document and 30% design for 1.0 miles of double track, a new bridge across Buena Vista Lagoon, and new signals.	$2,758	FY 2022
1280512	**I-805 Imperial BRT Station** Project Study Report for an I-805 *Rapid* station with connection to the 47th Street Trolley complete.	$1,673	FY 2016

Chapter 9.8
Future Projects

Projects described in this section include Board approved Complete Corridor projects with funding beginning in FY 2024 and beyond.

FY 2023 Future Projects

Project No.	Project Title	Budget ($000s)
1200514	**I-5 HOV Conversion to Express Lanes** Design and construction to convert HOV lanes to Express lanes from the I-5/805 merge to SR 78.	$87,000
1201519	**I-15 Transit Priority Lanes and Direct Access Ramp at Clairemont Mesa Blvd** Environmental and design for two transit lanes and a south facing Direct Access Ramp (DAR) at Clairemont Mesa Blvd.	$12,000
1207803	**SR 78/I-5 Express Lanes Connector** Final environmental document and preliminary engineering for High Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-5.	$16,118
1223200	**Pacific Coast Highway/Central Mobility Bikeway** Construct bikeway along Pacific Coast Highway adjacent to future Central Mobility Hub.	$9,496
1280517	**I-805 HOV Conversion to Express Lanes** Design and construction to convert HOV lanes to Express Lanes from SR 52 to the I-5/805 merge.	$63,000
1280519	**I-805 Transit Priority Lanes (SR 15 to SR 52)** Add two transit priority lanes between SR-15 and SR-52 and restripe viaduct.	$30,000
1600001	**CMCP - Airport to Airport Connection** Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility between San Diego International Airport and the Cross Border Xpress Facility which provides access to the Tijuana International Airport	$2,000
1601501	**CMCP - High Speed Transit/I-15** Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along the I-15 corridor from SR 76 to I-805 within San Diego County.	$3,000
1605601	**CMCP - High Speed Transit/SR 56** Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along the SR 56 corridor from I-5 to I-15.	$2,000
1609401	**CMCP - High Speed Transit/SR 94** Development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along SR 94 between I-5 and SR 125 in San Diego, from Downtown San Diego to Lemon Grove.	$3,000
1612501	**CMCP - High Speed Transit/SR 125** Development of multimodal transportation solutions to improve mobility in the corridor along SR 125 from SR 52 to the U.S.-Mexico border.	$2,892
	Total Future Projects	**$230,506**

Chapter 9.9
Comprehensive Multimodal Corridor Plan

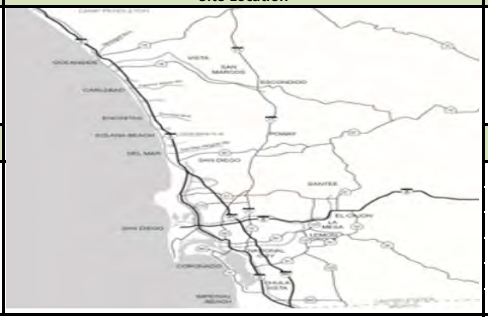
Projects described in this section include projects related to creating a comprehensive, integrated management plan for increasing transportation options, decreasing congestion, and improving travel times in a transportation corridor.

Project Number:	**1600101**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**SAN269 (Part of V20)**	**Project Manager:**	**Rachel Kennedy**
Project Name:	**CMCP - Regional CMCP Development**	**PM Phone Number:**	**(619) 699-1929**

Project Scope

Oversight of utilization of data in transportation planning and development of corridor-specific Regional Comprehensive Multimodal Corridor Plans (CMCP).

Site Location



Progress to Date

Development of 5 CMCPs including creation of draft CMCPs and public involvement was conducted in FY22. FY23 will focus on finalizing 5 CMCPs and supporting development of I-8 CMCP.

Project Limits

Regionwide

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$349	$217	$434	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$349	$217	$434	$0	$0	$0	$0	$0	$0	$0	$0	$1,000

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$349	$217	$434	$0	$0	$0	$0	$0	$0	$0	$0	$1,000

Funding Plan ($000)

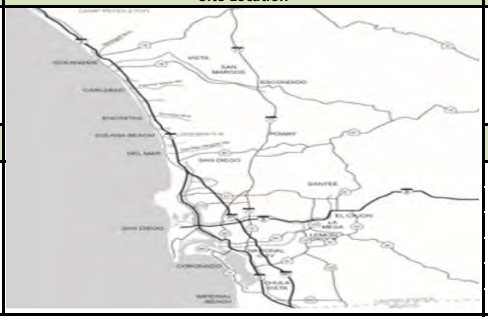
Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Local												
91000100 TransNet-MC	$349	$217	$434	$0	$0	$0	$0	$0	$0	$0	$0	$1,000
Total Funding	$349	$217	$434	$0	$0	$0	$0	$0	$0	$0	$0	$1,000

Project Number:	**1600102**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**TBD**	**Project Manager:**	**Jane Clough**
Project Name:	**CMCP - Rural/Tribal Corridor**	**PM Phone Number:**	**(619) 699-1909**

Project Scope

Conduct advanced planning analysis and preliminary engineering for multimodal transportation solutions with a focus on safety, emergency evacuation, technology infrastructure, and access for rural communities

Site Location



Progress to Date

Advanced planning corridor studies and preliminary engineering to begin in fall 2022.

Project Limits

Along SR 76 between Rice Canyon Road and Pala Reservation and along I-8 at West Willows Road

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$0	$1,500	$1,500	$2,000	$0	$0	$0	$0	$0	$0	$5,000
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$0	$1,500	$1,500	$2,000	$0	$0	$0	$0	$0	$0	$5,000

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$0	$0	$1,500	$1,500	$2,000	$0	$0	$0	$0	$0	$0	$5,000

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$0	$1,500	$1,500	$2,000	$0	$0	$0	$0	$0	$0	$5,000
Total Funding	$0	$0	$1,500	$1,500	$2,000	$0	$0	$0	$0	$0	$0	$5,000

Project Number:	**1600501**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**SAN253 (Part of V20)**	**Project Manager:**	**Omar Atayee**
Project Name:	**Central Mobility Hub - Notice of Preparation/P3 Procurement**	**PM Phone Number:**	**(619) 595-5319**

Project Scope

Notice of Preparation (NOP), preliminary project alternatives development, and Public-Private Partnership (P3) procurement for Central Mobility Hub, Automated People Mover, roadway/freeway modifications, and supportive multi-use development.

Site Location

Progress to Date

The NOP was released in early 2022. Comments received are being evaluated. CMH mobility hub locations will be finalized for consideration in the environmental document.

Project Limits

Area bound by Rosecrans Street, I-5, Grape Street, and Harbor Drive

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$967	$100	$600	$0	$0	$0	$0	$0	$0	$0	$0	$1,667
Environmental Document	1,964	392	600	0	0	0	0	0	0	0	0	2,956
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	527	100	500	0	0	0	0	0	0	0	0	1,127
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	162	0	0	0	0	0	0	0	0	162
Total SANDAG	$3,458	$592	$1,862	$0	$0	$0	$0	$0	$0	$0	$0	$5,912

Outside Agency Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Outside Agency	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenditures	$3,458	$592	$1,862	$0	$0	$0	$0	$0	$0	$0	$0	$5,912

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$2,980	$570	$1,862	$0	$0	$0	$0	$0	$0	$0	$0	$5,412
Local												
91000100 TransNet-MC	478	22	0	0	0	0	0	0	0	0	0	500
Total Funding	$3,458	$592	$1,862	$0	$0	$0	$0	$0	$0	$0	$0	$5,912

Project Number:	**1600504**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**SAN253 (Part of V20)**	**Project Manager:**	**Danny Veeh**
Project Name:	**CMCP - Central Mobility Hub and Connections**	**PM Phone Number:**	**(619) 699-7317**

Project Scope

Oversight of utilization of data in transportation planning and development of innovative transportation solutions to transform the way people and goods move in the area of San Diego International Airport and the surrounding communities, inlcuding the proposed development of a Central Mobility Hub and Connections.

Site Location

Progress to Date

Draft CMCP report in development, ongoing public involvement, presentations, and final report pending.

Project Limits

Central Mobility Station/I-5/Coronado Connection & Downtown Connection

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$547	$348	$140	$0	$0	$0	$0	$0	$0	$0	$0	$1,035
Environmental Document	715	495	205	0	0	0	0	0	0	0	0	1,415
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	32	8	10	0	0	0	0	0	0	0	0	50
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$1,294	$851	$355	$0	$0	$0	$0	$0	$0	$0	$0	$2,500

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$495	$5	$0	$0	$0	$0	$0	$0	$0	$0	$500
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$495	$5	$0	$0	$0	$0	$0	$0	$0	$0	$500
Total Expenditures	$1,294	$1,346	$360	$0	$0	$0	$0	$0	$0	$0	$0	$3,000
TransNet Pass-Through	$0	$400	$100	$0	$0	$0	$0	$0	$0	$0	$0	$500

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$1,286	$578	$224	$0	$0	$0	$0	$0	$0	$0	$0	$2,088
Local												
91000100 TransNet-MC	8	768	136	0	0	0	0	0	0	0	0	912
Total Funding	$1,294	$1,346	$360	$0	$0	$0	$0	$0	$0	$0	$0	$3,000

Project Number:	**1600505**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**SAN253 (Part of V20)**	**Project Manager:**	**Zaccary Bradt**
Project Name:	**CMCP - Central Mobility Hub: Military Installation Resilience - Phase 2**	**PM Phone Number:**	**(619) 744-8523**

Project Scope

Oversight of utilization of data in transportation planning and development the Comprehensive Multimodal Corridor Plan (CMCP) for Central Mobility Connections (CIP No. 1600504) and will be incorporated into regional and military installation planning efforts. Assess vulnerabilities such as sea-level rise, wildfires, supporting land uses and their potential impacts on mission readiness to support work underway on the Central Mobility Hub in the San Diego region.

Site Location

Progress to Date

CMCP is 85% complete. Alternatives are being identified and engineering solutions developed. Coordination with local partners and consultant team is ongoing.

Project Limits

Central Mobility Station/I-5/Coronado Connection & Downtown Connections to Naval Bases Coronado, Point Loma and San Diego

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$230	$46	$0	$0	$0	$0	$0	$0	$0	$0	$276
Environmental Document	0	552	100	0	0	0	0	0	0	0	0	652
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$782	$146	$0	$0	$0	$0	$0	$0	$0	$0	$928

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$40	$10	$0	$0	$0	$0	$0	$0	$0	$0	$50
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$40	$10	$0	$0	$0	$0	$0	$0	$0	$0	$50
Total Expenditures	$0	$822	$156	$0	$0	$0	$0	$0	$0	$0	$0	$978
City of San Diego Pass-Through*	$0	$75	$0	$0	$0	$0	$0	$0	$0	$0	$0	$75
Federal Pass-Through	$0	$50	$0	$0	$0	$0	$0	$0	$0	$0	$0	$50

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74600002 Office of Local Defense Communities Cooperation	$0	$740	$140	$0	$0	$0	$0	$0	$0	$0	$0	$880
Local												
91040000 TDA Planning	0	82	16	0	0	0	0	0	0	0	0	98
Total Funding	$0	$822	$156	$0	$0	$0	$0	$0	$0	$0	$0	$978

*Pass through is part of SANDAG expenditures and represents funds passed to the City of San Diego.

Project Number:	**1600801**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**SAN254**	**Project Manager:**	**April DeJesus**
Project Name:	**CMCP - High Speed Transit/I-8**	**PM Phone Number:**	**(619) 699-7331**

Project Scope

Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along the I-8 Corridor. It will also consider future transportation connections to the proposed SDSU Mission Valley Campus development.

Project Limits

Along the I-8 corridor from I-5 to east of the SR 67

Site Location

Progress to Date

The CMCP kicked off in January 2022. The Project Management Plan and Public Participation Strategy were completed in the spring and project team meetings are on-going. The Existing Conditions and the Data Analysis reports were completed in June 2022. Development of the Transportation Solution Strategy is underway.

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$0	$350	$625	$25	$0	$0	$0	$0	$0	$0	$0	$1,000
Environmental Document	0	450	900	40	0	0	0	0	0	0	0	1,390
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	40	70	0	0	0	0	0	0	0	0	110
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$0	$840	$1,595	$65	$0	$0	$0	$0	$0	$0	$0	$2,500

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$0	$200	$275	$25	$0	$0	$0	$0	$0	$0	$0	$500
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$0	$200	$275	$25	$0	$0	$0	$0	$0	$0	$0	$500
Total Expenditures	$0	$1,040	$1,870	$90	$0	$0	$0	$0	$0	$0	$0	$3,000
TransNet Pass-Through to City of San Diego*	$0	$75	$0	$0	$0	$0	$0	$0	$0	$0	$0	$75

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$0	$755	$1,576	$64	$0	$0	$0	$0	$0	$0	$0	$2,395
RSTP	0	200	275	25	0	0	0	0	0	0	0	500
Local												
91000100 TransNet-MC	0	85	19	1	0	0	0	0	0	0	0	105
Total Funding	$0	$1,040	$1,870	$90	$0	$0	$0	$0	$0	$0	$0	$3,000

*Pass through is part of SANDAG expenditures and represents funds passed to the City of San Diego.

Project Number:	**1605201**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**CAL550 (Part of V20)**	**Project Manager:**	**Michael Oreiro**
Project Name:	**CMCP - Coast, Canyons, and Trails (SR 52)**	**PM Phone Number:**	**(619) 952-8173**

Project Scope

Oversight of utilization of data in transportation planning and development of multimodal projects and strategies that integrate active transportation, transit, and the deployment of technology to better manage mobility throughout the corridor.

Site Location

Progress to Date

The CMCP is 95% complete.

Project Limits

Along the SR 52 from I-5 to SR 67 and along SR 67 from I-8 to Mapleview Street

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$150	$221	$1	$0	$0	$0	$0	$0	$0	$0	$0	$372
Environmental Document	344	736	3	0	0	0	0	0	0	0	0	1,083
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	21	14	0	0	0	0	0	0	0	0	0	35
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$515	$971	$4	$0	$0	$0	$0	$0	$0	$0	$0	$1,490

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$282	$205	$3	$0	$0	$0	$0	$0	$0	$0	$0	$490
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$282	$205	$3	$0	$0	$0	$0	$0	$0	$0	$0	$490
Total Expenditures	$797	$1,176	$7	$0	$0	$0	$0	$0	$0	$0	$0	$1,980
TransNet Pass-Through	$232	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$232

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$453	$893	$4	$0	$0	$0	$0	$0	$0	$0	$0	$1,350
RSTP	50	205	3	0	0	0	0	0	0	0	0	258
Local												
91000100 TransNet-MC	294	78	0	0	0	0	0	0	0	0	0	372
Total Funding	$797	$1,176	$7	$0	$0	$0	$0	$0	$0	$0	$0	$1,980

Project Number:	**1606701**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**V22 (Part of V20)**	**Project Manager:**	**Melina Pereira**
Project Name:	**CMCP - San Vicente Corridor (SR 67)**	**PM Phone Number:**	**(619) 688-6075**

Project Scope

Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to improve transportation safety, provide emergency evacuation options, maintain rural community character, and create greater trip reliability and efficiency.

Site Location

Progress to Date

The CMCP is 95% complete.

Project Limits

Along SR 67 from Mapleview Street in the community of Lakeside, and including SR 78 in the community of Ramona

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$59	$93	$1	$0	$0	$0	$0	$0	$0	$0	$0	$153
Environmental Document	396	289	10	0	0	0	0	0	0	0	0	695
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	14	11	0	0	0	0	0	0	0	0	0	25
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$469	$393	$11	$0	$0	$0	$0	$0	$0	$0	$0	$873

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$129	$208	$10	$0	$0	$0	$0	$0	$0	$0	$0	$347
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$129	$208	$10	$0	$0	$0	$0	$0	$0	$0	$0	$347
Total Expenditures	$598	$601	$21	$0	$0	$0	$0	$0	$0	$0	$0	$1,220
TransNet Pass-Through	$12	$97	$0	$0	$0	$0	$0	$0	$0	$0	$0	$109

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
7410001 RSTP	$467	$284	$11	$0	$0	$0	$0	$0	$0	$0	$0	$762
RSTP	105	123	10	0	0	0	0	0	0	0	0	238
Local												
91000100 TransNet-MC	26	194	0	0	0	0	0	0	0	0	0	220
Total Funding	$598	$601	$21	$0	$0	$0	$0	$0	$0	$0	$0	$1,220

Project Number:	**1607801**	**Corridor Director:**	**Rachel Kennedy**
RTIP Number:	**CAL553 (Part of V20)**	**Project Manager:**	**Kareem Scarlett**
Project Name:	**CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76**	**PM Phone Number:**	**(858) 203-4010**

Project Scope

Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to improve connectivity and access to homes, jobs, and education hubs in North County by reducing travel times, creating greater trip reliability and providing travelers with more transportation choices.

Site Location

Progress to Date

The CMCP is 90% complete.

Project Limits

Between the I-5 and I-15 freeways, along the SR 76, SR 78, Palomar Airport Road and the SPRINTER rail corridor

Major Milestones

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

SANDAG Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$263	$562	$30	$0	$0	$0	$0	$0	$0	$0	$0	$855
Environmental Document	396	569	10	0	0	0	0	0	0	0	0	975
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	31	39	0	0	0	0	0	0	0	0	0	70
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	$690	$1,170	$40	$0	$0	$0	$0	$0	$0	$0	$0	$1,900

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$458	$604	$38	$0	$0	$0	$0	$0	$0	$0	$0	$1,100
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$458	$604	$38	$0	$0	$0	$0	$0	$0	$0	$0	$1,100
Total Expenditures	$1,148	$1,774	$78	$0	$0	$0	$0	$0	$0	$0	$0	$3,000
TransNet Pass-Through	$305	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$305
Caltrans RSTP Pass-Through	$634	$1,000	$161	$0	$0	$0	$0	$0	$0	$0	$0	$1,795

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$635	$1,151	$14	$0	$0	$0	$0	$0	$0	$0	$0	$1,800
RSTP	153	608	34	0	0	0	0	0	0	0	0	795
Local												
91000100 TransNet-MC	360	15	30	0	0	0	0	0	0	0	0	405
Total Funding	$1,148	$1,774	$78	$0	$0	$0	$0	$0	$0	$0	$0	$3,000

Project Number: 1685501 | **Corridor Director:** Rachel Kennedy

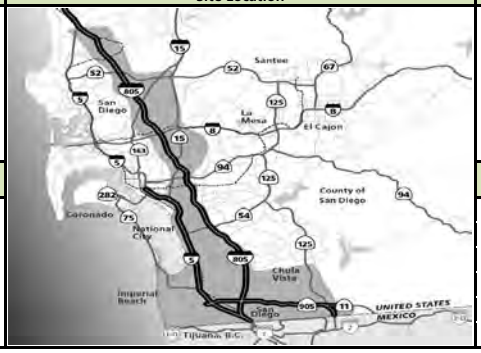
RTIP Number: CAL552 (Part of V20) | **Project Manager:** Jennifer Williamson

Project Name: CMCP - South Bay to Sorrento Corridor | **PM Phone Number:** (619) 699-1959

Project Scope

Oversight of utilization of data in transportation planning and development of an innovative transportation network by evaluating all travel modes and transportation facilities in this highly congested corridor. The study subareas include the communites of Sorrento Valley, Kearny Mesa, Mission Valley, National City, Chula Vista, Coronado/Imperial Beach, and U.S./Mexico Border.

Site Location



Progress to Date

The CMCP is 95% complete.

Project Limits

From the U.S.-Mexico Border along SR 11, SR 905, I-5, and I-805 to SR 94, then along I-805 and SR 15/I-15 to SR 52, then along I-805 to the I-5/I-805 Merge

Major Milestones

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

SANDAG Expenditure Plan ($000)

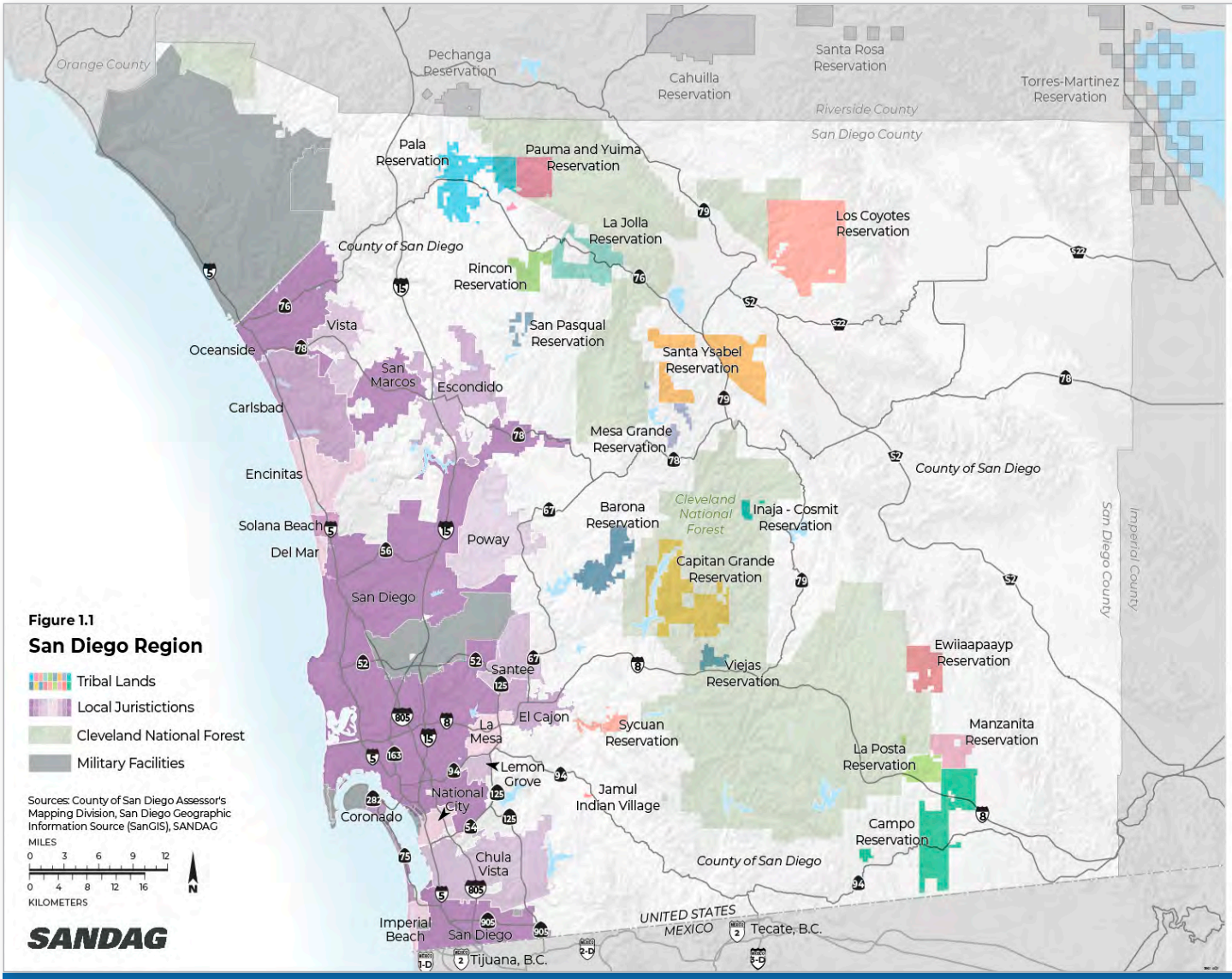
Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Administration	$723	$588	$14	$0	$0	$0	$0	$0	$0	$0	$0	$1,325
Environmental Document	1,321	1,786	50	0	0	0	0	0	0	0	0	3,157
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Legal Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	78	22	0	0	0	0	0	0	0	0	0	100
Project Contingency	0	318	0	0	0	0	0	0	0	0	0	318
Total SANDAG	$2,122	$2,714	$64	$0	$0	$0	$0	$0	$0	$0	$0	$4,900

Caltrans Expenditure Plan ($000)

Budget Phase	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Environmental Document	$267	$613	$20	$0	$0	$0	$0	$0	$0	$0	$0	$900
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	$267	$613	$20	$0	$0	$0	$0	$0	$0	$0	$0	$900
Total Expenditures	$2,389	$3,327	$84	$0	$0	$0	$0	$0	$0	$0	$0	$5,800
TransNet Pass-Through	$267	$123	$10	$0	$0	$0	$0	$0	$0	$0	$0	$400

Funding Plan ($000)

Funding Source	Prior Years	FY 22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	Total
Federal												
74100001 RSTP	$852	$898	$50	$0	$0	$0	$0	$0	$0	$0	$0	$1,800
RSTP	0	490	10	0	0	0	0	0	0	0	0	500
Local												
91000100 TransNet-MC	1,537	1,939	24	0	0	0	0	0	0	0	0	3,500
Total Funding	$2,389	$3,327	$84	$0	$0	$0	$0	$0	$0	$0	$0	$5,800



Chapter 10

Member Agency Assessments

Chapter 10
Member Agency Assessments

This chapter shows the three forms of member agency assessments that are part of the SANDAG annual budget: SANDAG member assessments, Criminal Justice member assessments, and the Automated Regional Justice Information System (ARJIS) member assessments and user fees. The tables show the amount of member assessments for each relative to the previous year.

Member assessments for SANDAG and Criminal Justice are based upon population estimates for each member agency relative to the total regional population. Estimates are updated each May based upon the latest release of the population estimates provided by the California Department of Finance. SANDAG and Criminal Justice member assessments will increase annually based on the Consumer Price Index, 2.88% for FY 2023.

ARJIS member and member affiliate assessments and user fees will remain the same in FY 2023. Ex-Officio member fees will increase by 2.88%, which is consistent with the Consumer Price Index for San Diego County.

SANDAG and Criminal Justice Research Division
Estimated FY 2023 Member Agency Assessments

Member Agency (1)	Certified Population for FY 2022** (2)	FY 2022 % of Region (3)	Certified Population for FY 2023** (4)	FY 2023 % of Region (5)	Percent Change Over FY 2022 (6)	SANDAG Member Assessment			Criminal Justice Member Assessment			Combined Total Columns FY 2022* (8) + (11)	Combined Total Columns FY 2023** (9) + (12)	Percent Change Over FY 2022
						Actual FY 2021* (7)	Actual FY 2022* (8)	Estimated Budget FY 2023*** (9)	Actual FY 2021 (10)	Actual FY 2022* (11)	Estimated Budget FY 2023*** (12)			
Carlsbad	115,501	3.5%	County Population estimates are scheduled to be released in May			38,698	40,016	41,168	5,684	5,871	6,041	45,887	47,209	2.88%
Chula Vista	274,449	8.3%				92,026	95,084	97,822	13,518	13,951	14,353	109,036	112,176	2.88%
Coronado	22,357	0.7%				7,229	7,746	7,969	1,062	1,137	1,169	8,882	9,138	2.88%
Del Mar	4,258	0.1%				1,443	1,475	1,518	212	216	223	1,692	1,740	2.88%
El Cajon	103,243	3.1%				35,293	35,769	36,799	5,184	5,248	5,399	41,017	42,199	2.88%
Encinitas	62,289	1.9%				21,023	21,580	22,202	3,088	3,166	3,258	24,747	25,459	2.88%
Escondido	151,688	4.6%				51,729	52,553	54,066	7,599	7,711	7,933	60,264	62,000	2.88%
Imperial Beach	27,774	0.8%				9,485	9,622	9,900	1,393	1,412	1,453	11,034	11,352	2.88%
La Mesa	59,578	1.8%				20,273	20,641	21,236	2,978	3,029	3,116	23,670	24,351	2.88%
Lemon Grove	26,345	0.8%				8,968	9,127	9,390	1,317	1,339	1,378	10,467	10,768	2.88%
National City	62,749	1.9%				20,994	21,740	22,366	3,084	3,190	3,282	24,929	25,647	2.88%
Oceanside	176,754	5.3%				59,954	61,237	63,001	8,807	8,985	9,244	70,222	72,245	2.88%
Poway	48,936	1.5%				16,680	16,954	17,442	2,450	2,488	2,559	19,442	20,002	2.88%
San Diego	1,411,034	42.6%				483,621	488,859	502,938	71,041	71,729	73,795	560,588	576,733	2.88%
San Marcos	96,302	2.9%				32,865	33,364	34,325	4,828	4,895	5,036	38,260	39,362	2.88%
Santee	56,800	1.7%				19,608	19,679	20,245	2,880	2,887	2,971	22,566	23,216	2.88%
Solana Beach	13,827	0.4%				4,679	4,790	4,928	687	703	723	5,493	5,652	2.88%
Vista	103,268	3.1%				34,798	35,778	36,808	5,112	5,250	5,401	41,027	42,209	2.88%
County	498,252	15.0%				170,959	172,622	177,593	92,348	93,844	96,547	266,466	274,140	2.88%
Total Region	**3,315,404**	**100.0%**				**1,130,325**	**1,148,636**	**1,181,717**	**233,274**	**237,053**	**243,880**	**1,385,689**	**1,425,597**	**2.88%**

Notes:

* January 1, 2021, Population Estimates, from the California Department of Finance, released May 1, 2021. These estimates will be updated on May 1, 2022, but the member assessment amounts remain the same as the prior year actual billings.

** January 1, 2022, Population Estimates, from the California Department of Finance, will be released May 1, 2022.

***Based on 2021 Population estimates for comparison purposes. Individual amonts will be determined after May 1, 2022 population estimates are released.

FY 2023 ARJIS Member Assessments and Other Revenue Sources

Agency Name	FY 2021 Member Assessments[1]	FY 2022 Member Assessments[1]	FY 2023 Member Assessments[1]
Carlsbad	$36,131	$36,131	$36,131
Chula Vista	101,275	101,275	101,275
Coronado	18,076	18,076	18,076
El Cajon	77,083	77,083	77,083
Escondido	70,741	70,741	70,741
La Mesa	43,591	43,591	43,591
National City	33,313	33,313	33,313
Oceanside	82,062	82,062	82,062
San Diego	859,909	859,909	859,909
County Sheriff	276,189	276,189	276,189
Total: Member Agencies	**1,598,370**	**1,598,370**	**1,598,370**
Del Mar	$3,375	$3,375	$3,375
Encinitas	37,814	37,814	37,814
Imperial Beach	18,464	18,464	18,464
Lemon Grove	16,332	16,332	16,332
Poway	30,180	30,180	30,180
San Marcos	31,425	31,425	31,425
Santee	35,506	35,506	35,506
Solana Beach	9,054	9,054	9,054
Vista	52,905	52,905	52,905
Total: Member Affiliated Agencies	**235,055**	**235,055**	**235,055**
Ex-Officio Members[2]	**105,992**	**100,297**	**103,183**
ARJIS Member Assessments	**1,939,417**	**1,933,722**	**1,936,608**
ARJIS User & Network Connectivity Fees[1]	**3,046,066**	**2,929,880**	**2,874,994**
ARJIS Member Assessments & User Fees	**$4,985,483**	**$4,863,602**	**$4,811,602**
Other ARJIS Sources of Revenue			
Federal & Local Grants[4]	**$326,272**	**$839,520**	**1,164,856**
Use of Reserve Fund [5]	**8,738**	**300,049**	**1,416,524**
Total: ARJIS Revenue Sources	**$5,320,493**	**$6,003,171**	**$7,392,982**

Projected Use of ARJIS Revenue **ARJIS Work Elements[3]**	FY 2021 Actual Expenses	FY 2022 Estimated Expenses	FY 2023 Budgeted Expenses
Maintenance & Support[1,6]	$1,496,395	$1,622,441	$2,043,840
Project Management & Administration[1,6]	1,022,804	1,178,151	1,740,522
Enterprise System[1,3,6]	800,786	1,799,732	1,781,434
ARJISNet Mobile [1]	1,674,237	563,327	662,330
Urban Area Security Initiative FFY 2018[4]	144,303	550,000	-
Urban Area Security Initiative FFY 2019[4]	181,969	207,471	-
Urban Area Security Initiative FFY 2020[4]	-	82,049	239,529
Urban Area Security Initiative FFY 2021[4]	-	-	650,000
Urban Area Security Initiative FFY 2022[4]	-	-	275,327
Carry-over for future years[6]	-	-	-
	$5,320,493	**$6,003,171**	**$7,392,982**

Notes:

[1] Member Assessments and ARJIS User & Network Connectivity Fees cover all ARJIS operations; network and server hardware support and help desk (24/7), software application support and system updates/enhancements, crime mapping, crime statistics, monthly mandated crime reporting, data entry, user support and training, regional validation table updates, interface maintenance, software licensing and contracts, user group and committee meetings and administration.

[2] See page 10-4

[3] See Chapter 4 for description of ARJIS work elements listed by OWP number. Project budgets have been modified to better align with

[4] ARJIS Work Elements (Grants) - Project budgets reflect federal grant funding.

[5] Uncommitted reserves do not include contingency funds for legal and business disruptions/disaster recovery.

[6] Carry-over from previous years.

FY 2023 ARJIS Ex-Officio Member Assessments (JPA)

Agency Name	FY 2021 Member Assessments[1]	FY 2022 Member Assessments[1]	FY 2023 Proposed Member Assessments[1]
BIA-Bureau of Indian Affairs	$1,199	$1,218	$1,253
California Department of Consumer Affairs	945	960	988
California Department of Corrections and Rehabilitation	2,696	2,740	2,819
California Department of Forestry and Fire Protection	899	914	940
California Department of Health Care Services	945	960	988
California Department of Insurance	945	960	988
California Department of Justice BI - (Bureau of Investigation)	1,786	1,815	1,867
California Highway Patrol Investigations	899	914	940
California State University San Marcos	1,199	1,218	1,253
DA CATCH (SD DA-Computer & Technology Crime High-Tech Response Team)[2]	3,041	-	-
Donovan Correctional	1,498	1,522	1,566
Imperial County Law Enforcement Coordination Center	9,446	9,599	9,875
Metropolitan Transit System	899	914	940
Mira Costa College Police Department	945	960	988
Palomar College Police Department	945	960	988
RATT (Regional Auto Theft Task Force)[2]	3,055	-	-
San Diego City Schools Police Department	3,176	3,227	3,320
San Diego Community College Police Department	1,948	1,980	2,037
San Diego County Law Enforcement Coordination Center	2,395	2,434	2,504
San Diego Harbor Police Department	4,192	4,260	4,383
San Diego State University	2,140	2,175	2,238
Southwest College Police Department	945	960	988
UC San Diego	1,636	1,663	1,711
U.S. Bureau of ATF (Alcohol, Tobacco, and Firearms)	1,417	1,440	1,481
U.S. Department of Justice Drug Enforcement Agency (DEA)	4,250	4,319	4,443
U.S. Department of Justice DEA (San Ysidro)	2,509	2,550	2,623
U.S. Department of State	945	960	988
U.S. Department of Veterans Affairs	899	914	940
U.S. Department of Homeland Security (DHS): Customs & Border Protection (CBP) - Office of	2,095	2,129	2,190
U.S. DHS: CBP - Office of Field Operations	899	914	940
U.S. DHS: ICE - Homeland Security Investigations	1,796	1,825	1,878
U.S. Federal Bureau of Investigation	10,736	10,910	11,224
U.S. Federal Probation	4,023	4,088	4,206
U.S. Fish and Wildlife	899	914	940
U.S. Internal Revenue Service Criminal Division	899	914	940
U.S. Marine Corps - Camp Pendleton Provost Marshal	1,199	1,218	1,253
U.S. Marine Corps - Marine Corps Recruit Depot	899	914	940
U.S. Marine Corps - MCAS (Marine Corps Air Station) - Provost Marshal - Miramar	1,199	1,218	1,253
U.S. Marshals Service	11,799	11,990	12,335
U.S. Naval Consolidated Brig (Miramar)	945	960	988
U.S. Naval Criminal Investigative Service (NCIS) - Camp Pendleton	1,809	1,838	1,891
U.S. NCIS - San Diego	1,809	1,838	1,891
U.S. Office of Personnel Management	1,199	-	-
U.S. Postal Service	2,509	2,550	2,623
U.S. Pretrial	1,686	1,713	1,762
U.S. Secret Service	899	914	940
U.S. Social Security Administration	899	914	940
	$105,992	**$100,297**	**$103,183**

Notes:

[1]Since Ex-Officio member agencies have no population base, rates are based on usage. During the year, member accounts may be added or closed at their request, so annual totals may vary slightly.

[2]These two task force accounts were consolidated under their parent agency in October 2021.

Chapter 11

Human Resources

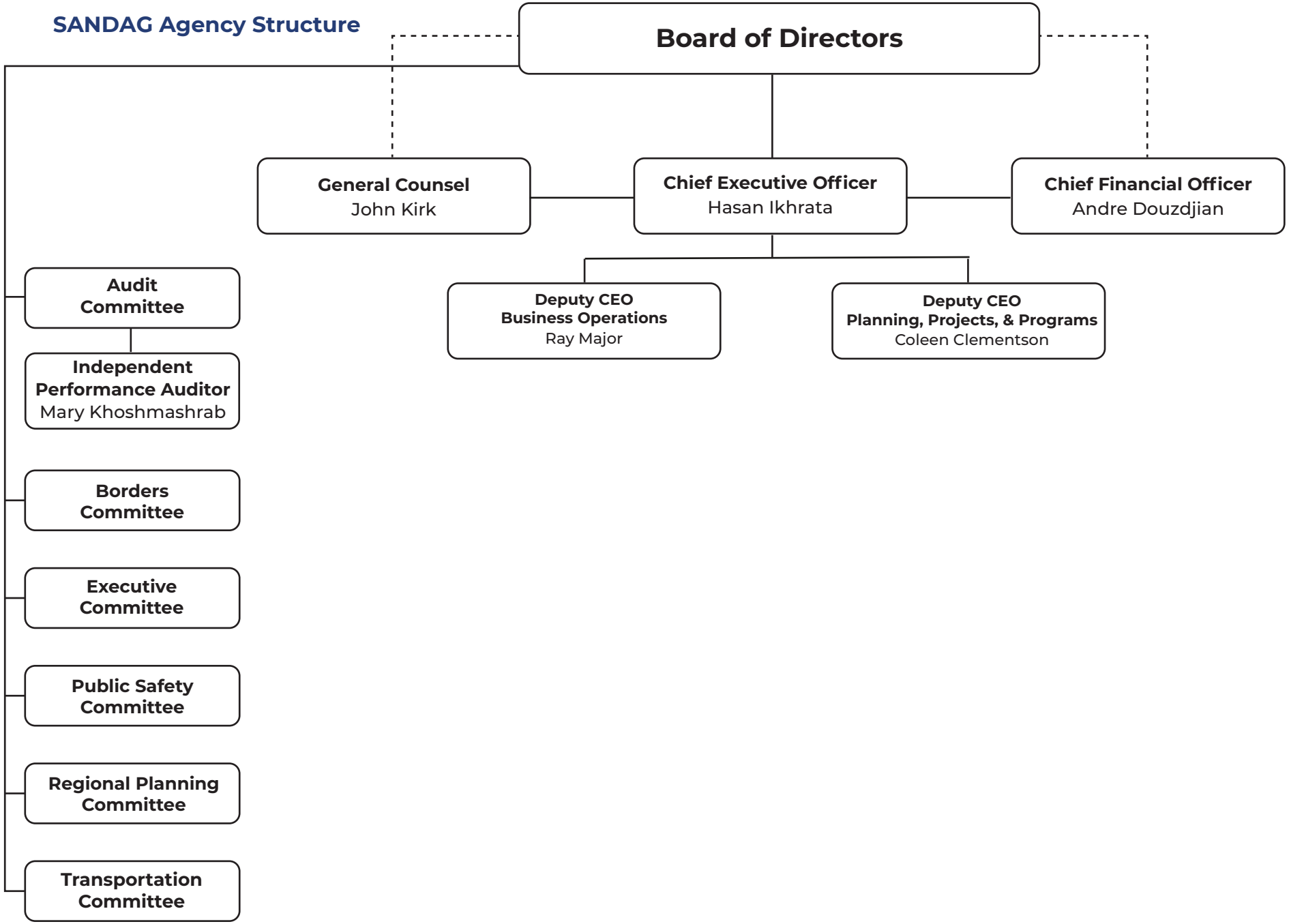
Chapter 11
Human Resources

This chapter shows the organizational structure for SANDAG for the coming fiscal year, starting with the Board of Directors and Policy Advisory Committees, then moving to the various departments.

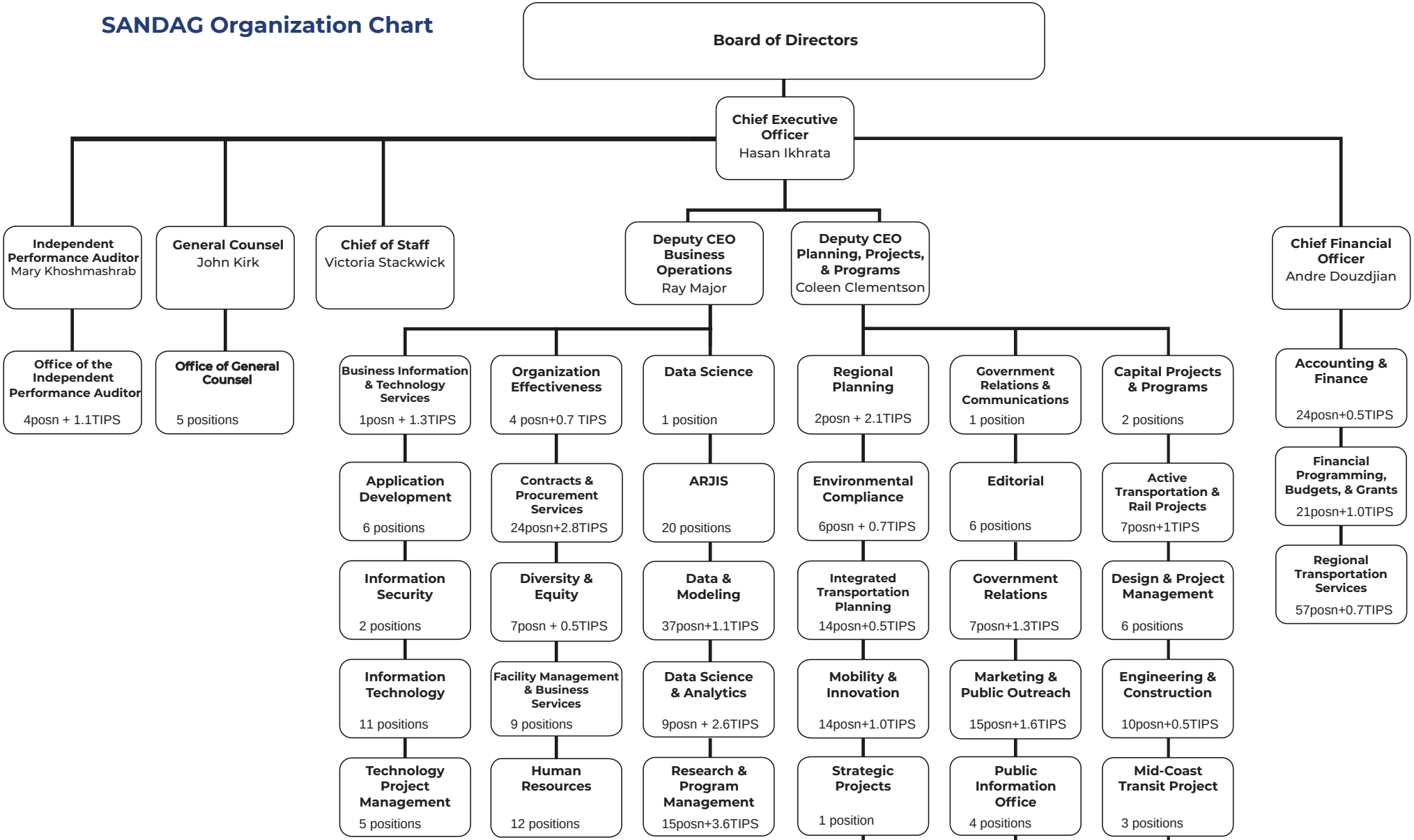
The Personnel Cost Summary shows the proposed agency salaries and benefits for FY 2023, as well as the revised budget for FY 2022, and actuals for FY 2021.

The Position Classification/Salary Range table identifies the agency's classification structure and associated salary ranges. The Special Compensation table describes additional types of compensation that some employees may be eligible to receive.

SANDAG Agency Structure



SANDAG Organization Chart



All positions are stated in terms of full-time equivalents.

** TIPS = Temporary, Intern, Part-time, Seasonal (Total 25.8 positions)*

*** The General Counsel and the Chief Financial Officer have dotted line reporting to the Board of Directors*

FY 2023 Personnel Cost Summary

	FY 2021 Actual Expenses		FY 2022 Revised Estimate		FY 2023 Draft Budget		Year-to-Year Change FY 2023 over FY 2022	
	FY 2021 Actual Expenses	Benefits % of Salaries	FY 2022 Revised Budget	Benefits % of Salaries	FY 2023 Draft Budget	Benefits % of Salaries	Amount of Change	% of Change
Staff Positions and Salaries:								
Regular Staff Positions	349		360		362		*2*	0.6%
Limited-Term Staff Positions	12		43		43		*0*	0.0%
Temporary, Intern, Part-Time, Seasonal (TIPS)	46.1		25.1		25.8		*0.7*	2.8%
Salaries - Regular Staff Positions	$31,654,999		$33,750,186		$36,956,696		*3,206,510*	9.5%
Salaries - Limited-Term Staff Positions	$742,742		3,262,086		3,463,132		*201,046*	6.2%
Salaries - TIPS Positions	$1,825,401		1,054,581		1,292,240		*237,659*	22.5%
Total Employee Salaries	**$34,223,143**		**$38,066,852**		**$41,712,068**		***$3,645,216***	9.6%
Employee Benefits:								
Retirement (PERS+PARS)	$8,090,609	23.6%	$9,642,631	25.3%	$11,376,232	27.3%	*1,733,601*	18.0%
Section 115 Pension Savings Fund	1,000,000	2.9%	1,000,000	2.6%	750,000	1.8%	*(250,000)*	-25.0%
Combined Health Insurance Plan	4,347,184	12.7%	5,655,456	14.9%	6,332,999	15.2%	*677,543*	12.0%
Dental/Vision Insurance Plan	419,833	1.2%	510,527	1.3%	552,515	1.3%	*41,988*	8.2%
Short-/Long-Term Disability	245,947	0.7%	384,368	1.0%	447,803	1.1%	*63,435*	16.5%
Workers Compensation	249,131	0.7%	255,467	0.7%	278,669	0.7%	*23,202*	9.1%
Social Security/Medicare and Other Taxes	506,446	1.5%	551,969	1.4%	604,405	1.4%	*52,436*	9.5%
Life/Accident Insurance	49,492	0.1%	48,398	0.1%	56,372	0.1%	*7,974*	16.5%
Employee Assistance Program	6,820	0.0%	8,941	0.0%	11,668	0.0%	*2,727*	30.5%
Section 125 Flexible Spending Account	5,823	0.0%	2,200	0.0%	14,904	0.0%	*12,704*	577.5%
Transportation Demand Management	60	0.0%	18,000	0.0%	28,000	0.1%	*10,000*	55.6%
Post-Employment Health Care	588,506	1.7%	599,400	1.6%	716,418	1.7%	*117,018*	19.5%
Management Benefit	434,924	1.3%	450,791	1.2%	512,649	1.2%	*61,858*	13.7%
Automotive Allowance	12,000	0.0%	12,000	0.0%	12,000	0.0%	-	0.0%
Employee Recognition Program	-	0.0%	5,000	0.0%	20,000	0.0%	*15,000*	300.0%
Computer Purchase/Loan Program	4,529	0.0%	1,000	0.0%	5,000	0.0%	*4,000*	400.0%
Total Employee Benefits	**$15,961,305**	**46.6%**	**$19,146,148**	**50.3%**	**$21,719,634**	**52.1%**	***$2,573,486***	13.4%
Employee Benefits By Position Type:								
Benefits - Regular Staff Positions	15,075,076	47.6%	$17,292,805	51.2%	$19,575,865	53.0%	*2,283,060*	13.2%
Benefits - Limited-Term Staff Positions	$361,623	48.7%	1,547,991	47.5%	1,753,047	50.6%	*205,056*	13.2%
Benefits - TIPS Positions	$524,605	28.7%	305,353	29.0%	390,722	30.2%	*85,369*	28.0%
Total Employee Benefits	**$15,961,305**	46.6%	**$19,146,148**	50.3%	**$21,719,634**	52.1%	***$2,368,430***	13.4%
Total Personnel Cost (Salaries and Benefits)	**$50.184.448**		**$57.213.000**		**$63.431.702**		***$6,218,702***	10.9%

Note: The FY 2022 Revised Estimate includes all approved staff positions (including currently vacant roles), and reflects actual year-to-date expenses plus anticipated costs through the end of the fiscal year. The FY 2023 Proposed Budget includes full funding for all staff positions.

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
101	CLASS SALARY RANGE	$2,600	$3,185	$3,770	$31,200	$38,220	$45,240
	Assistant Intern Toll Plaza Attendant						
103	CLASS SALARY RANGE	$2,867	$3,511	$4,156	$34,398	$42,138	$49,877
	Customer Service Representative Landscape Maintenance Technician Office Services Specialist I Receptionist I						
104	CLASS SALARY RANGE	$3,010	$3,687	$4,364	$36,118	$44,244	$52,371
	Accounting Specialist I						
105	CLASS SALARY RANGE	$3,160	$3,871	$4,582	$37,924	$46,457	$54,990
	Office Services Specialist II Receptionist II						
106	CLASS SALARY RANGE	$3,318	$4,065	$4,812	$39,820	$48,779	$57,739
	Accounting Specialist II Document Processing Specialist I						
107	CLASS SALARY RANGE	$3,484	$4,268	$5,052	$41,811	$51,218	$60,626
	Customer Service Lead Landscape Maintenance Lead Office Services Specialist III Receptionist III Toll Operations Specialist I						
108	CLASS SALARY RANGE	$3,658	$4,482	$5,305	$43,902	$53,779	$63,657
	Accounting Specialist III Administrative Office Specialist Document Processing Specialist II Toll Operations Specialist II						
110	CLASS SALARY RANGE	$4,033	$4,941	$5,849	$48,401	$59,292	$70,182
	Document Processing Specialist III Graphic Designer I Information Systems Specialist I Office Administrator*						
111	CLASS SALARY RANGE	$4,069	$5,188	$6,307	$48,829	$62,256	$75,684
	Account Executive I Administrative Analyst I Business Analyst I Contracts and Procurement Analyst I Customer Service Supervisor Grants Program Analyst I						

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
112	CLASS SALARY RANGE	$4,272	$5,447	$6,622	$51,270	$65,369	$79,468
	Accountant I						
	Financial Analyst I						
	Graphic Designer II						
	Human Resources Analyst I						
	Information Systems Specialist II						
	Management Internal Auditor I						
	Marketing Analyst I						
	Public Communications Officer I						
	Toll Operations Supervisor						
113	CLASS SALARY RANGE	$4,486	$5,720	$6,953	$53,833	$68,638	$83,442
	Account Executive II						
	Administrative Analyst II						
	Business Analyst II						
	Contracts and Procurement Analyst II						
	Economic Research Analyst I						
	Executive Assistant I						
	Facilities/Maintenance Coordinator						
	Grants Program Analyst II						
	Government Relations Analyst I						
	Maintenance Field Technician						
	Regional Planner I						
	Research Analyst I						
114	CLASS SALARY RANGE	$4,710	$6,006	$7,301	$56,525	$72,070	$87,614
	Accountant II						
	Associate Graphic Designer						
	Financial Analyst II						
	Human Resources Analyst II						
	Information Systems Specialist III						
	Management Internal Auditor II						
	Marketing Analyst II						
	Public Communications Officer II						

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
115	CLASS SALARY RANGE	$4,946	$6,306	$7,666	$59,351	$75,673	$91,995
	Associate Account Executive						
	Associate Administrative Analyst						
	Associate Business Analyst						
	Associate Contracts and Procurement Analyst						
	Associate Grants Program Analyst						
	Project Coordinator						
	Economic Research Analyst II						
	Engineer I						
	Executive Assistant II						
	GIS Analyst I						
	Government Relations Analyst II						
	Information Systems Analyst I						
	Landscape Maintenance Supervisor						
	Programmer Analyst I						
	Regional Planner II						
	Research Analyst II						
	Senior Maintenance Field Technician						
	Systems Engineer I						
	Technology Program Analyst I						
116	CLASS SALARY RANGE	$5,193	$6,621	$8,050	$62,319	$79,457	$96,594
	Associate Accountant						
	Associate Financial Analyst						
	Associate Human Resources Analyst						
	Associate Marketing Analyst						
	Associate Management Internal Auditor						
	Associate Public Communications Officer						
117	CLASS SALARY RANGE	$5,453	$6,952	$8,452	$65,435	$83,429	$101,424
	Associate Economic Research Analyst						
	Associate Government Relations Analyst						
	Associate Regional Planner						
	Associate Research Analyst						
	Business Services Supervisor						
	Deputy Clerk of the Board						
	Creative Services Supervisor						
	Data Scientist I						
	Engineer II						
	GIS Analyst II						
	Information Systems Analyst II						
	Programmer Analyst II						
	Researcher and Modeler I						
	Senior Executive Assistant						
	Software Engineer I						
	Systems Engineer II						
	Technology Program Analyst II						

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
119	CLASS SALARY RANGE	$6,012	$7,665	$9,318	$72,142	$91,981	$111,820
	Associate Information Systems Analyst						
	Associate GIS Analyst						
	Associate Technology Program Analyst						
	Data Scientist II						
	Maintenance and Facilities Supervisor						
	Researcher and Modeler II						
	Software Engineer II						
120	CLASS SALARY RANGE	$6,312	$8,048	$9,784	$75,749	$96,580	$117,411
	Associate Engineer						
	Associate Programmer Analyst						
	Associate Systems Engineer						
	Customer Service Manager						
	Senior Administrative Analyst						
	Senior Contracts and Procurement Analyst						
	Senior Grants Program Analyst						
	Senior Human Resources Analyst						
	Senior Marketing Analyst						
	Senior Public Communications Officer						
121	CLASS SALARY RANGE	$6,628	$8,451	$10,273	$79,537	$101,409	$123,282
	Borders Program Manager*						
	Legal Counsel I						
	Senior Accountant						
	Senior Budget Program Analyst						
	Senior Business Analyst						
	Senior Economic Research Analyst						
	Senior Financial Programming and Project Control Analyst						
	Senior Government Relations Analyst						
	Senior Management Internal Auditor						
	Senior Regional Planner						
	Senior Research Analyst						
122	CLASS SALARY RANGE	$6,959	$8,873	$10,787	$83,513	$106,479	$129,446
	Associate Data Scientist						
	Associate Researcher and Modeler						
	Associate Software Engineer						
123	CLASS SALARY RANGE	$7,307	$9,317	$11,326	$87,689	$111,803	$135,918
	Capital Development Project Manager						
	Legal Counsel II						
	Senior GIS Analyst						
	Senior Information Systems Analyst						
	Senior Programmer Analyst						
	Senior Technology Program Analyst						

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
124	CLASS SALARY RANGE	$7,673	$9,783	$11,893	$92,073	$117,394	$142,714
	Clerk of the Board						
	Communications Manager						
	Grants Program Manager						
	Manager of Government Relations						
	Operations Manager						
	Principal Business Analyst						
	Principal Economic Research Analyst						
	Principal Human Resources Analyst						
	Regional Planning Program Manager						
	Principal Research Analyst						
	Risk Program Manager						
	Senior Engineer						
	Senior Systems Engineer						
125	CLASS SALARY RANGE	$8,056	$10,272	$12,487	$96,677	$123,263	$149,850
	Associate Legal Counsel						
	Senior Data Scientist						
	Senior Researcher and Modeler						
	Senior Software Engineer						
126	CLASS SALARY RANGE	$8,459	$10,786	$13,112	$101,511	$129,426	$157,342
	Project Development Program Manager						
127	CLASS SALARY RANGE	$8,882	$11,325	$13,767	$106,587	$135,898	$165,209
	Finance Manager						
	Manager of Business Administration and Operations						
	Manager of Contracts and Procurement						
	Manager of Financial Programming and Project Control						
	Manager of Human Resources						
	Manager of Regional Information Services						
	Information Systems Manager						
	Principal Data Scientist						
	Principal Management Internal Auditor						
	Principal Researcher and Modeler						
	Principal Software Engineer						
	Principal Technology Program Manager						
128	CLASS SALARY RANGE	$9,326	$11,891	$14,456	$111,916	$142,693	$173,470
	Manager of Regional Models						
	Principal Engineer						
129	CLASS SALARY RANGE	$9,793	$12,486	$15,179	$117,512	$149,827	$182,143
	Senior Legal Counsel						

San Diego Association of Governments

DRAFT: FY 2023 POSITION CLASSIFICATION / SALARY RANGE TABLE

CLASS NO.	POSITION CLASSIFICATIONS	MONTHLY SALARY RANGES Minimum	Midpoint	Maximum	ANNUAL SALARY RANGES Minimum	Midpoint	Maximum
131	CLASS SALARY RANGE	$10,796	$13,765	$16,734	$129,557	$165,185	$200,813
	Director I[1]						
133	CLASS SALARY RANGE	$11,903	$15,176	$18,450	$142,836	$182,116	$221,396
	Deputy General Counsel						
135	CLASS SALARY RANGE	$13,123	$16,732	$20,341	$157,477	$200,783	$244,089
	Chief of Staff (Strategic Advisor)						
	Director II[2]						
	Independent Performance Auditor						
137	CLASS SALARY RANGE	$14,468	$18,447	$22,426	$173,618	$221,363	$269,108
	Senior Director[3]						
139	CLASS SALARY RANGE	$15,951	$20,338	$24,724	$191,414	$244,053	$296,692
	~~Chief Capital Programs and Regional Services Officer~~						
	~~Chief Data Analytics Officer~~						
	Chief Financial Officer						
	~~Chief Operations Officer~~						
	~~Chief Planning and Innovation Officer~~						
	Deputy CEO, Business Operations						
	Deputy CEO, Planning, Projects, and Programs						
	General Counsel						
147	CLASS SALARY RANGE	$23,567	$30,048	$36,529	$282,806	$360,577	$438,349
	~~Executive Director~~ ***Chief Executive Officer***						

* This is a grandfathered classification.

[1] Director I positions include:
- Director of ARJIS
- Director of Diversity and Equity
- ~~Director of Government Relations~~
- Director of Innovative Finance
- ~~Director of Integrated Transportation Planning~~
- ~~Director of Mid-Coast Corridor~~
- ~~Director of Mobility and Innovation~~
- Director of Strategic Projects

[2] Director II positions include:
- Director of Accounting and Finance
- Director of Business Information & Technology Services
- ~~Director of Contracts and Grants~~
- Director of Data and Modeling
- Director of Engineering and Construction
- Director of Financial Planning, Budgeting, and Grants
- ~~Director of Organization Effectiveness~~
- ~~Director of Regional Planning~~
- Director of Regional Transportation Services
- ~~Director of Research and Program Management~~
- Director of Strategic Communications

[3] Senior Director positions include:
- ***Senior Director, Data Science***
- ***Senior Director, Organization Effectiveness***
- ***Senior Director, Regional Planning***

Proposed changes to the Position Classification/Salary Range table are highlighted.

The FY 2023 Position Classification/Salary Range Table shall be considered by the SANDAG Board of Directors as part of the Final FY 2023 Program Budget.

San Diego Association of Governments

DRAFT: FY 2023 SPECIAL COMPENSATION TABLE

Shift Differential Pay

Employees who hold the job title of Toll Operations Specialist or Toll Plaza Attendant, who are routinely and consistently scheduled to work other than a standard daytime shift, will be entitled to shift differential pay in the amount of $0.50 per hour for hours worked between 6 p.m. and 6 a.m.

Consistent with California Code of Regulations (CCR), Title 2, Section 571(b) and 571.1, SANDAG shall report Shift Differential Pay to CalPERS as special compensation when duly earned by an employee.

Holiday Pay

Due to the 24/7 operational nature of the SR 125 toll road, employees who hold the position Toll Operations Specialist are required to work their usual assigned schedule regardless of agency holidays. If a holiday falls on a day a Toll Operations Specialist is normally required to work, the employee will be paid regular holiday pay in addition to straight time at their current hourly rate for the hours worked on the holiday. The following holidays shall be observed:

- New Year's Day
- Martin Luther King Day
- President's Day
- Cesar Chavez Day
- Memorial Day
- Juneteenth National Independence Day
- Independence Day
- Labor Day
- Veterans Day
- Thanksgiving Day and the day after
- Christmas Day

Consistent with California Code of Regulations (CCR), Title 2, Section 571(b) and 571.1, SANDAG shall report Holiday Pay to CalPERS as special compensation when duly earned by an employee.

Lump Sum Merit Pay

Employees who meet or exceed their goals and objectives, as evidenced by the employee receiving an overall performance rating of 3.0 or higher from their Director, and supported by an average rating of 3.0 (Meets Expectations) or higher on the Performance Evaluation that covers the review period, may be eligible to receive a performance reward. The primary form of a performance reward is a merit increase (an adjustment in base salary). Alternatively, an employee may be provided with a lump sum merit payment as a form of performance reward. Lump sum merit payments may be used to supplement merit increases, or instead of merit increases, when an employee is at or close to the top of their salary range. When an employee receives lump sum merit pay, their base salary will be brought to the top of the salary range; any additional compensation above the top of the salary range will be provided as lump sum merit pay and is a one-time payment.

SANDAG shall not report Lump Sum Merit Pay to CalPERS as compensation earned.

This document was approved by the SANDAG Board of Directors on _____, 2022.
Effective date: _____, 2022.

Chapter 12

Contingency Reserves

Chapter 12
Contingency Reserves

This chapter provides a summary of the contingency reserves for the Overall Work Program, Regional Operations and Services, Administration Budget, and Capital Budget.

FY 2023 Contingency Reserves

Overall Work Program Fund Reserve: FY 2022-FY 2023
in thousands

	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2022 Budgeted Changes:				
FY 2022 Beginning Balance	$0	$5,522		
Changes in Commitment	1,205	(1,205)		
Expenditures	(1,205)			
Projected deposit		2,090		
FY 2022 Projected Ending Balance	**$ -**	**$6,407**	**$52,100**	**12%**
FY 2023 Changes:				
Changes in Commitment	-	-		
Expenditures	-			
Projected deposit		904		
FY 2023 Projected Ending Balance	**$ -**	**$7,311**	**$73,109**	**10%**

Motorist Aid Call Box Program Reserve: FY 2022-FY 2023
in thousands

	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2022 Budgeted Changes:				
FY 2022 Beginning Balance	$6,217	$2,450		
Changes in Commitment	-	-		
Expenditures	(2,140)			
Projected deposit		-		
FY 2022 Projected Ending Balance	**$4,077**	**$2,450**	**$3,614**	**68%**
FY 2023 Changes:				
Changes in Commitment	-	-		
Expenditures	(614)			
Projected deposit		-		
FY 2023 Projected Ending Balance	**$3,463**	**$2,450**	**$3,378**	**73%**

SANDAG Administration Reserve: FY 2022-FY 2023
in thousands

	2022	2023
Budgeted Contingency line item	$125	$125
Administration budget*	$21,848	$23,367
% of Administration budget	1%	1%

*Includes Office of the Independent Auditor and Information Technology budgets

FY 2023 Contingency Reserves

SR 125 Facility Operations Reserve: FY 2022-FY 2023
in thousands

	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2022 Budgeted Changes:				
FY 2022 Beginning Balance	60,695	19,345		
Changes in Commitment	-	-		
Expenditures	(16,072)			
Projected deposit	7,136			
FY 2022 Projected Ending Balance	**$51,759**	**$19,345**	**$35,207**	**55%**
FY 2023 Changes:				
Changes in Commitment	-	-		
Expenditures	(14,820)			
Projected deposit	10,328	201		
FY 2023 Projected Ending Balance	**$47,267**	**$19,546**	**$39,418**	**50%**

Automated Regional Justice Information System Reserve: FY 2022-FY 2023
in thousands

	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2022 Budgeted Changes:				
FY 2022 Beginning Balance	$4,086	$2,028		
Changes in Commitment	-	-		
Expenditures	(300)			
Projected deposit		-		
FY 2022 Projected Ending Balance	**$3,786**	**$2,028**	**$7,929**	**26%**
FY 2023 Changes:				
Changes in Commitment	-	-		
Expenditures	(1,417)			
Projected deposit		-		
FY 2023 Projected Ending Balance	**$2,369**	**$2,028**	**$7,393**	**27%**

I-15 Express Lanes Operations Program Reserve: FY 2022-FY 2023
in thousands

	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2022 Budgeted Changes:				
FY 2022 Beginning Balance	$20,424	$1,018		
Changes in Commitment	-	-		
Expenditures	(17,579)			
Projected deposit		-		
FY 2022 Projected Ending Balance	**$2,845**	**$1,018**	**$9,000**	**11%**
FY 2023 Changes:				
Changes in Commitment	-	-		
Expenditures	(6,604)			
Projected deposit	3,759			
FY 2023 Projected Ending Balance	**$0**	**$1,018**	**$10,872**	**9%**

FY 2023 Contigency Reserves

Capital Program Contingency: FY 2022-FY 2023*

in thousands

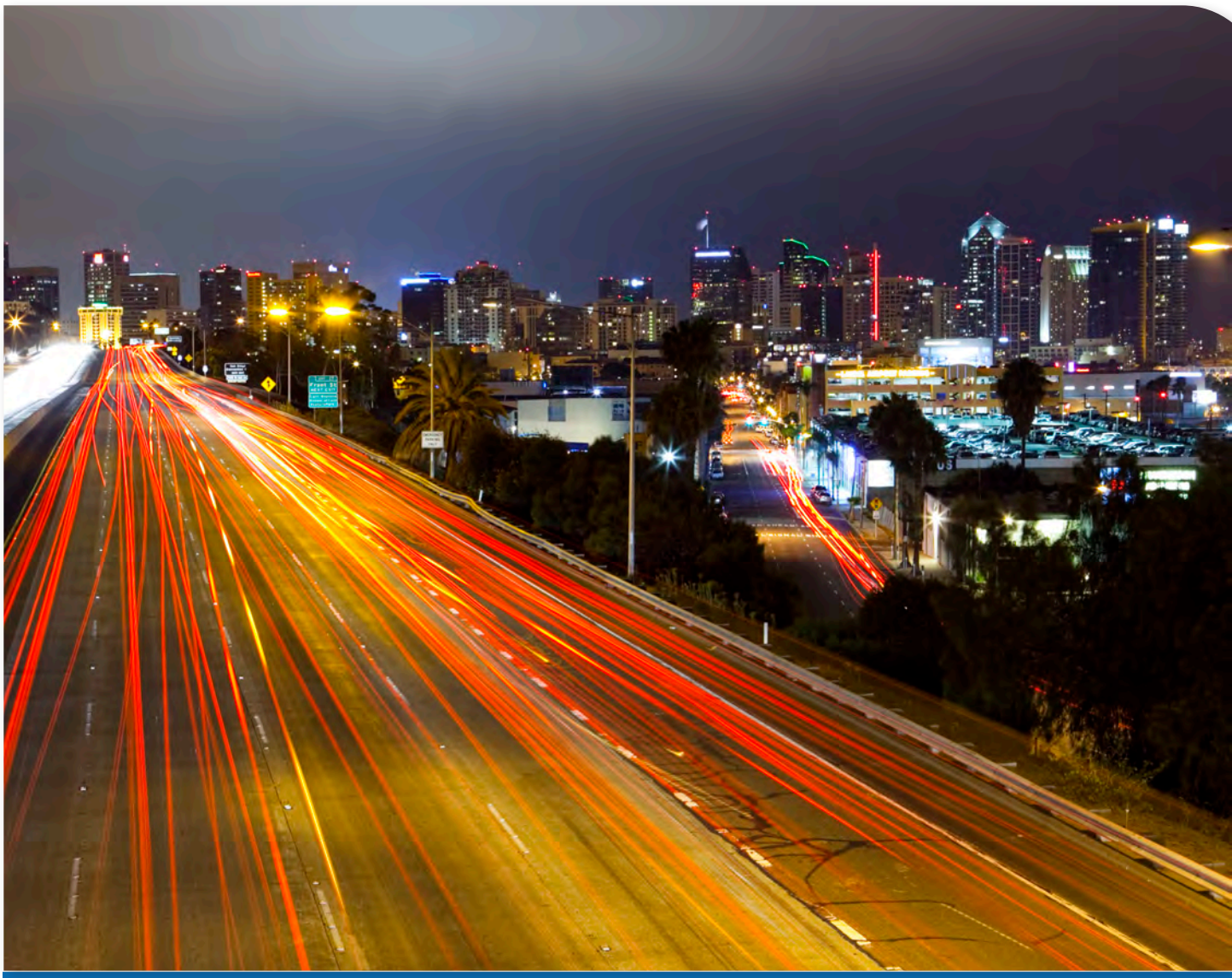
FY 2022 Balance

Description	Contingency Reserves	Remaining Budget 2022-2030	% of Budge
TransNet Program of Projects	88,619	358,856	25%
TCIF/Goods Movement Projects	2,267	23,772	10%
Regional Bikeway Projects	3,734	131,981	3%
Major Capital Projects	7,269	187,143	4%
Minor Capital Projects	73	1,334	5%
Projects Pending Closeout	692	3,786	18%
Comprehensive Multimodal Corridor Plan (CMCP)	680	17,647	4%
Total All Capital Projects (excluding EMP)	**$103,334**	**$724,519**	**14%**
EMP Program **	**-**	**$59,143**	**0%**

FY 2023 Balance

Description	Contingency Reserves	Remaining Budget 2023-2031	% of Budge
TransNet Program of Projects	72,308	161,553	45%
TCIF/Goods Movement Projects	1,643	11,322	15%
Regional Bikeway Projects	5,350	136,257	4%
Major Capital Projects	4,118	135,881	3%
Minor Capital Projects	-	658	0%
Projects Pending Closeout	849	2,829	30%
Comprehensive Multimodal Corridor Plan (CMCP)	162	9,576	2%
Total All Capital Projects (excluding EMP)	**$84,430**	**$458,076**	**18%**
EMP Program **	**-**	**$50,444**	**0%**

* These numbers include only the SANDAG share of the Capital Program and do not include the Caltrans portion.
** The EMP does not have a contingency reserve because expenditures are planned on an annual basis based on cash availability.



Appendices A-E

Appendix A
Policy Advisory Committee Involvement

FY 2023 Policy Advisory Committee Involvement*

Work Element Number	Project Name	Committees†					
		Audit	Borders	Executive	Public Safety	Regional Planning	Trans-portation
Use data and analytics to support innovation and inform decision making							
2300000	Data Science, Analytics, and Modeling					■	■
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse				■		
2340100	CJAM – Substance Abuse Monitoring				■		
2345000	CJAM – Adult Criminal Justice Projects (Group Program)				■		
2350000	CJAM – Youth Evaluation Projects (Group Program)				■		
3311700	Transportation Performance Monitoring and Reporting						■
7500000	SANDAG Service Bureau			■			
Plan for a vibrant future							
3100600	Air Quality Planning and Transportation Conformity						■
3100700	Goods Movement Planning		■				■
3102500	BREEZE Bus Speed and Reliability Plan						■
3103000	NEW - Regional Plan Development					■	■
3200200	Regional Shoreline Management Planning					■	
3201701	Climate Action Planning Program FY 2022					■	
3401200	Coastal Connections: Opportunities to Improve Public Access						■
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study						■
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy		■				
3401500	Clairemont Complete Corridors						■
3401600	Next Generation Rapid Routes Advanced Planning						■
3401700	NEW - Rail Regional Infrastructure Accelerator					■	
3420200	Northbound SR11 Border Wait Time Study		■			■	

Work Element Number	Project Name	Committees†					
		Audit	Borders	Executive	Public Safety	Regional Planning	Trans-portation
Regional Planning *(continued)*							
3200300	Regional Climate Change, Mitigation, Adaptation, and Resilience				■	■	
3201700	Climate Action Planning Program					■	
3201800	Holistic Implementation of Adaptation & Transportation Resilience Strategies					■	
3300100	*TransNet* Smart Growth Incentive and Active Transportation Grant Programs					■	■
3400100	Interregional Planning: Imperial, Orange, and Riverside Counties		■				
3400200	Interregional Planning: Borders and Binational Planning and Coordination		■				
3400500	Interregional Planning: Tribal Liaison Program		■		■	■	■
3401100	State Route 94 Multiuse Pathway Feasibility Study		■				■
3401200	Coastal Connections: Opportunities to Improve Public Access						■
3401300	SD Regional Rail Higher-Speed and Reliability Advanced Planning Study						■
3420200	Northbound SR 11 Border Wait Time Study		■				■
Bring plans and projects to life							
2302500	Regional Parking Inventory Survey						■
3100400	Regional Plan Implementation		■			■	■
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration		■			■	■
3100405	NEW - Regional Plan Outreach FY 2023					■	■
3102600	Mission Valley Revitalization Mobility Study					■	■
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs					■	■
3300200	Active Transportation Planning and Programs						■
3310714	Public Private Partnership Program						■

Work Element Number	Project Name	Committees†					
		Audit	Borders	Executive	Public Safety	Regional Planning	Trans-portation
3320100	Transit Planning						■
3320200	Specialized Transportation Grant Program						■
3321400	Enhanced Mobility for Seniors and Disabled Pass Through						■
3321900	Regional Housing Acceleration Program - REAP 1.0					■	
3321901	NEW - Regional Housing Incentive Program - REAP 2.0					■	
3322000	SD Regional Electric Vehicle Charger Management Strategy						■
3322100	Access for All						■
3322300	NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning		■				■
3322400	5310 Program - Covid-19 Relief						■
3322500	NEW - Purple Line Conceptual Studies					■	■
3322600	NEW - Digital Equity Action Plan Implementation					■	■
3330700	Regional Intelligent Transportation System Planning						■
3400600	LOSSAN and High-Speed Rail Corridor Planning						■
3501000	Flexible Fleet Pilots						■
3501001	eBike Incentive Program						■
3502000	Regional Electric Vehicle Charger Incentive Program: CALeVIP						■
3503000	Next Operating System (Next OS) Planning						■
3504000	Clean Transportation Program						■
3504100	San Diego Regional MD/HD ZEV Blueprint						■
3505000	Early Action Transit Pilot						■
3505001	NEW - Transit Fare Subsidy Impact Study						■

Work Element Number	Project Name	Committees†					
		Audit	Borders	Executive	Public Safety	Regional Planning	Trans-portation
Engage with the communities we serve							
1500000	Project Monitoring and Oversight						■
1500100	TransNet Financial Management						■
1500300	Funds Management and Oversight						■
1500400	Overall Work Program and Budget Programs Management			■			
1500800	TDA Funds Management and Oversight						■
7300000	TransNet Program: Public Engagement and Education		■				■
7300400	Government Relations		■	■			
7300500	Transportation-Related Public Meeting Activities	■		■		■	■
Operate programs and services							
3310200	Motorist Aid Services – Freeway Service Patrol						■
3310300	Interstate 15 FasTrak® Value Pricing Program						■
3310500	511 Advanced Traveler Information Service						■
3310703	Transportation Demand Management – Program and Service Delivery						■
3310704	Transportation Demand Management – Regional Vanpool Program						■
3310711	Transportation Demand Management – Employer Outreach						■
3311000	Intelligent Transportation Systems Operational Support						■
3312100	State Route 125 Facility Operations						■
3312200	Motorist Aid – Call Box Program						■
3312400	Freeway Service Patrol – Traffic Mitigation Program						■
3312500	Santa Fe Street Building Management						■
3312700	A Street Property Management						■
7350000	ARJIS: Services to Member Agencies (Group Program)				■		
7350100	ARJIS: Maintenance and Support				■		
7350200	ARJIS: Project Management and Administration				■		

Work Element Number	Project Name	Committees†					
		Audit	Borders	Executive	Public Safety	Regional Planning	Trans-portation
7350300	ARJIS: Enterprise System				■		
7352000	ARJIS: ARJISnet Mobile				■		
7352700	ARJIS: Urban Area Security Initiative FFY 2020				■		
7352800	ARJIS: Urban Area Security Initiative FFY 2021				■		
7352900	NEW - ARJIS: Urban Area Security Initiative FFY 2022				■		

* The listing identifies the primary policy advisory committees; in several cases multiple committees may share a balanced policy interest.

† The Audit Committee's policy interests include all SANDAG activities.

Appendix B

Project Justification Table

FY 2023 Project Justification Table

Work Element Number	Project Name	Project Manager	Federally Mandated	State Mandated	*TransNet* Mandated	MOU w/ Local Agency	Dedicated Grant/Local Funding
Use data and analytics to support innovation and inform decision making							
2300000	Data Science, Analytics, and Modeling	Michael Duncan	■	■			
2301200	Regional Economic Research & Analyses	Michelle Posada					
2302300	Data Acquisition, Management, and Governance	Eve Angle					
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	Caroline Stevens				■	
2340100	CJAM – Substance Abuse Monitoring	Caroline Stevens					■
2345000	CJAM – Adult Criminal Justice Projects (Group Program)	Caroline Stevens					
2346800	CJAM - Specialized Housing Services for Human Trafficking Victims Evaluation	Caroline Stevens					■
2347000	CJAM - Drug Policy Gap Analysis and Evaluation	Caroline Stevens					■
2347100	CJAM - REACH Coalition Expansion Evaluation	Caroline Stevens					■
2353600	CJAM - Project Safe Neighborhood Research Partner	Caroline Stevens					■
2353700	CJAM - Southern District USAO Project Safe Neighborhoods	Caroline Stevens					■
2353800	CJAM - Central District USAO Project Safe Neighborhoods	Caroline Stevens					■
2353900	CJAM - Northern District USAO Project Safe Neighborhoods	Caroline Stevens					■
2354000	CJAM - Eastern District USAO Project Safe Neighborhoods	Caroline Stevens					■
2354100	CJAM - BJA Chula Vista RIPA Analysis	Caroline Stevens					■
2354200	CJAM - County Data Driven Study: Alternatives to Incarceration	Caroline Stevens					■
2350000	CJAM – Youth Evaluation Projects (Group Program)	Caroline Stevens					
2350100	CJAM – Juvenile Justice Crime Prevention Act	Caroline Stevens					■
2352400	CJAM - Reducing Racial and Ethnic Disparities	Caroline Stevens					■
2352800	CJAM - San Diego Promise Neighborhood (SDPN)	Caroline Stevens					■
2353100	CJAM - Increasing Resiliency in High-Risk Youth	Caroline Stevens					■

Work Element Number	Project Name	Project Manager	Federally Mandated	State Mandated	*TransNet* Mandated	MOU w/ Local Agency	Dedicated Grant/Local Funding
2353200	CJAM - DA Juvenile Diversion Initiative	Caroline Stevens					■
2353300	CJAM - San Diego Prop 64 Evaluation	Caroline Stevens					■
2353400	CJAM - Chula Vista Prop 64 Evaluation	Caroline Stevens					■
2353500	CJAM - La Mesa Prop 64 Evaluation	Caroline Stevens					■
3311700	Transportation Performance Monitoring and Reporting	Grace Mino			■		
7500000	SANDAG Service Bureau	Michael Duncan					■
Plan for a vibrant future							
3100600	Air Quality Planning and Transportation Conformity	Samual Sanford	■				
3100700	Goods Movement Planning	Keri Robinson					
3102500	BREEZE Bus Speed and Reliability Plan	April DeJesus					■
3103000	NEW - Regional Plan Development	Allison Wood	■	■			
3200200	Regional Shoreline Management Planning	Anna Van					■
3201701	Climate Action Planning Program FY 2022	Adam Fiss					■
3401200	Coastal Connections: Opportunities to Improve Public Access	Lisa Madsen					■
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	Daniel Veeh					■
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	Mariela Rodriguez					■
3401500	Clairemont Complete Corridors	Marisa Mangan					■
3401600	Next Generation Rapid Routes Advanced Planning	Brian Lane					■
3401700	NEW - Rail Regional Infrastructure Accelerator	Timothy Briggs					■
3420200	Northbound SR11 Border Wait Time Study	Maria Rodriguez Molina					■
Bring plans and projects to life							
2302500	Regional Parking Inventory Survey	Eva Sanchez					■
3100400	Regional Plan Implementation	Phil Trom	■	■			

Work Element Number	Project Name	Project Manager	Federally Mandated	State Mandated	*TransNet* Mandated	MOU w/ Local Agency	Dedicated Grant/Local Funding
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	Hector Vanegas	■	■			
3100405	NEW - Regional Plan Outreach FY 2023	Allison Wood	■	■			
3102600	Mission Valley Revitalization Mobility Study	April DeJesus					■
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	Tracy Ferchaw			■		
3300200	Active Transportation Planning and Programs	Joshua Clark					
3310714	Public Private Partnership Program	Danielle Kochman					
3320100	Transit Planning	Brian Lane	■	■			
3320200	Specialized Transportation Grant Program	Alyssa Neumann	■		■		■
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	Alyssa Neumann	■				■
3321900	Regional Housing Acceleration Program - REAP 1.0	Samuel Solis					■
3321901	NEW - Regional Housing Incentive Program - REAP 2.0	Allison Wood					■
3322000	SD Regional Electric Vehicle Charger Management Strategy	Jeff Hoyos					■
3322100	Access for All	Jenny Russo					■
3322300	NEW - Blue Line Express Feasibility Study and San Ysidro Mobility Hub Planning	Jennifer Williamson				partial	
3322400	5310 Program - COVID-19 Relief	Alyssa Neumann					■
3322500	NEW - Purple Line Conceptual Studies	Jennifer Williamson					
3322600	NEW - Digital Equity Action Plan Implementation	Krystal Ayala					
3330700	Regional Intelligent Transportation System Planning	Alex Estrella					
3400600	LOSSAN and High-Speed Rail Corridor Planning	Daniel Veeh				■	
3430100	NEW - Research and Development	Antoinette Meier					
3501000	Flexible Fleet Pilots	Eva Sanchez					
3501001	eBike Incentive Program	Marisa Mangan					
3502000	Regional Electric Vehicle Charger Incentive Program: CALeVIP	Susan Freedman				partial	

Work Element Number	Project Name	Project Manager	Federally Mandated	State Mandated	*TransNet* Mandated	MOU w/ Local Agency	Dedicated Grant/Local Funding
3503000	Next Operating System (Next OS) Planning	Cecily Taylor					
3504000	Clean Transportation Program	Susan Freedman					
3504100	San Diego Regional MD/HD ZEV Blueprint	Jeff Hoyos					■
3505000	Early Action Transit Pilot	Brian Lane					
3505001	NEW - Transit Fare Subsidy Impact Study	Brian Lane					
Engage with the communities we serve							
1500000	Project Monitoring and Oversight	Sue Alpert		■			
1500100	TransNet Financial Management	Julie Barajas			■		
1500300	Funds Management and Oversight	Sue Alpert	■	■		■	
1500400	Overall Work Program and Budget Programs Management	Sandi Craig	■	■			
1500800	TDA Funds Management and Oversight	Ariana zur Nieden		■			
7300000	TransNet Program: Public Engagement and Education	Tedi Jackson			■		
7300100	Public Engagement and Education Activities	Joy De Korte	■				
7300200	Public Awareness	Tedi Jackson					
7300300	Software Development Services	Jeff Harns					
7300400	Government Relations	Anna Lowe					
7300500	Transportation-Related Public Meeting Activities	Anna Lowe					
7300600	Social Equity Program	Sally Goodman	■	■			
Regional Operations and Services							
3310200	Motorist Aid Services – Freeway Service Patrol	Aaron Moreno		■			■
3310300	Interstate 15 FasTrak® Value Pricing Program	Dalila Ramos Rios					■
3310500	511 Advanced Traveler Information Service	Aaron Moreno					
3310703	Transportation Demand Management – Program and Service Delivery	Jay Faught		■			
3310704	Transportation Demand Management – Regional Vanpool Program	Michelle Porter		■			
3310711	Transportation Demand Management – Employer Outreach	Jay Faught		■			

Work Element Number	Project Name	Project Manager	Federally Mandated	State Mandated	*TransNet* Mandated	MOU w/ Local Agency	Dedicated Grant/Local Funding
3311000	Intelligent Transportation Systems Operational Support	Stan Glowacki				partial	
3312100	State Route 125 Facility Operations	Dalila Ramos Rios				■	■
3312200	Motorist Aid – Call Box Program	Aaron Moreno		■			
3312400	Freeway Service Patrol – Traffic Mitigation Program	Aaron Moreno				■	■
3312500	Santa Fe Street Building Management	Dalila Ramos Rios					■
3312700	A Street Property Management	Dalila Ramos Rios					■
7350000	ARJIS: Services to Member Agencies (Group Program)	Ken Amerige					
7350100	ARJIS: Maintenance and Support	Poa-Hsiung Lin				■	
7350200	ARJIS: Project Management and Administration	Ken Amerige				■	
7350300	ARJIS: Enterprise System	Frank Prather II				■	
7352000	ARJIS: ARJISnet Mobile	Lloyd Muenzer				■	
7352700	ARJIS: Urban Area Security Initiative FFY 2020	Ken Amerige					■
7352800	ARJIS: Urban Area Security Initiative FFY 2021	Ken Amerige					■
7352900	NEW - ARJIS: Urban Area Security Initiative FFY 2022	Ken Amerige					■

Appendix C

Milestones in SANDAG Regional Decision-Making

SANDAG | Milestones in Regional Decision-Making

In any given year, the San Diego Association of Governments (SANDAG) makes progress on a number of transit, highway, active transportation, environment, local infrastructure, and grant projects and programs. A few of those are highlighted below.

2021

- Approved adoption of the **2021 Regional Plan** and certification of the Environmental Impact Report by the Board of Directors. The 2021 Regional Plan provides a vision for our future that leverages the latest technologies, meets all state and federal requirements, addresses traffic congestion and roadway safety, and improves social equity.

- Completed the **Mid-Coast Extension** of the UC San Diego Blue Line on time and within budget in the fall. The UC San Diego Blue Line Trolley, operated by the Metropolitan Transit System (MTS), now extends service from Downtown San Diego 11 miles north to the University community. The extended line serves Mission Bay, the VA Medical Center, UC San Diego, Westfield UTC, and other major employment and activity centers. This project has expanded the region's Trolley system so that it now provides a one-seat ride from the U.S./Mexico Border all the way to the University community – with stops at several communities in between.

- Completed the first segment of the **SR 11/Otay Mesa East Port of Entry project** new diverging diamond interchange. Following this milestone, dignitaries from both countries joined together in June to sign a Memorandum of Understanding that expresses their commitment to open the new port of entry by 2024. The team also initiated a new investment grade Traffic & Revenue study, which will guide the development of a bonding package.

- Continued construction and delivered emergency repairs of the **Del Mar Bluffs Stabilization project**, following a bluff collapse. SANDAG and the North County Transit District (NCTD) worked quickly to ensure safety and reliability along the line, for the region and the entire Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor, all while simultaneously exploring a long-term strategy to move the tracks off the bluffs.

- Initiated an environmental review for the **Central Mobility Hub project,** received significant public input, and began preparing technical studies to support the consideration of the proposed project at several potential alternatives: The Navy Old Town Campus site, the Intermodal Transportation Center site, the Port of San Diego site, a downtown San Diego Civic Center site, and a Trolley connection to the airport.

- Approved a Fiscal Year 2022 budget amendment for the **Regional Bike Plan Early Action Program Budget Amendment**, reallocating the $2.3 million to the budget and accepting $16.3 million in grant funds to help deliver regional bikeway connections.

- Completed the **Rose Creek Bikeway project**, filling a two-mile gap in the **Coastal Rail Trail** between the Rose Canyon Bike Path in University City and the Rose Creek Bike Path in Pacific Beach.

Milestones (Continued)

2021 (Cont.)

- Completed phase 2 of the **Inland Rail Trail**, adding three miles of multi-use path along the NCTD SPRINTER rail line through parts of unincorporated San Diego County and the City of Vista.

- Made progress on the **Georgia – Meade and Landis Bikeways** by constructing neighborhood traffic circles, buffered bike lanes, and many other traffic-calming features along the project corridors in the North Park and Mid-City neighborhoods.

- Made progress on **Fourth and Fifth Avenue Bikeways** by constructing separated bikeways, buffered bike lanes, and many safety improvements for people who walk, bike, and roll in the Hillcrest, Bankers Hill, and Downtown San Diego.

- Finalized the design of **Pershing Bikeway project.**

- Advertised the **Bayshore Bikeway – Barrio Logan segment** for construction and reviewed and evaluated bids. The project will stretch 2.5 miles along Harbor Drive between Park Boulevard and 32nd Street, connecting two existing segments of the Bayshore Bikeway.

- Broke ground on phase 1 of the SANDAG and Caltrans **I-5 North Coast Corridor Program** on four miles of new carpool/HOV lanes on I-5, from Palomar Airport Road in Carlsbad to SR 78 in Oceanside.

- Completed construction on **Bus on Shoulder project**, allowing South Bay Rapid buses (Route 225) to use the freeway shoulder during weekday peak travel times. This helps maintain transit schedules and support system reliability.

- Partnered with Caltrans to begin developing the **first five Comprehensive Multimodal Corridor Plans**. Each corridor plan evaluates all modes of travel and all transportation facilities along a defined corridor – which can include highways and freeways, parallel and connecting roadways, transit (bus, bus rapid transit, light rail, intercity rail, etc.), pathways, and bikeways.

- Adopted a resolution expressing a commitment to bridging the digital divide, partnered with Caltrans and the County of San Diego to identify $7 million in funding to install fiber with the planned **Caltrans SR 67 Pavement Rehabilitation project**, and set to receive the largest investment statewide for broadband infrastructure improvements from the California Department of Technology.

- Celebrated the halfway mark in construction on the **El Portal Undercrossing project**, which will provide pedestrians and cyclists with a new connection between Vulcan Avenue and N. Coast Highway 101, and installed bridge foundations and set the new rail bridge. The El Portal Undercrossing is expected to be completed in spring 2022.

- Completed construction for the **I-805 Corridor Enhancement Projects**, which included five new sound wall segments as well as bridge and safety improvements at the Sweetwater River Bridge.

Milestones (Continued)

2021 (Cont.)

- Invited interested innovators, entrepreneurs, service providers, and mobility experts to submit innovative concepts for transportation "Connector" services that advance the transformative vision for transportation shaped by the **SANDAG 2021 Regional Plan's 5 Big Moves**.

- Approved the creation of the **Regional Equitable Housing Subcommittee (REHS)**, approved the Housing Incentive Program and released two calls for projects for up to $6 million total.

- Unanimously adopted a **commitment to equity statemen**t.

- Prepared several **Criminal Justice Clearinghouse reports** for policymakers, law enforcement, and prevention and treatment professionals. These reports provide essential information on public safety and public health, crime data, and crime-reduction strategies being implemented countywide.

- Completed **nine SANDAG-funded grant projects** throughout the region, including the City of Vista's Paseo Santa Fe Smart Growth Incentive Program project. The City of San Diego also completed the **14th Street Pedestrian Promenade Demonstration Block**, completing the first phase of linear park connecting East Village and Barrio Logan to City College.

- In October, received approval from the SANDAG Board of Directors and released the **TransNet Environmental Mitigation Program 10th Cycle of Land Management Grants Call for Projects**. The Board allocated $2.4 million in **funding for the 10th cycle of Land Management Grants**. The TransNet Environmental Mitigation Program funded the restoration of the San Elijo Lagoon, which was completed in the fall.

- The **SANDAG iCommute program** replaced old mechanical bike lockers and added 100 new electronic bike parking spaces. During the pandemic, SANDAG launched a new **Telework Assistance Program** and worked with area employers to develop and/or improve their telework policies to offer employees more options for working at home.

- Closely monitored tax revenues from TransNet and found that during FY 2021, revenue was 9.2% higher than in FY 2020. In March 2021, SANDAG refinanced 2014 Series A bonds at lower interest rates, saving more than $22 million for the region's taxpayers. These bond deals also support cashflow needs, providing more than $130 million for the **TransNet major corridor program**.

- Unveiled an **interactive data tool** that highlights key findings related to unemployment during 2021 in the San Diego region. The tool allows policymakers, businesses, and members of the public to gain a better understanding of the impact of the pandemic on unemployment in the region.

2020

- Began construction on the **El Portal Undercrossing project**, marking a pivotal milestone to improve public safety and enhance access to biking and walking paths in Old Encinitas. The project will build a new rail bridge, new pathways and retaining walls; allowing streamlined access to businesses, schools, the coastline, and the neighborhoods between Vulcan Avenue and N. Coast Highway 101.
- Completed construction on Phase 4 of the **Del Mar Bluffs Stabilization project**. Continued stabilization of the bluffs is critical to support railroad operations, while SANDAG studies and develops alternative strategies to move the tracks completely off the bluffs.
- Completed several construction milestones on the **Mid-Coast Trolley Corridor Transit project**, including the tunnel that will allow the Trolley to travel under an existing roadway and removal of all falsework - or temporary support structures - from the Trolley bridges. Ongoing efforts include the construction of the nine new Trolley stations, the Nobel Drive Trolley Station parking structure, and the UTC Transit Center parking structure; trackwork along the length of the alignment; installation of overhead catenary poles; and additional signal work, landscaping work, and efforts to realign Campus Point Drive. When it opens in late 2021, the 11-mile route will travel alongside I-5 to UC San Diego, then along Genesee Avenue to its terminus at University Towne Centre.
- Completed the **San Diego River Double Track project**, which was constructed concurrently with the Mid-Coast Trolley and provided a continuous seven-mile stretch of double-tracked railway from Balboa Avenue to the San Diego Depot in Downtown San Diego.
- Completed the **Elvira to Morena Double Track project**, which was constructed concurrently with the Mid-Coast Trolley and added 2.6-miles of double track from State Route 52 (SR 52) to just south of Balboa Avenue.
- Completed renovations of the **Poinsettia COASTER Station** in Carlsbad. This project has improved traveler wait times, provided easier access, reduced train delays, enhanced pedestrian safety, and upgraded station amenities.
- SANDAG and Caltrans opened a new **southbound I-5 auxiliary lane** to allow motorists to enter the freeway from Genesee Avenue and continue directly to the La Jolla Village Drive off-ramp without having to merge with freeway traffic. The approximately one-half-mile auxiliary lane was constructed concurrently with the Mid-Coast Trolley.
- SANDAG and Caltrans crews continued work on the **SR 11 highway and southbound connectors project (SR 11/SR 905/SR 125**), including a one-year closure of a segment of Enrico Fermi Drive which began in April 2020. Construction of the southbound SR 125 to westbound SR 905 connector began in late 2020. The Innovation Analysis report was completed in April 2020, and a new Traffic & Revenue investment grade study began, which will guide the development of an investment grade bonding package to support the future Otay Mesa East Port of Entry.
- SANDAG and Caltrans crews completed construction on **five sound wall segments along Interstate I-805 (I-805), between East Naples Street and Bonita Road**. Work continued at the Sweetwater River Bridge on I-805, where crews are widening the bridge to increase existing shoulder and lane widths. Additional safety improvements along the corridor include upgraded roadway signs, lighting, metal beam guard rails, and concrete barriers.
- Continued construction on the **North Coast Corridor (NCC) program**, a package of freeway, rail, and environmental enhancement projects along I-5. SANDAG and Caltrans Build NCC crews completed the protected bike and pedestrian lanes beneath I-5 at Encinitas Boulevard and Santa Fe Drive in late July 2020 and continued construction of I-5 carpool lanes, one in each direction, from Lomas Santa Fe Drive in Solana Beach to Palomar Airport Road in Carlsbad. Construction crews also completed the outside lanes of the new highway bridge over the San Elijo Lagoon and started construction on the inside lanes.

2020 (Cont.)

- The R**ose Creek Bikeway project** made significant construction progress on both the trail segment and the Santa Fe Street segment. Notable progress included crews constructing retaining walls along the trail segment and forming curbs and gutters along the Santa Fe Street segment. Other accomplishments included gutter and drain installation for stormwater control, irrigation and landscaping, driveway reconstruction, and utility relocations and adjustments.
- Three miles of the **Inland Rail Trail** were completed through Phase 2 and connect to completed portions in San Marcos and Escondido.
- Georgia – **Meade and Landis Bikeways** crews completed construction of 11 neighborhood traffic circles, seven on Meade Avenue and four on Landis Street, and began constructing several other traffic calming features along the project corridors.
- Broke ground on the **Fourth and Fifth Avenue Bikeways project**. When completed, the bikeways will provide approximately 2.25 miles on Fourth Avenue and Fifth Avenue between B Street and Washington Street in the City of San Diego, resulting in the creation of 4.5 miles of new bikeways that will enhance neighborhood connectivity between Hillcrest, Bankers Hill, and Downtown San Diego.
- Delivered hundreds of presentations to stakeholders on topics related to the **2021 Regional Plan vision** and hosted a series of seven educational webinars. In late 2019, the SANDAG Board approved the 2019 Federal Regional Transportation Plan to keep important transportation funding coming to the region while the vision is being developed.
- As the regional agency appointed to coordinate **2020 Census outreach**, SANDAG led public education efforts alongside local jurisdictions and Count Me 2020, a coalition of more than 150 community-based organizations led by United Way of San Diego County. SANDAG convened the 2020 Census Complete Count Stakeholder Working Group to facilitate this coordination and managed an extensive outreach campaign. National Census Day was April 1, 2020.
- Signed an additional agreement with the Navy to explore development options for the Naval Base Point Loma Old Town Campus. The location is being considered as a potential site for the **Central Mobility Hub**, which is intended to serve as a multimodal transportation center where all modes of regional public transportation could come together, including a possible direct transit connection to San Diego International Airport.
- The TransNet Environmental Mitigation Program funded **restoration of the San Elijo Lagoon**, which made significant progress in 2020. Restoration will be complete in late 2021, coinciding with the completion of I-5 San Elijo Lagoon highway bridge construction, and long-term monitoring will continue to measure the restoration's success for the next 10 years. Design and permitting for the San Dieguito Lagoon Wetlands Restoration Phase II project has also began.
- Distributed the **SANDAG iCommute Diamond Awards**, which recognized 138 employers regionwide for outstanding efforts to encourage workers to embrace methods that reduce traffic and greenhouse gas emissions (GHG).
- Released the **Specialized Transportation Grant Program Cycle 11 Call for Projects**, which made available an estimated $7.2 million to fund local agencies to provide specialized transportation projects for seniors and individuals with disabilities in the region.

Milestones (Continued)

2020 (Cont.)

- During the **COVID-19 pandemic**, the SANDAG Data Science and Analytics team released a series of economic impact reports and forecasts analyzing the impact of COVID-19 on employment and the economy. SANDAG also analyzed the change in travel patterns during the pandemic and released several reports with the findings. The iCommute program became the region's trusted source for teleworking resources – providing employers with sample agreements, guidelines, articles, and webinars. SANDAG also is focusing on updating agency technology – including providing every employee with a laptop to enable easier teleworking.

2019

- Completed the **Chesterfield Drive Rail Crossing Improvements Project** to enhance bicycle and pedestrian safety and accommodate the City of Encinitas' future Quiet Zone for Cardiff-by-the-Sea.
- Completed the **San Elijo Lagoon Double Track Project** in partnership with North County Transit District (NCTD), which added 1.5 miles of second main track from Cardiff-by-the-Sea to the southern border of the San Elijo Lagoon and replaced an aging timber single track rail bridge with a concrete, double-tracked bridge.
- Launched **South Bay Rapid,** a 26-mile transit route that starts at the Otay Mesa Border crossing and carries passengers between Otay Mesa, the eastern part of the City of Chula Vista, and Downtown San Diego.
- Reached halfway point of construction on the $2.17 billion **Mid-Coast Trolley**.
- Completed construction of the realigned and improved **Rose Canyon Bike Path**, which was constructed concurrently with the aMid-Coast Trolley. The approximately one-and-a-half mile stretch of upgraded bike path runs along Rose Canyon, from the northernmost point of Santa Fe Street to the intersection of Gilman Drive and La Jolla Colony Drive.
- Continued construction on the **Elvira to Morena Double Track Project**, which is being constructed concurrently with the Mid-Coast Trolley and will add 2.6-miles of double track from State Route 52 (SR 52) to just south of Balboa Avenue.
- Continued work on the **Poinsettia Station Improvements Project**, which is renovating the Poinsettia COASTER Station in the City of Carlsbad to provide easier passenger access, reduce train delays, enhance safety, and upgrade station amenities.
- Completed construction of the **Gilman Drive Bridge**, a new crossing over I-5 at Gilman Drive, just north of the La Jolla Village Drive Interchange.
- Broke ground on the final segment of the future toll road, **State Route 11 (SR 11), and the State Routes (SRs) 125/11/905 Southbound Connectors for the Otay Mesa East (OME) Port of Entry (POE) Project**.
- Began bridge and safety improvements on the **Sweetwater River Bridge** located along Interstate 805 (I-805) between Bonita Road in the City of Chula Vista and State Route 54 (SR 54) in the City of National City.
- Continued construction on the **NCC program**, a package of freeway, rail, and environmental enhancement projects along I-5. In 2019, crews completed the dredging of the San Elijo Lagoon and began replanting efforts. Crews also completed bicycle and pedestrian improvements to the south side of the Encinitas Boulevard and Santa Fe Drive/ I-5 intersections.
- Completed the 1.3-mile City of Encinitas segment of the **Coastal Rail Trail (CRT)**, part of a larger, planned continuous bike route that will run approximately 44 miles between the City of Oceanside and Downtown San Diego.

2019 (Cont.)

- Completed construction of the relocated and upgraded **Rose Canyon Bike Path**. The approximately one-mile stretch of bike path is a segment of the CRT running along I-5, from north of Santa Fe Street to just north of SR 52.
- Continued construction on three miles of Phase 2 of the **Inland Rail Trail (IRT)**.
- Began construction on the **Georgia – Meade and Landis Bikeways**, which will add more than 6.5 miles of new bikeways to neighborhoods in the City of San Diego's urban core.
- Final design of the Barrio Logan segment of the Bayshore Bikeway was completed in 2019 and the plans were submitted to the City of San Diego's Development Services Department for review and approval.
- Final design of the **Central Avenue Bikeway** was completed in 2019 and the plans were submitted to the City of San Diego's Public Works Department in August 2019 for review and approval.
- In November, a construction contract was awarded for the **Fourth and Fifth Avenue Bikeways project**, which will provide approximately 2.25 miles on Fourth Avenue and Fifth Avenue between B Street and Washington Street in the City of San Diego.
- Final design of the **Imperial Avenue Bikeway** was completed in 2019 and plans were submitted to the City of San Diego's Development Services Department for review and approval.
- Final design of the **Pershing Bikeway** was completed in 2019 and plans were submitted to the City of San Diego's Development Services Department for review and approval.
- Continued the design phase of the **Normal Street Promenade** as part of the Eastern Hillcrest Bikeways Project.
- Continued planning for the **Border to Bayshore Bikeway**, an 8.5-mile route that will provide safe biking connections within and between the City of Imperial Beach, the community of San Ysidro, and the San Ysidro POE.
- Continued planning for the **Orange Bikeway**, a 2.1-mile route that will provide safe biking connections within and between North Park and City Heights.
- Approved an action plan to extend completion of the **2021 Regional Plan** and develop a transformative vision for the San Diego region that is efficient, socially equitable, and environmentally sustainable.
- Hired the agency's first **Independent Performance Auditor**, who reports directly to the Board and Audit Committee, and oversees and conducts independent examinations of SANDAG programs, functions, and operations.
- Launched **Census 2020 outreach** efforts on April 1, 2019.
- Introduced the **5 Big Moves** on April 26 at a joint meeting of the Board, Policy Advisory Committees, and TransNet Independent Taxpayers Oversight Committee. The 5 Big Moves are key strategies to inform the San Diego Forward: The 2021 Regional Plan visionary framework.
- More than 8,200 visits at 100 pit stops were recorded on **Bike to Work Day**, Thursday, May 16.
- Launched the Carlsbad Connector app-based shuttle service from the Carlsbad Poinsettia COASTER Station.
- Signed an exclusivity agreement with the U.S. Navy and the City of San Diego in September for the **revitalization of the Naval Base Point Loma Old Town Campus**.

Milestones (Continued)

2019 (Cont.)

- State legislation, **Assembly Bill 1730 (Gonzalez, 2019)**, was signed into law in October, ensuring that San Diego Forward: The 2015 Regional Plan (2015 Regional Plan) remains valid for funding eligibility and other consistency purposes until the 2021 Regional Plan is adopted. The legislation also uncouples the 2021 Regional Plan from the Regional Housing Needs Assessment (RHNA) process, allowing local jurisdictions to update their housing elements on schedule.
- While work progressed to develop the 2021 Regional Plan, the **2019 Federal Regional Transportation Plan** was prepared and adopted that complies with federal requirements for the development of regional transportation plans, retains air quality conformity approval from the U.S. Department of Transportation, and preserves funding for the region's transportation investments.
- Distributed the **SANDAG iCommute Diamond Awards**, which recognized 131 employers regionwide for outstanding efforts to encourage workers to embrace methods that reduce traffic and greenhouse gas emissions (GHG).
- Celebrated **Rideshare Week 2019** September 30 - October 4, powered by Waze Carpool.
- Awarded 20 **GO by BIKE Mini-Grants**, totaling $55,000, which funded free community events around the region in an ongoing effort to encourage people to GO by BIKE, maintain an active lifestyle, and help reduce GHG.

2018

- Completed construction on the **State Route 15 (SR 15) Mid-City Centerline Rapid Transit Stations project**. The project opened for service in March with two new freeway-level stations at University Avenue and El Cajon Boulevard, which allow Rapid service along Interstate 15 (I-15) to quickly stop, pick up passengers, and continue back onto the active freeway lanes.
- Completed construction on the third and final phase of **SuperLoop Rapid station** upgrades in north University City.
- Continued construction on the $2.17 billion **Mid-Coast Trolley**, the largest transportation project ever undertaken in the San Diego region.
- Continued construction on **South Bay Rapid**, a 26-mile transit route that will start at the Otay Mesa Border crossing and carry passengers between Otay Mesa, eastern Chula Vista, and Downtown San Diego.
- Began service on a new double-tracked rail bridge over the San Elijo Lagoon as part of the **San Elijo Lagoon Double Track Project.**
- Began **Chesterfield Drive Rail Crossing Improvements Project** to enhance bicycle and pedestrian safety and accommodate the City of Encinitas' future Quiet Zone for Cardiff-by-the-Sea.
- Broke ground on the **Poinsettia Station Improvements Project**, which will renovate the Poinsettia COASTER Station in the City of Carlsbad to improve the customer experience by providing easier access, reducing train delays, enhancing pedestrian safety, and upgrading station amenities.
- Celebrated completion of the $117.4 million **I-5/Genesee Avenue Interchange Project** with a ribbon-cutting ceremony in June.
- Continued construction on the **NCC program**, a package of freeway, rail, and environmental enhancement projects along I-5. In November, work broke ground on new carpool lanes from Manchester Avenue in Encinitas to Palomar Airport Road in the City of Carlsbad.
- Made significant progress on the **Gilman Drive Bridge**, which will span I-5 and connect the east and west campus of UC San Diego. The elegant arched bridge is located north of the La Jolla Village Drive interchange.

2018 (Cont.)

- Continued work on the design, engineering, and planning for the construction of segments 2 and 3 of the **SR 11 and OME POE project**, including southbound connectors between SRs 125/11/905 segments and interchanges, and new POE and additional facilities at OME. Additional funding was secured, and the Presidential Permit was renewed.
- Began work on five sound wall segments along I-805, between East Naples Street and Bonita Road in Chula Vista, as part of the second phase of the I**-805 South Express Lanes Project**. The sound walls will abate freeway noise and improve the quality of life for nearby residents. Additional sound walls will be built in a later phase as construction funding becomes available.
- Removed a number of **freeway call boxes** in urban areas with dependable cell phone service. Roadside signs will be installed in place of some call boxes with a message to **call 511 for roadside assistance**, connected to a live operator 24 hours a day.
- Continued progress on the **Bayshore Bikeway**, which will eventually extend 24 miles around San Diego Bay. Approximately 15 miles have been completed to date. An important headway was made when a 2.25-mile key segment along the National City Bayfront opened in February.
- Continued construction on the **IRT (Phase 2)** through an unincorporated part of the County of San Diego. When all phases are complete, the IRT will stretch 21 miles and link the cities of Oceanside, Vista, San Marcos, and Escondido, as well as unincorporated communities in the County of San Diego.
- Design work continued on **Uptown Bikeways and North Park | Mid-City Bikeways project** segments, with the Park Boulevard Bikeway segment making progress toward environmental clearance. The Fourth and Fifth Avenue Bikeways segment is currently in the final design phase.
- Approved an amendment to the **SANDAG FY 2019 Program Budget** to accept $2.2 million from the City of San Diego to fund the design and construction of the Normal Street Promenade as part of the **Eastern Hillcrest Bikeways**.
- Continued planning for the **Border to Bayshore Bikeway**, an 8.5-mile route that will provide safe biking connections within and between Imperial Beach, San Ysidro, and the San Ysidro POE.
- Continued work on the **San Elijo Lagoon Restoration Project**. Nearly 220,000 cubic yards of sand was dredged from the lagoon and moved to Cardiff State Beach in the City of Carlsbad and Fletcher Cove in the City of Solana Beach to replenish the shorelines.
- Acquired Deer Canyon East, nearly 112 acres of native habitat and old agricultural lands in Carmel Valley, as part of the **TransNet Program of Projects (POP) (formerly known as the TransNet Early Action Program)**. The old agricultural lands will be restored to wetland habitat and the remaining land will be preserved as open space.
- The **SANDAG Energy Roadmap Program** provided **Climate Action Plan** planning assistance to the cities of Encinitas and La Mesa, both of whom adopted their plans in 2018.
- SANDAG's binational partnership with the Mexican government was reinforced with the historic first visit of Honorable Luis Videgaray, the Secretary of Foreign Affairs of Mexico to a Board meeting. The visit underscored the importance of border projects like the **SR 11 OME POE Project**, which SANDAG is working on in partnership with Caltrans and counterpart organizations in Mexico.
- Completed the **Plan of Excellence**, a comprehensive, agency-wide effort to improve SANDAG processes, programs, and communications.
- Continued work on the 2019 Regional Plan, the latest update to the SANDAG big picture vision for the region's future transportation system. In October, SANDAG launched an interactive survey and held a series of public meetings hosted by elected officials from throughout the region to gather input on three initial "network concepts."

Milestones (Continued)

SANDAG

2018 (Cont.)

- Continued the first **ten-year comprehensive review of TransNet projects** to evaluate and improve performance of the overall program, as required by the **TransNet Extension Ordinance**. According to the review, 33% of projects have been completed and 28% are either in construction or moving forward with the planning, environmental review, and design process.
- Began recruitment for a **SANDAG Independent Performance Auditor**, who will report directly to the Board and Audit Committee and oversee and conduct independent examinations of SANDAG program, functions, and operations. This position was created as a result of **Assembly Bill 805 (AB 805) (Gonzalez, 2017)**.
- Approved the formation of an **Airport Connectivity Subcommittee**, as well as the use of up to $1 million from the agency's contingency reserve for consultant-related expenses. The subcommittee will bring together key stakeholders to identify future transportation solutions for improved ground and transit access to the San Diego International Airport.
- Approved the formation of a RHNA Subcommittee to provide input and guidance during the development of the **RHNA Plan**.
- Approved $22.3 million in **TransNet Smart Growth Incentive Program** capital grants to 11 projects throughout the San Diego region, to fund transportation-related infrastructure improvements that support smart growth development.
- Awarded a perfect score from the **FTA** in its **2018 Triennial Review**. The FTA found SANDAG to be fully compliant, with zero deficiencies, in 20 different areas of review, and highlighted dozens of noteworthy, completed, ongoing, and future projects managed by SANDAG.
- Allocated $60,000 to fund **GO by BIKE mini-grant**s for regionwide programs and projects that promote biking through outreach and education.
- As part of the **SANDAG iCommute Program**, 687 vanpools carried more than 5,000 commuters to work each week, which reduced vehicle miles traveled by 133 million miles in 2018.
- Held the **28th Annual SANDAG Regional Bike to Work Day** where nearly 11,000 pit stop visits were recorded at 100 pit stops throughout the region.

2017

- Launched a **Carpool Incentive Pilot** with Waze Carpool. The **SANDAG iCommute Program** worked with 28 employers to offer ten free rides each to new carpoolers.
- One hundred and six-eight employers were active in the **SANDAG iCommute Employer Program** in 2018. Those employers represent 395,000 employees in the region.
- Distributed the **iCommute Diamond Awards**, which recognized 93 employers regionwide for outstanding efforts to encourage workers to use alternate transportation choices.
- Partnered with the Metropolitan Transit System (MTS) and NCTD to offer **Free Ride Day** as part of **Rideshare Week in October**. This resulted in more than 404,000 transit trips on a single day – a 15 percent increase over the same day on the previous year.
- More than 2,520 people joined the **SANDAG iCommute Guaranteed Ride Home (GRH) program** in 2018. iCommute partners with Uber, Yellow Cab, and Enterprise Car Rental to provide a free ride home in the event of an emergency up to three times per year for those who use alternative transportation.
- Completed $28.1 million in **improvements to the Oceanside Transit Center**, which made the station more efficient by adding a third track and an additional platform.
- Continued construction on the **Mid-Coast Trolley**, the largest transportation project ever undertaken in the San Diego region. On track for completion in 2021, the Mid-Coast Trolley will extend Blue Line service 11 miles from Old Town north along I-5 to UC San Diego, along Genesee Avenue, and into University City.

2017 (Cont.)

- Refinanced outstanding South Bay Expressway **TransNet and Transportation Infrastructure Finance and Innovation Act** loans through the sale of $194 million in fixed-rate Series 2017 Revenue Bonds, which led to securing a more conservative level debt service structure that will save more than $147 million over the life of the 26-year loans.
- Began the process of forming the new **SANDAG Audit Committee** as part of the implementation of **AB 805**.
- Began first ten-year comprehensive review of TransNet projects to evaluate and improve performance of the overall program, as required by the **TransNet Extension Ordinance**.
- Continued construction on the **SR 15 Mid-City Centerline Rapid Transit Stations project**. Two new freeway-level stations at University Avenue and El Cajon Boulevard will allow Rapid service along I-15 to quickly stop, pick up passengers, and continue back onto the active freeway lanes.
- Continued construction on **South Bay Rapid**, a 26-mile transit route that will start at the Otay Mesa Border crossing and carry passengers between Otay Mesa, eastern Chula Vista, and Downtown San Diego.
- Continued construction on the **Elvira to Morena Double Track project**, which will add 2.6-miles of double track from SR 52 to just south of Balboa Avenue. When linked to double-tracked segments on either end of the project, the result will be a continuous 10.3-mile stretch of double track to improve passenger and freight operations in the corridor.
- Continued construction on the **San Diego River Bridge Double Track project**, which will add nearly one mile of new track from Tecolote Road to just north of the Old Town Transit Center.
- Continued construction on the **Kearny Mesa Transit Improvements project**, which supports Rapid 235 between Escondido and Downtown San Diego via I-15. The new Ruffin Road Rapid station was constructed in partnership with Kaiser Hospital and is the first Rapid station introduced to this corridor.
- Began construction on the **Gilman Drive Bridge**, which will span I-5 just north of the La Jolla Village Drive interchange. The project, which is being constructed in tandem with the Mid-Coast Trolley, will connect Gilman Drive on UC San Diego's west campus and Medical Center Drive on the east campus.
- Completed construction on the eastern segment of **State Route 76 (SR 76)**, including a new and improved **Park & Ride lot at SR 76 and I-15**.
- Continued construction on the **Genesee Avenue interchange project**; with a new, widened ten-lane bridge and more efficient on- and off-ramps. The project also will create a safe path to the north for bike riders.
- Continued construction on the **NCC program**, a package of freeway, rail, and environmental enhancement projects along I-5. The first phase, known as Build NCC, adds carpool lanes from Lomas Santa Fe Drive in Solana Beach to State Route 78 (SR 78) in the City Oceanside. Work also broke ground on a comprehensive, $102 million effort to restore the San Elijo Lagoon, as well as replace and double track rail bridges crossing the lagoon.
- Completed construction on the **SR 15 Commuter Bikeway**. The approximately 1-mile bikeway links the City of San Diego Mid-City communities of Kensington-Talmadge, Normal Heights, and City Heights with Mission Valley and is safely separated from vehicle traffic.
- Continued construction on the **IRT (Phase 2)** through an unincorporated part of the County of San Diego.
- Continued progress on the **Bayshore Bikeway** – which will eventually extend 24 miles around San Diego Bay. Approximately 15 miles have been completed to date, and important headway was made on a key segment along the National City Bayfront.

Milestones (Continued)

SANDAG

2017 (Cont.)

- Moved several **Uptown Bikeways** and **North Park | Mid-City Bikeways project** segments into the final design phase, while others were approved for environmental clearance.
- Began planning for the **Border to Bayshore Bikeway**, an 8.5-mile route that will provide safe biking connections within and between Imperial Beach, San Ysidro, and the San Ysidro POE.
- Kicked off work on **San Diego Forward: The 2019-2050 Regional Plan**, the latest update to the SANDAG big picture vision for the region's future transportation system. The current Regional Plan also was recognized with high-profile awards locally, statewide, and nationally.
- Launched the **Plan of Excellence**, a comprehensive, agency-wide effort to improve SANDAG's processes, programs, and communications.
- Received $45 million from the State of California for the **SR 11 OME POE project**, which will help pay for the acquisition of property for a third border crossing in the region.
- Coordinated on an application to receive **U.S. Department of Transportation** designation for the San Diego region as **one of ten autonomous vehicle proving ground sites in the nation**. SANDAG, the City of Chula Vista, and Caltrans District 11 teamed up and won the **proving ground designation**.
- Celebrated **South Bay Expressway**'s tenth birthday. The tollway has enjoyed steady financial success since SANDAG acquired the rights to operate it in 2011, and continues to serve as a key element to South County's overall transportation system.
- Launched the **Shift San Diego program**, which provides a one-stop-shop for the community to learn about dozens of ongoing public and private construction projects in the Golden Triangle area.
- As part of the **SANDAG iCommute Program**, 695 vanpools carried more than 5,100 commuters to work each week, which reduced vehicle miles traveled by 130 million miles in 2017.
- Held the region's busiest ever **Bike to Work Day**, with more than 10,000 bike commuters visiting one of more than 100 pit stops throughout the region.
- Announced a partnership with **Uber** to support and encourage sustainable commute choices by expanding the **iCommute GRH program**.
- Distributed the **iCommute Diamond Awards**, which recognized 67 employers regionwide for their outstanding efforts to encourage workers to use alternate transportation choices.

2016

- Broke ground on the **Mid-Coast Trolley**, which will extend Blue Line service north from Santa Fe Depot to the University City community, and add nine new stations.
- Completed construction of six uniquely branded **Rapid transit stations** in the heart of Downtown San Diego, bringing the total number to 11.
- Continued construction on the **SR 15 Mid-City Centerline Rapid Transit Stations project**, which will create the first freeway-level transit stations in the region.
- Continued construction on the **Elvira to Morena Double Track project**, which will add 2.6-miles of double track from SR 52 to just south of Balboa Avenue.
- Continued construction on the **San Diego River Bridge Double Track project**, which will add nearly one mile of new track from Tecolote Road to just north of the Old Town Transit Center.
- Made significant progress to replace four aging **wooden trestle rail bridges across the Los Peñasquitos Lagoon** with modern, concrete structures.
- Began construction on **South Bay Rapid**, a 26-mile transit route that will carry passengers between Otay Mesa, eastern Chula Vista, and Downtown San Diego.

Milestones (Continued)

2016 (Cont.)

- Began construction to upgrade the **Oceanside Transit Center**, one of the busiest in the region, which serves 1.2 million passengers per year.
- Completed a substantial renovation of the **East County Bus Operations and Maintenance Facility** in El Cajon.
- Completed two significant **goods movement enhancement efforts**: the San Ysidro Freight Rail Yard and the South Line Freight Rail Capacity projects.
- Completed the **I-805 North Express Lanes Project**, which created two carpool lanes between SR 52 and Mira Mesa Boulevard. The project also included a direct access ramp (DAR) at Carroll Canyon Road, which enables carpools, buses, and other eligible vehicles to go straight into the High-Occupancy Vehicle (HOV) lanes.
- Opened **Segment 1 of the SR 11/OME POE project**, a brand new freeway in Otay Mesa, near the U.S.-Mexico border.
- Opened three northbound freeway connectors in Otay Mesa to link SR 905 and SR 11 to the (SR 125) toll road, also known as **South Bay Expressway**.
- Completed improvements to the **East Palomar Street Bridge**, which included a new DAR, transit station, and Park & Ride lot at East Palomar Street.
- Continued construction on the **eastern segment of SR 76**. The bridge over Live Oak Creek also opened to traffic, along with a new westbound lane on SR 76.
- Continued construction on the **I-5/Genesee Interchange Project**, which is now about two-thirds complete.
- Broke ground on the first phase of the **NCC program**, a package of freeway, rail, and environmental enhancement projects along I-5. The first phase, known as **Build NCC**, will extend carpool lanes and add sound walls along I-5, add 2 miles of additional double track along the coastal rail line, and make bike and pedestrian improvements. The San Elijo Lagoon also will be fully restored.
- Began preparation for construction of a new **Gilman Drive Bridge**, which will connect Gilman Drive to Medical Center Drive and link the east and west campuses of UC San Diego.
- Wrapped up construction on the I**RT (Phase 1)**, a 1-mile segment along the SPRINTER tracks in the City of San Marcos, and began construction on **Phase 2**, through an unincorporated part of the County of San Diego. When all phases are complete, the IRT will stretch 21 miles, and link the cities of Oceanside, Vista, San Marcos, and Escondido, as well as unincorporated communities in the County of San Diego.
- Broke ground on a new 2.25-mile segment of the **Bayshore Bikeway** that will ultimately extend from the San Diego-National City border south to the National City Marina.
- Began construction on the **SR 15 Commuter Bikeway**, which will connect the Mid-City area of the City of San Diego with Mission Valley.
- As of December 2016, the **TransNet Environmental Mitigation Grant Program** has helped SANDAG acquire more than 8,600 acres of sensitive habitat in partnership with other organizations and conservation groups. That's more than seven times the size of Balboa Park.
- As part of the **SANDAG iCommute Program**, more than 700 vanpools carried about 5,000 commuters to work each week, which reduced vehicle miles traveled by 137 million miles in 2016.
- **Bike to Work Day 2016** was another success story, with 100 pit stops countywide that drew nearly 10,000 visits.

2015

- Adopted the **2015 Regional Plan**, a balanced blueprint for how the San Diego region will travel, live, and grow through 2050.
- Completed renovation of **Trolley Blue Line stations** from Barrio Logan to San Ysidro and added 65 new low-floor vehicles to the Orange and Blue Trolley Lines as part of the Trolley Renewal project.
- Completed the **Sorrento Valley Double Track** and **San Onofre to Pulgas Double Track projects**, which converted 5.2 miles of single track to double track resulting in 67% of the corridor now double tracked, and expanded COASTER station parking.

2015 (Cont.)

- Completed construction on 5 of the 11 new **Downtown Rapid Stations** at Kettner Boulevard, India Street, and 11th Avenue off of Broadway.
- Began construction to replace four aging wooden rail trestle bridges across Los Peñasquitos Lagoon as part of the **I-5 NCC program.**
- Began construction on the **SR 15 Mid-City Centerline Rapid Transit Stations project** in the Mid-City area of San Diego.
- The **Mid-Coast Trolley**, which will extend **Blue Line** service from Old Town to University City, entered into final design.
- Completed construction of the **Sweetwater Bikeway Plaza Bonita Segment**, .5-mile, Class I bikeway which closes a gap in the existing bikeway and connects to the **Bayshore Bikeway**.
- Completed construction on a .6-mile extension of the **Bayshore Bikeway** along Harbor Drive between 32nd Street and Vesta Street.
- Began construction on the **first phase** of the **IRT** San Marcos to Vista segment, a 7-mile, Class I bikeway that will pass through the cities of San Marcos, Vista, and unincorporated communities in the County of San Diego.
- Completed construction on the **I-5/Interstate 8 (I-8) Connector Project** to reduce traffic congestion along I-8.
- Continued construction of the **SR 76 East Segment project** between South Mission Road and the I-15/SR 76 interchange.
- Continued construction on the **East Palomar Street Bridge** and **DAR** in the City of Chula Vista.
- Continued construction on I-5 adding a northbound **auxiliary lane** and southbound **through lane** at East Plaza Boulevard in National City.
- Continued construction of **SR 11** between SR 905 and Enrico Fermi Drive in Otay Mesa.
- Began construction on the **I-5/Genesee Avenue Interchange Project** to replace the existing six-lane Genesee Avenue overcrossing with a ten-lane structure that will include additional vehicle lanes, new bicycle lanes, and sidewalks.
- Began construction on the **SRs 905/25/11 Northbound Connectors project**.
- Continued construction on **San Ysidro Freight Rail Yard improvements** to replace aging rail infrastructure, alleviate drainage issues, and expand the facility to increase freight capacity and efficiency.
- Continued construction on the **South Line Rail Freight Capacity Project**, which will enable expanded freight operations to meet existing and future growth of freight rail.
- Received federal and California Coastal Commission authorization to begin construction of carpool lanes on I-5 from Lomas Santa Fe to Birmingham Drive and replace the San Elijo Lagoon Bridge as part of the **I-5 NCC Program**.
- Preserved 50.5 acres near the Batiquitos Lagoon through the **TransNet Environmental Mitigation Program (EMP)** and the **I-5 NCC program**.
- Preserved Lakeside Downs, 410 acres in East County previously proposed for development and purchased with funds provided by the **SANDAG TransNet EMP**.
- Helped reestablish Agua Hedionda Lagoon marshland as environmental mitigation for **I-5 NCC Program**. The property was purchased through the **SANDAG TransNet EMP**.

Milestones (Continued)

SANDAG

2014

- Received California Coastal Commission approval on the **NCC Public Works Plan/Transportation and Resource Enhancement Program**.
- Obtained federal and state environmental clearance for the **Mid-Coast Trolley** to extend the **Blue Line Trolley** from Downtown San Diego to University City.
- Launched **Rapid** services along the I-15 Corridor and in the Mid-City area, including **Rapid 235, Rapid 237, and Rapid 215**, and began construction on **Downtown San Diego Rapid stations**.
- After obtaining AAA ratings from two credit agencies, sold $350 million in bonds at a 3.85% interest rate to fund **TransNet POP**.
- Opened eight miles of **carpool lane**s along I-805 south between East Naples Street in the City Chula Vista and SR 94 in San Diego, and added ten **sound walls** along the route of the new carpool lanes.
- Completed the **I-15 Mira Mesa DAR** and **Miramar College Transit Statio**n.
- Completed major improvements, including a **new parking garage** and **bike parking facility**, at the **Sabre Springs/Peñasquitos Transit Station**.
- Completed the **I-805 HOV/Carroll Canyon Road Extension Project**, which included 2 miles of carpool lanes in each direction along I-805 from I-5 to Carroll Canyon Road and a northerly DAR from the Carroll Canyon Road Extension to the HOV Lanes.
- Completed **realignment and double tracking along the Sorrento-Miramar Curve** section of the **LOSSAN Coastal Rail Corridor**.
- Began construction on the **SR 76 East Segmen**t between South Mission Road and SR 76/I-15 interchange, the last of a series of improvements to the east-west highway.
- Completed a 2,000-foot segment of **CRT** in the City of Oceanside from Ocean Boulevard to Wisconsin Avenue.
- Completed the **Barrio Logan gateway sign** and street improvements to make the area on Cesar E. Chavez Parkway between Main Street and Newton Avenue more pedestrian-friendly and attractive.
- Continued to make progress to modernize and rebuild the **Blue Line Trolley** stations, tracks, traction power substations, and overhead wires. Launched **low-floor Trolley service** in January 2015.
- Began construction on the **I-5/I-8 Connector Project** to reduce traffic congestion along I-8.
- Began construction to expand the **San Ysidro Freight Rail Yard** – an important project to expedite loading between freight cars and trucks.
- Began construction on the Plaza Bonita Segment of the **Sweetwater Bikeway**.
- Began construction on the first phase of Segment 4 of the **Bayshore Bikeway** along Harbor Drive from Vesta Street to 32nd Street.

2013

- Celebrated 25 years of keeping San Diego moving with **TransNet**, the region's half-cent sales tax.
- Completed the City of Encinitas **Pedestrian Crossing Project** to ensure safe passage to Swami's State Beach.
- Released **Mid-Coast Trolley** draft supplemental environmental document for review and comment. Added Veterans Administration Medical Center as station stop.
- Completed the **Eastbound SR 78 Auxiliary Lanes Projec**t to help ease traffic in North County.
- Adopted vision and goals for the **2015 Regional Plan**.

Milestones (Continued)

SANDAG

2013 (Cont.)

- Began construction on the City of Oceanside **CRT Class I Bikeway Project**.
- Demolished Palomar Street Bridge to accommodate DAR construction as part of the **I-805 South Project**.
- Accepted the **Series 13 Regional Growth Forecast**.
- Approved final environmental document for the **South Bay Rapid Project**.
- Completed **SR 76/I-15 East Widening Interchange Improvement Project** ahead of schedule.
- Began construction on the **Mid-City Rapid Project** in the City of San Diego.
- Kicked off last phase of **Trolley Renewal Project** construction – the Blue Line from Barrio Logan to San Ysidro.
- Approved $200 million **Bicycle Plan Early Action Program** to fund high-priority bikeway projects regionwide within ten years.
- Awarded construction contract for the **Sorrento Valley Double Track Project** to provide for an additional one mile of double-tracking north of the Sorrento Valley COASTER Station.

2012

- Broke ground on Segment 1 of the **SR 11/OME POE project** construction.
- Opened the last four miles of the **I-15 Express Lanes**.
- Reduced tolls by up to 40% on the **South Bay Expressway/SR 125 Toll Road**.
- As part of **Trolley Renewa**l, delivered 44 of 65 new low-floor vehicles, reconstructed 14 of 17 Green and Orange Line stations, and extended the Green Line through Downtown San Diego.
- Completed the **Nordahl Road Bridge Replacement Project**.
- Opened **SR 905**, easing the flow of crossborder commerce.
- Completed the **middle segment of SR 76** between Melrose Drive and Mission Road.
- Began construction of the **I-15 Bus Rapid Transit improvements**.
- Completed the **Regional Beach Sand Project**.
- Completed the **project to replace the famous "Trestles Bridge"** in San Onofre.
- Partnered with Albertsons on the **Compass Card program**.
- Transitioned the **San Diego Service Authority for Freeway Emergencies** to SANDAG.
- Completed **Energy Roadmaps** for ten local jurisdictions.
- Began work on the **Series 13 Regional Growth Forecast**.
- Gained approval of **Senate Bill 1549** to use new project delivery tools for public transit.
- Conserved the 1,905-acre **Hidden Valley property** in partnership with other agencies.

2011

- Started construction on **HOV/DAR Project** at Carroll Canyon Road and I-805.
- Opened **SR 52 extension** from SR 125 to State Route 67 (SR 67).
- Opened **auxiliary lanes on southbound I-805** from SR 54 to Bonita Road in the City of Chula Vista.
- Launched **Escondido BREEZE Rapid**.
- I**-15 Express Lanes** expanded to four lanes from State Route 163 to SR 56.
- Began construction on 1.8-mile segment of the **Bayshore Bikeway** in the City Chula Vista.
- Started construction on **SuperLoop Expansion Project**.
- The Federal Transit Administration (FTA) approved **Mid-Coast Trolley** for preliminary engineering.
- Adopted **2050 Regional Transportation Plan**, including first **Sustainable Communities Strategy** in the state.
- **TransNet EMP** acquired 902-acre Rancho Lilac, bringing total acquisitions to 2,300 acres.
- Completed the migration from the legacy **Automated Regional Justice Information System (ARJIS)** mainframe to the **Enterprise ARJIS System**.
- Bought the lease to operate the **SR 125 toll road**.

Milestones (Continued)

SANDAG

2010

- Board approved a **light-rail transit alternative for Mid-Coast Trolley**; environmental work underway.
- **Compass Card program** rolled out to all transit riders; monthly paper passes discontinued.
- Planning for the **2050 Regional Transportation Plan**, scheduled for adoption in 2011, continued.
- Awarded $8.7 million for **intelligent transportation system improvements on I-15**.
- Began construction on the **widening of SR 76** between Melrose and Mission Avenues.
- Coordinated with local, state, and federal agencies in the United States and Mexico to build the **third international border crossing**.
- Secured $128 million in **American Recovery and Reinvestment Act funding** for region.
- A robust **TransNet Plan of Finance** approved to advance additional capital projects to construction and prepare the next round of "ready to go" projects.
- Board approved **San Diego Regional Bicycle Plan**.
- As of December 1, 241 acres of land acquired under the **TransNet EMP**.
- Board accepted **Series 12: 2050 Regional Growth Forecast** for planning purposes.
- SANDAG and MTS began $720 million overhaul of the **San Diego Trolley's Blue and Orange Lines**.

2009

- SANDAG and partner agencies acquired nine properties, totaling nearly 1,000 acres for habitat conservation through **TransNet EMP**.
- Board approved **Regional Energy Strategy update**.
- Opened 3.5-mile segment of **I-15 Express Lanes**.
- Allocated $70 million in **TransNet** funds to begin final design on the **Coastal Rail Corridor, HOV Lanes on I-5 in North County, and South Bay Rapid.**
- Received $20 million from the FTA for **Mid-City Rapid Project**.
- Received $1.7 million from San Diego Gas & Electric to advance **Sustainable Region Program**.
- Launched **SuperLoop transit service** in University City.
- Progress continued on major expansion of **SR 52 extension** from SR 125 to SR 67.
- Established effort to coordinate **regional resources to combat graffiti**.
- RideLink became **iCommute**.

2008

- The first 4.5-mile expansion of **I-15 Express Lanes** opened.
- Construction began on **SR 52 extension** from SR 125 to SR 67.
- Construction continued on **SR 905 at the U.S.-Mexico border**.
- A Presidential Permit was granted for **third U.S.-Mexico border crossing**.
- The original 20-year **TransNet Program** ended and the **40-year extension** began.
- **Senate Bill 1486** was signed into law authorizing SANDAG to collect a toll from SR 11 travelers to develop and construct the new highway and **OME POE facility**.
- **Senate Bill 1685** was **sig d into law** providing SANDAG the flexibility to expand the uses of sales tax revenues beyond transportation-related projects for future ballot measures.

2007

- SANDAG awarded $432 million in state **infrastructure bond funding for transportation improvements.**
- Board adopted $57 billion **2030 Regional Transportaton Plan (RTP)**.
- **Southern California Tribal Chairman's Association** joined SANDAG as advisory member.
- **Construction** continued on **I-15, I-5, I-805, and SR 52**.

Milestones (Continued)

SANDAG

2007 (Cont.)

- **California Energy Commission** awarded $450,000 to SANDAG for energy planning.
- SANDAG and the City of Tijuana approved the **Otay Mesa-Mesa de Otay Binational Corridor Strategic Plan**.
- **SANDAG launched 511** – a free phone and web service for transportation information.

2006

- Construction on the **I-15 Managed Lanes Project** continued with the middle segment nearing completion and construction underway on the northern segment.
- Supplemental environmental work began on the 11-mile **Mid-Coast Trolley project** from Old Town north to UC San Diego and University Town Center.
- Progress continued on implementing the **Regional Comprehensive Plan**. All jurisdictions identified opportunities for smart growth development in a new concept map.
- **SANDAG Public Safety Committee** identified interoperability and communications as a top priority in enhancing and protecting the region's security.
- Launched **KeepSanDiegoMoving.com** with interactive **Dashboard feature** to track schedule and cost information for **TransNet** projects.
- **ARJIS**, in collaboration with the District Attorney's Office, launched new **San Diego County Regional Crime Mapping Application for Public Safety**.

2005

- SANDAG jumpstarted highway and transit projects using new **TransNet** dollars by launching the **Early Action Program.**
- The **Independent Taxpayer Oversight Committee** formed in accordance with the **TransNet ordinance** to monitor program operations.
- **Mission Valley East Green Line Trolley** from QUALCOMM Stadium under San Diego State University to La Mesa began service.
- **SPRINTER** commuter rail began construction to link Oceanside, Vista, San Marcos, and Escondido.
- **Service Bureau** launched to provide demographic and economic information, custom mapping, transportation modeling and analysis projects, and survey design and analysis to public and private entities.

2004

- **ARJIS consolidated into SANDAG**. Board created the **Public Safety Policy Committee**.
- The **Regional Comprehensive Plan** was adopted.
- Voters extended the **TransNet Sales Tax Program** for 40 years to generate $14 billion to help fund highway, transit, and local street improvements.
- **SR 56 was completed**, linking the east and west sections of the highway, and connecting I-15 and I-5.

2003

- With the passage of **Senate Bill 1703**, SANDAG became the **consolidated regional agency** responsible for transit planning, programming, project development, and construction.
- **Imperial County** joined SANDAG as an **advisory member**.
- SANDAG adopted the $42 billion **Mobility 2030 RTP**.
- SANDAG adopted **Regional Energy Strategy**.

2002

- SANDAG eliminated tolls from the **San Diego-Coronado Bridge**.
- Board launched effort to develop a **Regional Comprehensive Plan**, a long-term planning framework.

Milestones (Continued)

SANDAG

2001

- Using $14.7 million in federal and state funds, SANDAG put **sand on badly-eroded beaches**.
- Working in close cooperation with Metropolitan Transit Development Board (MTDB), NCTD, and Caltrans, SANDAG approved the **Regional Transit Vision**.

1990-2000

- The MTDB and NCTD became advisory members; SANDAG joined the **Joint Committee on Regional Transit**.
- State designated SANDAG as the **Integrated Waste Management Task Force**.
- SANDAG helped start the **San Dieguito River Valley Park Joint Powers Authority**.
- Member agencies designated SANDAG as the **Congestion Management Agency**.
- State designated SANDAG as the **San Diego-Coronado Bridge Toll Authority**.
- SANDAG helped form a **five-county rail coalition**, and purchased rail right-of-way from Santa Fe Railway for the COASTER and the SPRINTER rail commuter services.
- **TransNet** opened SR 52 East to Santee, widened SR 54 in the South Bay, opened SR 56 East in the North City area, and completed improvements to SR 78/I-15 interchange in the North County.
- The **Freeway Service Patrol** began under a cooperative arrangement among SANDAG, Caltrans, and the California Highway Patrol.
- SANDAG approved the first ever **Regional Economic Prosperity Strategy**.
- At the request of Caltrans, SANDAG assumed management of **Commuter Computer** and transforms the operation into the **RideLink service**.
- The **San Diego County Water Authority** joined SANDAG as an advisory member.
- SANDAG played a major role in bringing together all participants in the **San Diego County Investment Fund**.
- SANDAG started the **I-15 FasTrak® Program** to improve traffic flow, and expand bus and rideshare services in the corridor.
- The **National Institute of Justice** lauded SANDAG for its outstanding work on **Drug Use Forecasting**.
- **TransNet** provided more than half the funds for the **Mission Valley West Trolley Line** between Old Town San Diego and QUALCOMM Stadium.
- SANDAG Committee on **Binational Regional Opportunities** held public forums on cross border planning in transportation, environment, education, water supply, and economic development.
- Halfway through the **20-year TransNet Program**, 68 percent of the highway projects, 55% of the transit projects, and 53% of the **Local Street Program** were completed.

1980-1989

- **Comprehensive Planning Organization** renamed itself as **SANDAG** in 1980.
- **Poway and Santee** became cities and joined SANDAG.
- SANDAG created **SourcePoint** as a nonprofit corporate subsidiary to customize and sell research products.
- **Encinitas and Solana Beach** became cities and joined SANDAG.
- State designated SANDAG as the **Regional Transportation Commission**.
- Voters countywide passed **Proposition A** - the local half-cent transportation sales tax measure known as **TransNet**, a $3.3 billion program for highways, transit, local roads, and bicycles.
- Voters countywide passed an advisory measure calling for creation of a **Regional Planning and Growth Management Board**.

Milestones (Continued)

SANDAG

1970-1979

- **Governor** designate **Comprehensive Planning Organization (CPO)** as the metropolitan planning organization to assure area-wide coordination and to serve as the technical and informational resource for local governments.
- State further designated **CPO** as the **Regional Transportation Planning Agency; Airport Land Use Commission**; and area-wide clearinghouse for federal/state grant reviews.
- Local governments established **CPO** as an independent **Joint Powers Agency (JPA)**.
- Developed and adopted the first ever **RTP**.
- **Lemon Grove** became a city and joined **CPO**.
- Established **Criminal Justice Research Division**.
- Helped establish **ARJIS**.
- Jointly designated with the county government to implement federal and state **Clean Air Acts**.
- State designated **CPO** to prepare the **RHNA**.

1966

- Local governments created the **CPO** as a **long-range planning department** within the **San Diego County government** under a state authorized **JPA**.

SANDAG **Pursuing a brighter future for all**

We are the regional agency that connects people, places, and innovative ideas by implementing solutions with our unique and diverse communities. We are committed to creating a San Diego region where every person who visits, works, and lives can thrive.

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Appendix D

Capital Improvements in the 2021 Regional Plan Exceeding $400 Million

Capital Improvements in the 2021 Regional Plan Exceeding $400 Million (2020 $$ in Millions)

South Bay to Sorrento						
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
CC118	2035	Complete Corridor: ATDM/SIS	I-5	ATDM	I-5 NCC	$888
CC120	2035	Complete Corridor: ATDM/SIS	I-805	ATDM	N/A	$478
CC045	2025	Complete Corridor: ML/ Goods Movement	SR 11/Otay Mesa East POE (Enrico Fermi to Mexico)	— to 4Toll+POE	SR 125	$482
TL02[1]	2035	Transit Leap	Commuter Rail 582	Sorrento Mesa to National City via UTC, Kearny Mesa, and University Heights	I-8, I-15, SR 94, CCT	$12,660
TL03[1]	2050	Transit Leap	Commuter Rail 582	National City to U.S. Border	I-15, SR 94	$2,977
TL04	2050	Transit Leap	Commuter Rail 583	Central Mobility Hub to U.S. Border via Downtown San Diego	I-8, I-15, SR 94, CMH	$7,581
TL13	2050	Transit Leap	LRT 510	Blue Line (San Ysidro to UTC, grade separations at Taylor/Ash)[2]	I-8, I-15, SR 94, CCT, CMH	$510

[1] The South Bay to Sorrento (SB2S) Comprehensive Multimodal Corridor Plan is completing a more detailed ridership analysis of the Purple Commuter Rail alignment (Route 582). The analysis is studying an alignment that would include stations in City Heights and at SDSU (west campus).

[2] SANDAG will conduct a Blue Line Express Feasibility and Conceptual Engineering Study as a Near-Term Implementation Action (included in Appendix B: Implementation Actions).

South Bay to Sorrento						
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
TL12	2035	Transit Leap/ Goods Movement	LRT 510	Blue Line (San Ysidro to UTC, grade separations at 28th Street, 32nd Street, E Street, H Street, Palomar Street, and Blue/Orange track connections at 12th/ Imperial)[2]	I-8, I-15, SR 94, CCT, CMH	$510

Central Mobility Hub						
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
CC117	2035	Complete Corridor: Airport Connectivity	Complete Corridor Elements	Airport Connectivity including Laurel Street airport entrance, Laurel Street modifications (Pacific Highway to I-15), and new I-5 freeway ramps at Laurel Street and Redwood	N/A	$836
MHLA1	2035	Mobility Hubs	Central Mobility Hub	Transit station construction and site acquisition	N/A	$2,420
TL56	2035	Transit Leap	Direct Transit Connection to Airport	Central Mobility Hub to Airport via Car Rental Lot and Harbor Island East Basin	I-8	$1,398
TL18	2050	Transit Leap	Tram 555	Tram: Downtown to Logan Heights, Golden Hill, South Park, North Park, University Heights, Hillcrest	I-8, I-15, SB2S	$1,175

Interstate 15						
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
CC014	2050	Complete Corridor: ML/ Goods Movement	I-15 (Valley Parkway to SR 76)	8F to 6F+3ML	N/A	$408

Interstate 5 North Coast Corridor						
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Connecting Corridor(s)**	**Cost ($2020) Millions**
TL05	2025	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (includes upgrades to Pacific Surfliner/ COASTER/Metrolink/freight LOSSAN services from Orange County to Downtown San Diego, wooden bridge replacements, add station at Downtown San Diego)	Central Mobility Hub	$1,203
TL06	2035	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Del Mar tunnel, add stations at Central Mobility Hub and Camp Pendleton, and grade separation at Leucadia Boulevard)	North County Corridor	$2,875
TL07	2050	Transit Leap/ Goods Movement	Commuter Rail 398	Oceanside to Downtown San Diego (build Sorrento Mesa and UTC tunnels, add station at Balboa Avenue)	SR 56, CCT	$3,171

Interstate 8						
Project ID	Plan Phase	Category	Project Name	Description	Connecting Corridor(s)	Cost ($2020) Millions
TL01	2050	Transit Leap	Commuter Rail 581	581: Downtown to El Cajon via SDSU and La Mesa 581B: Central Mobility Hub to El Cajon via SDSU and La Mesa	I-15, SR 94, SR 125, CMH, SB2S	$9,774

State Route 56						
Project ID	Plan Phase	Category	Project Name	Description	Connecting Corridor(s)	Cost ($2020) Millions
CC035	2050	Complete Corridor: ML	SR 56 (I-5 to I-15)	4F to 4F+3ML	I-15	$549

North County						
Project ID	Plan Phase	Category	Project Name	Description	Connecting Corridor(s)	Cost ($2020) Millions
CC036	2035	Complete Corridor: ML	SR 78 (I-5 to Twin Oaks)	6F to 4F+4ML+Connectors	N/A	$507

Rural Corridors					
Project ID	**Plan Phase**	**Category**	**Project Name**	**Description**	**Cost ($2020) Millions**
CC051	2050	Complete Corridor: Rural	SR 76 (SR 79 to Valley Center Road)	Facility Improvements	$693

Key	
ATDM	Active Transportation and Demand Management
SIS	Smart Intersection Systems
ML	Managed Lanes
LRT	Light Rail Transit
SR	State Route
CMH	Central Mobility Hub
CCT	Coast, Canyons, and Trails
SB2S	South Bay to Sorrento

Appendix E

Overall Authority, Responsibilities, and Mandates

Overall Authority, Responsibilities, and Mandates

The Board of Directors carries out various responsibilities that are either mandated by federal, state law, or regulation, or delegated to SANDAG through local agreement. Throughout the year, the Board sets direction, revises policies, and discusses priorities for allocating budget resources to these authorized activities. Some of the most important designations and critical responsibilities are listed below.

Metropolitan Planning Organization (Federal)

Allocate federal transportation revenues and meet comprehensive planning requirements of the Infrastructure Investment and Jobs Act in order to be eligible for funds. Adopt the long-range Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP), including air quality conformity analyses. Adopt the annual Overall Work Program consistent with federal requirements and funding regulations.

Intelligent Transportation Systems Architecture (Federal)

The U.S. Department of Transportation and federal regulations require that federally funded projects be consistent with an adopted regional Intelligent Transportation System architecture.

Co-Lead Agency for Air Quality Planning (Federal and State)

Carry out air quality planning mandates in cooperation with the San Diego County Air Pollution Control District (APCD). Determine conformity of transportation plans and programs – RTP and RTIP – with an air quality plan.

Area-Wide Clearinghouse (Federal and State)

Review projects with regional impacts under California Environmental Quality Act and National Environmental Policy Act.

Regional Transportation Planning and Fund Allocation Agency (State)

As the regional transportation planning agency, SANDAG adopts the RTP (long-range plan) and RTIP, the five-year programming of state and federal transportation funds. The agency also allocates Transportation Development Act funds (local quarter-percent sales tax collected statewide and returned to the county based on the amount collected, approximately $176 million in FY 2023).

San Diego Regional Consolidated Agency (State)

Effective January 1, 2003, Senate Bill 1703 (Chapter 743, Statutes of 2002) designated SANDAG as the San Diego Regional Consolidated Agency to strengthen how regional public policy decisions are made. The law mandated membership in the consolidated agency from the area's 18 cities and county government. It also consolidated regionally significant transit planning, programming, project development, and construction into SANDAG, and left responsibilities for day-to-day operations with the existing transit operators. SANDAG is authorized by statute to place a ballot measure before the voters and use revenues from the sales tax to provide for infrastructure needs that are important to maintain and improve the region's quality of life such as habitat conservation, shoreline preservation, water quality enhancement, and public transit.

Housing (State)

SANDAG determines each jurisdiction's share as part of the Regional Housing Needs Assessment and establishes performance criteria for self-certification of housing elements.

Otay Mesa East Toll Facility Act (State)

This legislative act authorizes SANDAG to establish highway toll projects to facilitate the movement of goods and people along the State Route 11/Otay Mesa East Port of Entry Corridor.

San Diego County Regional Airport Authority Reform Act of 2007 (State)

Senate Bill 10 (Chapter 287, Statutes of 2007) defines the responsibilities of SANDAG and the San Diego County Regional Airport Authority (SDCRAA) regarding aviation and surface transportation planning. The SDCRAA is responsible for developing the Regional Aviation Strategic Plan in coordination with SANDAG.

Congestion Management Agency (State and Local)

All 18 cities and the county government have designated SANDAG as the Congestion Management Agency responsible for adopting a Congestion Management Program (CMP), overseeing preparation of deficiency plans, and monitoring local agency compliance with the CMP.

San Diego County Regional Transportation Commission (Local and Voter Approval)

SANDAG is the designated commission and administers the local half-cent sales tax, *TransNet*, for transportation purposes (approximately $376 million in FY 2023).

Council of Governments (Local)

This designation makes SANDAG the public forum for regional decision-making among the area's 18 cities and county government relating to a broad range of topics pertinent to the region's quality of life. Some of the regional topics include strategic planning; allocation of resources; and the creation of accurate, timely, and useful demographic, economic, transportation, planning, borders, environmental, and public safety information.

Regional Census Data Center (Local)

The Regional Census Data Center was established to increase the accuracy, availability, and use of census data by coordinating with the Census Bureau, the State Census Data Center network, and local agencies in all aspects of census planning and data analysis.

Regional Criminal Justice Clearinghouse (Local)

The Regional Criminal Justice Clearinghouse provides the means to seek and secure research funds from local, state, and federal sources to assess the effectiveness and efficiency of crime control programs. Assistance to member agencies occurs through various avenues: publishing crime and arrest reports, sharing resources and information, quality assurance studies of crime-related data, impact assessments of crime-reduction strategies, long-term evaluations of critical issues, and grant writing assistance for agencies seeking grant funding. Through the Regional Criminal Justice Clearinghouse, staff also conducts analyses of offender drug use.

North County Multiple Habitat Conservation Program (Local)

Undertaken on behalf of the seven North County cities, SANDAG serves as the policy body for the program.

Regional Toll Authority (Congestion Management and Infrastructure Financing)

Responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future high-occupancy toll facilities that allow single-occupant vehicles to use available capacity for a fee. Fees support the operation and maintenance of the program and provide additional funding for *Rapid* transit and vanpool services in the corridor.

Automated Regional Justice Information System

The purpose of the Automated Regional Justice Information System (ARJIS) Joint Powers Agency is to develop and maintain state-of-the-art criminal justice information technology that provides its members with seamless, cross-jurisdictional access to essential, accurate, real-time data via a secure criminal justice enterprise network. As the convening agency for regional justice technology, ARJIS enhances both officer safety for the local, state, tribal, and federal law enforcement agencies that operate in the region and public safety for the region's residents and visitors.

Freeway Service Patrol Administration

Provide rapid assistance during peak traffic periods for stranded motorists on various highways, reducing congestion and increasing safety.

Successor Agency for the San Diego Service Authority for Freeway Emergencies

Administer the Motorist Aid Call Box Program in San Diego County, which provides lifeline support for stranded motorists. Managed by SANDAG since January 1, 2013, the program is funded by a $1 vehicle registration fee paid by residents in San Diego County.

Regional Transportation Demand Management Program Administration

Provide and administer the regional program (iCommute) consisting of carpool, vanpool, and transit programs; Bike Parking Program; telework; employer and school outreach; and other projects.

State Route 125 Toll Facility

Administer toll collection on the State Route 125 Toll Road under a long-term lease with the State of California. This SANDAG responsibility was approved by the Board in December 2011.

Intergovernmental Review

Conduct review of regionally significant projects that may impact the implementation of the RTP and/or its Sustainable Communities Strategy. The review ensures these projects are coordinated appropriately with local jurisdictions, Caltrans, transit agencies, APCD, and other agencies.

Regional Information System

The Regional Information System (RIS) is a nationally recognized integrated system of data, computer models, state-of-the-art analytical tools, and staff expertise. It is the San Diego region's most comprehensive databank of historic, current, and forecasted demographic, economic, land use, criminal justice, and transportation-related information. SANDAG, its member and partner agencies, and the public rely on the RIS as the foundation for planning, policy research, analyses, and studies of local and regional issues.

SANDAG Service Bureau

Provide research and technical products and services on a fee-for-service basis to government agencies and private organizations and individuals. Examples include custom compilation and analysis of demographic and economic information, custom mapping, transportation modeling and analysis projects, geographic information system analysis, and survey design and analysis.

Fee-for-Services

Memoranda of understanding (MOU) or contractual agreement where SANDAG agrees to perform specific services in exchange for fees, which provide the funding for the applicable task or product budgeted.

Master Agreement with Caltrans

Commitment through a Master Fund Transfer Agreement between SANDAG and Caltrans District 11.

Memoranda of Understanding with Member Agency(ies)

Commitments through an MOU between SANDAG and one or more of the member agencies.

Memoranda of Understanding with Metropolitan Transit System and North County Transit District

Commitments through an MOU between SANDAG, the Metropolitan Transit System, and the North County Transit District.

Local, State, or Federal Grant Conditions

Project-specific local, state, or federal grant agreement where reimbursement of costs is conditioned upon completion of applicable activities, tasks, or products.

Regional Beach Sand Replenishment Program

Administer the regional program in coordination with federal, state, and local agencies.

Glossary, Acronyms, and Abbreviations

Glossary, Acronyms, and Abbreviations

#	
2015 Regional Plan	San Diego Forward: The 2015 Regional Plan
2019 Federal RTP	2019 Federal Regional Transportation Plan
2021 Regional Plan	San Diego Forward: The 2021 Regional Plan

A	
AAM	Advanced Air Mobility
AB 805	Assembly Bill 805 (Gonzalez, 2017)
ABM	Activity-Based Model
ABM3	Activity-Based Model (Third Generation)
ADA	Americans with Disabilities Act
AHJ	Local Permitting Authorities
APC	Automated Passenger Counting
APCD	Air Pollution Control District
ARCCA	Alliance of Regional Collaboratives for Climate Adaptation
ARJIS	Automated Regional Justice Information System
ATDM	Active Traffic and Demand Management
ATF	Alcohol, Tobacco, and Firearms
ATGP	Active Transportation Grant Program
ATP	Active Transportation Program
ATWG	Active Transportation Working Group
AUP	Acceptable Use Policy

B	
BI	Bureau of Investigation
BIA	Bureau of Indian Affairs
BWT	Border Wait Time

C	
C	Conventional Highway Lanes
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBM	Cross-Border Model
CBO	Community-Based Organization
CBP	Customs and Border Protection
CEC	California Energy Commission
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CJ	Criminal Justice
CJAM	Criminal Justice Analysis and Modeling
CMAQ	Congestion Mitigation and Air Quality Improvement
CMCP	Comprehensive Multimodal Corridor Plans
CMP	Congestion Management Program
COA	Comprehensive Operations Analysis
COBRO	Committee on Binational Regional Opportunities
Coordinated Plan	Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan
CPO	Comprehensive Planning Organization

CRM	Customer Relationship Management
CRSMP	Coastal Regional Sediment Management Plan
CRT	Coastal Rail Trail
CSE	Center for Sustainable Energy
CSFAP	California Sustainable Freight Action Plan
CSMC	Chiefs'/Sheriff's Management Committee
CTAC	Cities/County Transportation Advisory Committee
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
CWG	San Diego Region Conformity Working Group

D

DAR	Direct Access Ramp
DEA	Drug Enforcement Agency
DeX	Desktop Experience
DHS	Department of Homeland Security
DTA	Dynamic Traffic Assignment

E

EAP	Early Action Program
ECP	Emerging Cities Program
EEO	Equal Employment Opportunity
EIR	Environmental Impact Report
EJ	Environmental Justice
EMP	Environmental Mitigation Program
EV	Electric Vehicle

F

F	Freeway Lanes
FAST Act	Fixing America's Surface Transportation Act
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year

G

GDP	Gross Domestic Product
GHG	Greenhouse Gas
GIS	Geographic Information System
GRH	Guaranteed Ride Home

H

HCD	California Department of Housing and Community Development
HOV	High Occupancy Vehicle
HRIS	Human Resource Information System
HST	High-Speed Train
HVAC	Heating, Ventilation, and Air Conditioning

I	
I-15	Interstate 15
I-5	Interstate 5
I-805	Interstate 805
ICE	Immigration and Customs Enforcement
ICMS	Integrated Corridor Management System
ICTC	Imperial County Transportation Commission
IGR	Intergovernmental Review
IMBM	Integrated Master Budget Model
IMPLAN	City of Tijuana Metropolitan Planning Institute
IRP	Interregional Partnership
IRT	Inland Rail Trail
IT	Information Technology
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation System
ITTS	Intraregional Tribal Transportation Strategy
J	
JPA	Joint Powers Agency
K	
L	
LOSSAN Rail Corridor	Los Angeles – San Diego – San Luis Obispo
M	
MAP-21	Moving Ahead for Progress in the 21st Century Act
MGRA	Master Geographic Reference Area
ML	Managed Lanes
ML(R)	Managed Lanes Reversible
MOA	Memorandum of Agreement
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MTC	Metropolitan Transportation Commission
MTDB	Metropolitan Transit Development Board
MTS	Metropolitan Transit System
N	
NCC	North Coast Corridor
NCIS	Naval Criminal Investigative Services
NCTD	North County Transit District
NEV	Neighborhood Electric Vehicle
Next OS	Next Operating System
NIBRS	National Incident-Based Reporting System
O	
OCTA	Orange County Transportation Authority
OIPA	Office of the Independent Performance Auditor
OME	Otay Mesa East
ONS	Officer Notification System

OTC	Old Town Campus
OWP	Overall Work Program

P

P3	Public Private Partnership
PCP	Passenger Counting Program
PDT	Project Development Team
PIP	Public Involvement Plan
PM	Project Manager
POE	Port of Entry
POP	Program of Projects
PPM	Planning, Programming and Monitoring
PPP	Public Participation Plan
PRP	Peer Review Process
PSC	Public Safety Committee
PTA	Public Transportation Account

Q

QA	Quality Assurance
QA/QC	Quality Assurance/Quality Control
QC	Quality Control

R

RAMS	Regional Arterial Management System
RATT	Regional Auto Theft Task Force
RBMS	Regional Border Management System
RBSP	Regional Beach Sand Project
RCDC	Regional Census Data Center
RCTC	Riverside County Transportation Commission
ReCAP	Regional Climate Action Planning Framework
REVCMS	Regional Electric Vehicle Charger Management Strategy
RFP	Request for Proposal
RHNA	Regional Housing Needs Assessment
RIS	Regional Information System
ROW	Right-of-Way
RTA	Riverside Transit Agency
RTC	San Diego Regional Transportation Commission
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agency

S

SAM	Substance Abuse Monitoring
SANDAG	San Diego Association of Governments
SanGIS	San Diego Geographic Information Source
SANTEC	San Diego Regional Traffic Engineers
SB 1	Senate Bill 1 (Beall, 2017)
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SCTCA	Southern California Tribal Chairmen's Association

SDCRAA	San Diego County Regional Airport Authority
SDG&E	San Diego Gas & Electric
SDPN	San Diego Promise Neighborhood
SDRBDT	San Diego River Bridge Double Track
SDRCC	San Diego Regional Climate Collaborative
SDREP	San Diego Regional Energy Partnership
SDSU	San Diego State University
SRF	Subregional Forecasting System
SGIP	Smart Growth Incentive Program
SIS	Smart Intersection System
SR 11	State Route 11
SR 125	State Route 125
SR 15	State Route 15
SR 52	State Route 52
SR 54	State Route 54
SR 67	State Route 67
SR 76	State Route 76
SR 78	State Route 78
SR 905	State Route 905
SR 94	State Route 94
SRFERS	State, Regional, Federal, Enterprise Retrieval System
SRs	State Routes
SSTAC	Social Services Transportation Advisory Committee
STA	State Transit Assistance
STIP	State Transportation Improvement Program

T

TAC	Technical Advisory Committee
TCEP	Trade Corridor Enhancement Program
TDA	Transportation Development Act
TDM	Transportation Demand Management
TIFIA	Transportation Infrastructure Finance and Innovation Act
TIPS	Temporary, Interns, Part-Time, Seasonal
TMP	Traffic Mitigation Program
TSMO	Transportation System Management Operations
TWG	Regional Planning Technical Working Group

U

U.S.C	United States Code
U.S. DOT	United States Department of Transportation
UC San Diego	University of California, San Diego
UTC	University Town Center

V

VAST	Vulnerability Assessment Scoring Tool
VMT	Vehicle Miles Traveled

W

WRCOG	Western Riverside Council of Governments

Z	
ZEV	Zero-Emission Vehicle

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SANDAG.org

Strategic Planning and Budget Framework

In FY 2022, SANDAG embarked on a strategic planning process to become a more effective organization. This work builds upon the organization assessment conducted in 2019 and incorporates feedback provided by stakeholders, Board members, and employees. The FY 2023 Program Budget was shaped by the strategic plan and is designed to better align our organization to achieve our vision, mission, guiding principles and core values:

Vision

Pursuing a brighter future for all

Mission

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

Our Guiding Principles:

Imagine the possibilities, partner for success, make it happen.

Core Values:

The advancement of equity and inclusion is embedded in everything we do.
Our organizational culture inspires people to do their best work.
We effectively use data and analytics to inform decision making

Strategic Initiatives

Five strategic initiatives are the focus in FY 2023. These strategic initiatives establish a strong foundation to ensure our success as an organization, and build the capacity needed to effectively deliver priority projects.

1. *Establish an organizational structure and systems that allow us to dynamically assemble resources and mobilize teams to advance and complete priority projects*
2. *Ensure that necessary technology and systems are in place*
3. *Communicate internally and externally in a clear, authentic, and transparent manner*
4. *Adopt practices that attract and retain highly qualified and motivated staff*
5. *Establish processes that allow quick access to needed talent and expertise*

In addition to implementing the strategic initiatives, the FY 2023 budget reflects a focused investment in four regionally significant priority projects:

Priority Projects

Implement the 2021 Regional Plan

In December 2021, the 2021 Regional Plan was adopted by the Board. This plan is the result of years of planning, data analysis, and community engagement to reimagine the San Diego region with a transformative transportation system that addresses traffic congestion, social equity, and state and federal mandates. A focus of FY 2023 is to accelerate the delivery of near-term projects in the 2021 Regional Plan. This includes advanced planning for transit leap services, complete corridors, and Next OS deployments; mobility hub coordination with partner agencies; updating the Regional Bike Plan; deploying flexible fleet pilot projects; implementing and monitoring the Social Equity Early Action Transit Pilot; Zero Emission Vehicle incentive programs; carrying out a Request for Innovative Concepts for Connector Services; Vision Zero strategy development; and implementing the regional Digital Equity Strategy and Action Plan.

Active transportation projects will continue to be advanced with implementation of project reprioritization to include an emphasis on projects located in areas that have historically been economically disadvantaged. Planning and preliminary engineering is advancing on the Purple Line and the Blue Line Express/San Ysidro Mobility Hub projects. A comprehensive planning effort will continue on the LOSSAN corridor to identify long term solutions to harden the infrastructure to the effects of climate change. This will include planning and preliminary engineering on the Del Mar tunnel which will relocate the commuter rail tracks off of the bluffs and into a tunnel. Work will continue on double tracking remaining single track sections of the LOSSAN corridor and replacing aging bridges. Implementation of the bus-on-shoulder pilot project will occur in late FY 2022 and implemented fully in FY 2023. Work continues on implementing broadband equity throughout San Diego County and ensuring that the digital infrastructure is in place to support future mobility. The Request for Innovative Concepts (RFIC) will be assessed, and further study and analysis will occur on selected alternatives.

Del Mar Bluffs Stabilization and LOSSAN Corridor

In the City of Del Mar, in February 2021 a 1900's era seawall collapsed onto the beach, resulting in the need for emergency repair work to stabilize the trackbed and ensure train traffic could resume uninterrupted at normal speeds. The tracks are integral to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) corridor – the second busiest passenger and freight corridor in the nation.

Emergency repairs have been underway since March 2021 and were substantially completed in early 2022. Completed emergency stabilization improvements included the installation of support columns to stabilize the trackbed, construction of a soil buttress, and installation of a new sea wall. Revegetation of the emergency repair area will continue through FY 2023.

In FY 2022, design of the next phase of stabilization improvements, Del Mar Bluffs Phase 5, continued to progress. Phase 5 of the stabilization effort will include the installation of additional support columns to protect the trackbed from erosion and seismic activity, retrofitting of existing stabilization infrastructure, installation of new seawalls to protect the toe of the slope, and substantial drainage improvements. Phase 5 is projected to complete final design and permitting summer 2022, and construction is anticipated to begin in early 2023.

SANDAG also continued to progress the San Diego Regional Rail Alternative Alignment Study to determine how to move tracks off the bluffs, the study is scheduled to be completed in late 2022.

Central Mobility Hub

For decades, San Diego has explored ways to improve regional connectivity to San Diego International Airport, located in Downtown San Diego. With future traffic impacts to current San Diego International Airport roads projected to exceed capacity, combined with insufficient transit access to the airport, SANDAG has made it a chief priority to identify a solution for a direct transit connection to the airport. SANDAG envisions this solution to be the Central Mobility Hub, a multimodal transportation center that could connect all regional public transit in addition to providing a direct connection to the airport.

In April of 2021, SANDAG released a Notice of Preparation for a proposed central mobility hub at the Navy's Old Town Campus and alternatives including a central mobility hub at the previously proposed Intermodal Transportation Center and a separate trolley connection to the airport. As part of the public comments received from the release of the notice of preparation, SANDAG is reviewing the potential to locate the central mobility hub at the current Port of San Diego's headquarters or in downtown San Diego. As part of the environmental screening process, SANDAG is determining if either of these, or both, should be added as alternatives which may require a revised notice of preparation.

Otay Mesa East Port of Entry and State Route 11

The State Route 11 (SR 11)/Otay Mesa East Port of Entry Project (OME POE) is a joint venture between SANDAG and Caltrans, in collaboration with state and federal partners in the U.S. and Mexico, to create a third border crossing for the San Diego-Baja California mega-region that will enhance regional mobility and fuel economic growth and binational trade.

In FY 2022, the final segment of SR 11 was completed along with the SR 125 southbound connectors to eastbound SR 905 and SR 11. California's first Divergent Diamond interchange to cater to freight was completed on Enrico Fermi Road, which reduced vehicle conflict points and improved traffic flow. SANDAG executed a grant agreement with the Federal Highway Administration (FHWA) for $9.29 million through the Advanced Transportation and Congestion Management Technologies Deployment program. This project will design and implement Next OS technologies that will improve border congestion and reduce border crossing times. Significant progress was also made with the completion of the investment grade traffic and revenue study, Program of Requirements for the Commercial Vehicle Enforcement Facility, binational ITS Concept of Operations, and port design.

FY 2023 will focus on technical coordination with Mexico on port of entry and ITS design and executing financing and toll revenue agreements. The two countries will agree on a revenue split and financing strategy. Project financing activities in the US will include bond sales and application for funding through the Transportation Infrastructure Finance Investment Act (TIFIA). Construction activities will continue, including installation and relocation of site utilities, site preparation and grading, and bridging documents to enable design and construction of the port of entry and ITS components for ultimate opening date in September 2024.

Areas of Emphasis

The FY 2023 budget is organized under the six areas of emphasis that embody the spectrum of project development and delivery activities:

Use data and analytics to support innovation and inform decision-making. Ensure data integrity and transparency; continue to improve research and analysis that equips team members with the data and information they need to plan, implement, and operate effectively.

Plan for a vibrant future. Conduct advanced planning to prepare projects in the 2021 Regional Plan for implementation; seek funding opportunities and partnerships that will expedite the next phase of project planning; initiate development of the 2025 Regional Plan.

Bring plans and projects to life. Develop the foundation for a world-class transportation system by implementing the early actions in the 2021 Regional Plan; identify partnerships and funding models that accelerate project delivery. Deploy pilot projects and demonstrations that inform long-term investments.

Operate programs and services. Deliver high-quality mobility and public safety services for the region; operate and maintain regional transportation facilities and law enforcement data systems that support travelers, employers, and public safety agencies in San Diego County.

Engage with the communities we serve. Cultivate positive relationships with stakeholders and communities, giving special attention to those who are marginalized; create opportunities for meaningful participation in agency activities; and communicate information regarding regional plans, policies, programs and services.

Provide outstanding business advisory services. Develop and operate internal business teams that partner throughout the organization and provide a full spectrum of professional services essential to SANDAG's success.

Current Funding Environment

SANDAG has conducted the following analysis of funding trends:

Local Sales Tax Revenue – Revenues rebounded strongly in FY 2021, growing 9.2% to $334.0 million, compared to an essentially flat 2020.

Despite the lingering pandemic, sales tax revenue collections have continued robust growth in the first half of FY 2022, coming in over 20% higher than the prior year to this point. This partly results from the COVID-19-related surge in online sales, and the higher-than-expected spending on taxable items as a result of public income support (stimulus check and supplemental unemployment benefits), the fast recovery in high-paying jobs, and the strong stock market. Behavior changes also have led to strong increases in spending on taxable goods, when spending on services decreased due to COVID-19-related restrictions. This has more than offset the revenue losses on food and beverage services.

Overall sales tax revenues are expected to increase by 11.7% in FY 2022. Revenue growth is expected to slow in the third quarter, as the Omicron variant wave, inflation concerns, and tighter federal policies slow consumer demand. For FY 2023, as the economy is anticipated to reopen and confidence returns, we are expecting a return to spending patterns that more closely resemble pre-Covid, meaning a shift back toward non-taxable service spending. This results in modest revenue growth for FY 2023 of only 0.7%. This forecast for the remainder of FY 2022 and FY 2023 remains conservative because of the short-term economic uncertainty and a desire to be cautious with revenue projections.

Federal and State Revenue – Current revenue projections are expected to increase in FY 2023 based on preliminary estimates received from the state and federal governments (which are subject to both the state and federal governments approving annual budgets). Actual appropriation of metropolitan planning organization (MPO) planning funds will be announced in subsequent notices appearing in the Federal Register.

Federal formula funds for capital projects are expected to increase pursuant to the Infrastructure Innovation and Jobs Act (IIJA) and based on the region's air quality redesignation from moderate to severe which increased the share of the annual Congestion Mitigation and Air Quality program apportionment. SANDAG and the transit agencies are also eligible for formula funds under several state programs that include planning, operations, and capital funding. Additional funding may become available through formula appropriation depending on how the State of California distributes the additional funds made available through the passage of the IIJA.

The COVID-19-related disruption did not result in a reduction in federal revenues nor most state revenues available to SANDAG. Congress extended the FAST Act multiple times in FY 2022 and the IIJA was signed into law by President Biden on November 15, 2021, significantly increasing transportation funding for core programs and creating several new programs. At the state level, the California Transportation Commission monitored the state's financial situation closely and did not recommend any slowing of fund allocations for capital projects.

Other Revenue and Grants – Dedicated grants, enterprise revenue, and ongoing multi-year state and federal grant programs provide funding for projects and programs in the OWP, capital, and regional operations budget components. In particular, SANDAG and the transit agencies are eligible for discretionary funds under many federal and state programs with awards expected to be made in 2022.

COVID-19 also impacted revenue generated on the SR 125 toll road and I-15 Express Lanes. Traffic and revenue began to rebound during Q1 of FY 2022 on both roadways; SR 125 traffic reached pre-pandemic levels in Q2 of FY 2022, but a slowdown is expected in Q3 due to the Omicron variant wave. While it is challenging to predict when revenue from these tolled roadways will return to pre-pandemic norms, it is estimated that SR 125 revenue will increase by 13% in FY 2023 from the current FY 2022 forecast, and that I-15 Express Lanes revenue will increase by 54% as travel behavior and dynamically priced tolls normalize.

Staffing Resources, Compensation Program, and Employee Benefits

Staffing Resources

SANDAG relies on its talented and highly engaged team of planners, engineers, modelers and data scientists, finance, communications, and business professionals, and administrative and technical support staff to successfully deliver the agency's projects, programs, and services. Staffing resources have been strategically considered during development of the Draft FY 2023 Program Budget. As the region emerges from the COVID-19 pandemic, and on the heels of major accomplishments in late 2021 such as the opening of the Mid-Coast Trolley, extension and adoption of the Regional Plan, SANDAG management initiated a reorganization and restructuring effort in early 2022 designed to support long-term operational effectiveness and position the agency for even greater levels of success in the future. Among the changes made, 6 vacant executive-level positions have been eliminated and the budget capacity used to hire lower-level employees to augment the existing SANDAG team. Like other employers, SANDAG has seen an uptick in turnover in the past year (currently 14% compared to 8% in FY 2018) and has given renewed attention to the fundamentals of attracting, retaining, and rewarding our workforce.

SANDAG added 28 contingent (Limited-Term) staff positions in FY 2022. Several reflect a ramp-up in resources needed for priority projects such as the Otay Mesa East Port of Entry facility; others were in response to receipt of new funding for short-term projects such as Criminal Justice Project Safe Neighborhoods and Digital Divide initiatives, including the Border Connectivity project. SANDAG also transitioned several existing part-time intern positions to full-time status in lieu of hiring additional consultant resources which has proven to be both cost effective and productive.

The Draft FY 2023 Budget proposes to add 2 new Regular staff positions. The ARJIS department has included an Associate Information Systems Analyst position to provide additional network support. The Office of the Independent Performance Auditor (OIPA) has included a new Management Auditor I position.

Compensation Program

SANDAG's goal is to maintain a fair, effective, and market competitive compensation program to attract qualified candidates for job openings, minimize organizational disruption due to unwanted turnover, and retain the team of employees who are essential to the agency's success. SANDAG conducted a Salary Range Study in early 2021; recommendations including an overall increase in salary ranges and reallocation of positions within the salary table to align to market pay rates were approved as part of the FY 2022 Budget. Given current economic conditions and other factors affecting the job market, staff are evaluating proposed changes to the SANDAG salary structure and will identify recommendations as part of the Final FY 2023 Budget.

SANDAG will continue its pay-for-performance compensation model next year; this is designed to support the highest levels of organization performance. SANDAG employees do not receive scheduled step increases, nor does SANDAG provide cost of living or general salary adjustments. Instead, employees progress through their salary range via merit-based pay increases; these are provided on an annual basis assuming funds have been approved in the Budget.

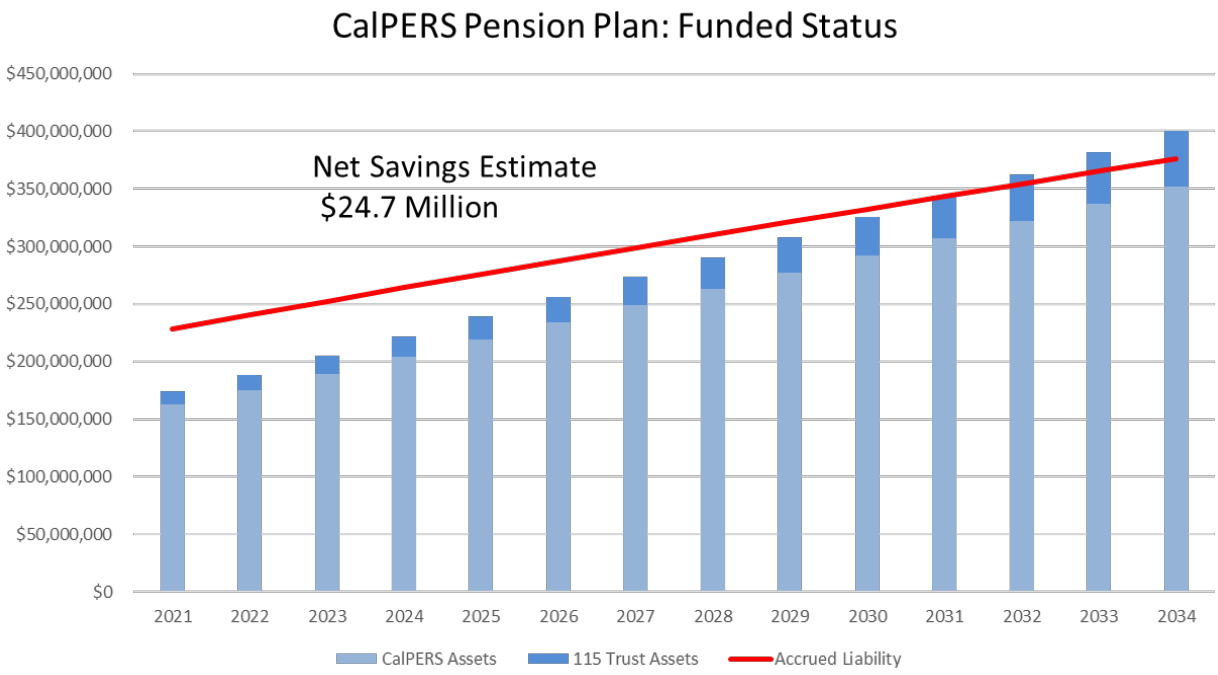
To support both performance management and compensation program objectives, employees and their supervisors define goals and objectives that align to the agency's goals and work program, and also identify professional development goals to expand technical knowledge and competencies necessary for ongoing success and to support future growth opportunities. The results of the year-end Performance Evaluations are used by Directors to recommend performance rewards. During the past year, SANDAG has implemented new practices to ensure fairness and equity in the distribution of merit increases, while also creating a mechanism to provide increased rewards to the agency's top performers.

The Draft FY 2023 Budget includes a 3% compensation adjustment pool to be used to provide performance rewards to eligible employees. Recent market research indicates that organizations across a variety of industries, including the public sector, anticipate salary budget increases of approximately 3 to 3.5% in the year ahead. As noted above, given current economic conditions and other factors affecting the job market, staff will continue to monitor salary budget increase trends and if warranted, may propose a different amount for the compensation adjustment pool in the Final FY 2023 Budget. The total anticipated cost of the proposed 3% pool is approximately $1,570,800. This includes $1,216,600 in salary expenses (the amount available for merit increases) and a corresponding increase to the benefits budget of $354,200 due to increased costs for salary-based benefits such as the agency's contribution to the CalPERS pension plan, workers compensation, and Medicare taxes.

Employee Benefits

SANDAG intends to maintain the employee benefits program in FY 2023. Costs related to pension plan contributions and health insurance benefits have increased and these are reflected in the Draft Budget. As discussed above, the Draft Budget also includes an increase of approximately $354,200 for salary-based benefits associated with the proposed compensation adjustment pool.

The benefits budget also includes contributions to two IRC Section 115 tax-exempt trusts established as a means for saving for future pension costs and OPEB (Other Post-Employment Benefits/retiree health insurance contributions) obligations. The pension pre-funding trust was established in FY 2017 with an initial contribution of $3.5 million. A $1 million contribution has been made in each subsequent fiscal year, and as of December 31, 2021, the Trust had a balance of $13,037,659. In keeping with the commitment to contribute funds to this trust each year, a $750,000 contribution is recommended as part of the FY 2023 Draft Program Budget. Staff expect the Final FY 2023 Budget will reflect a $1 million contribution to the Trust once funding availability is confirmed. SANDAG also participates in the CERBT (California Employers' Retiree Benefit Trust), administered by CalPERS to fund OPEB. Since joining the CERBT in 2009, SANDAG has made the full, actuarily recommended contribution each year. As of December 31, 2021, SANDAG's balance in the CERBT was $7,634,300; the recommended contribution for FY 2023 is $716,400.



* Assumes CalPERS earns its estimated rate of return of 6.8% annually and the Pension Pre-Funding Trust earns 7% annually.

Purchase Card Audit Action Plan

Overview

SANDAG is taking several actions to strengthen the processes and controls related to staff's use of credit cards in response to the recent Purchase Card (P-card) Audit completed by the Office of the Independent Performance Auditor.

Regular updates describing progress on the P-Card Action Plan will be provided to the Audit Committee and Board of Directors. In addition, staff intend to provide regular summary reports to the Audit Committee and/or Board regarding the use of SANDAG-issued credit cards.

Action: **Discussion**

Staff will provide an update on actions being taken in response to the Purchase Card Audit.

Fiscal Impact:

The Audit Action Plan includes activities that may incur expenses. It is expected that any costs will be covered by the FY 2022 program budget.

Schedule/Scope Impact:

The Audit Action Plan will be completed by June 2022.

Key Considerations

At its meeting on March 11, 2022, the SANDAG Board approved an Action Plan for staff to improve procedures and controls and provide a framework for strengthening the agency's P-Card program.

A key component of the Action Plan is to update the SANDAG purchase card policy. Staff are also developing additional policies and procedures to address findings in the audit related to the purchase of food and beverage for business meals, meetings, and events. While staff continue to work through these updates, interim actions have been taken to improve certain practices and ensure employees fully understand their responsibilities with respect to the P-Card Program.

- SANDAG-issued credit cards: Ten cards have been de-activated, leaving a total of six agency credit cards to be used by designated and trained staff.
- Allowable purchases: Interim guidance has been provided to card holders and authorized transaction approvers to clarify allowable purchases and reinforce the processes and procedures that are to be followed.
- Corrective actions: Staff are reviewing past transactions to determine whether any remedial or corrective action is necessary based on the findings from the audit.
- Procurement activities: A review of options to access software and online services and obtain various types of hardware through catalogs, cooperative purchasing agreements, etc. is underway to reduce the need to use credit cards for these purposes in the future.

Next Steps

Management will continue to proactively engage the Office of the Independent Performance Auditor to review and provide input on proposed changes to policies and processes and ensure these are most effective in addressing the audit findings.

Hasan Ikhrata, Chief Executive Officer

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2022 Citizens' Initiative: The San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance

Overview

At the March 11, 2022, Board of Directors meeting, staff was directed to analyze and present a report related to the 2022 citizens' initiative known as the San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance. If passed, the citizens' initiative would fund transportation projects in the San Diego region. Staff will provide an overview of the citizens' initiative process and publicly available information on the San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance.

Action: **Information**

Staff will provide an overview of the citizens' initiative process and information that is publicly available on the San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance.

Fiscal Impact:

None.

Schedule/Scope Impact:

None.

Key Considerations

California courts have long recognized that public agencies play an important role in providing impartial information and analysis regarding ballot measures. The use of public resources for advocacy or campaign activites, however, is strictly prohibited.

As stated by one court, a public entity may permissibly prepare analytical reports regarding the impact that passage or defeat of a ballot measure would have on services provided by the entity, and may also develop and inform the public of the agency's opinion on the merits of a pending ballot measure.[1] The informative role to be played by a public agency must involve a "fair presentation of the facts" which "will necessarily include all consequences, good and bad, of the proposal."[2]

Conversely, using public resources for communications that expressly advocate a particular result in an election is prohibited. Government Code 54964 expressly prohibits the use of public resources to support or oppose the approval or rejection of a ballot measure, or the election or defeat of a candidate, by the voters. As applied, courts have held that while public agencies may provide accurate, factual, and impartial information to the public about a ballot measure, they may not expressly advocate for a "Yes" or "No" vote on the measure, or disseminate information in a manner, style, tenor, or tone that urges a particular vote.[3]

[1] Vargas v. City of Salinas, 46 Cal. 4th 1
[2] Stanson v. Mott, 17 Cal. 3d 206
[3] Stanson v. Mott, 17 Cal. 3d 206

The Board-adopted 2021 Regional Plan provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements; address traffic congestion; and create equal access to jobs, education, healthcare, and other community resources. SANDAG is required by state and federal law to develop a funding strategy that identifies all reasonably anticipated reveneus over the life of the Regional Plan. The 2021 Regional Plan funding strategy (Appendix V: Funding and Revenues) includes three potential half-cent measures with the first one anticipated to follow the 2022 election.

On November 2, 2021, a citizens' initiative was filed by the "Let's Go San Diego" Coalition with the San Diego County Board of Supervisors. Citizens' initiatives will not be submitted to the voters unless the measure has qualified through the signing of a petition by a certain percentage of the registered voters. A citizens' initative must receive a majority of the total votes cast in an election in order to pass. If adopted by the voters, the initiative would become law and could not be amended other than by a vote of the people.

Staff reviewed ordinance materials available on the Let's Go San Diego website and concluded that the proposed expenditure plan is consistent with transportation projects in the 2021 Regional Plan. Staff will present additional analysis of the proposed expenditure plan's potential impact on the 2021 Regional Plan projects and priorities.

Next Steps

Should the San Diego County Improvement Measure for Traffic Relief, Infrastructure and Safety Ordinance qualify for the November 8, 2022, ballot, SANDAG staff will return to the Board of Directors with a more in-depth overview of the potential impacts of the revenue.

Hasan Ikhrata, Chief Executive Officer/Director

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