

SANDAG

FISCAL YEAR

2024

PROGRAM BUDGET

SANDAG.org

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Proposed Final 2024 SANDAG Program Budget

(Including the Overall Work Program)

May 12, 2023

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](https://sandag.org)

Abstract

Title: Proposed Final FY 2024 SANDAG Program Budget
(including Overall Work Program)

Author: San Diego Association of Governments (SANDAG)

Subject: SANDAG Program Budget and Overall Work Program

Date: May 12, 2023

Local Planning Agency: San Diego Association of Governments

Source of Copies: San Diego Association of Governments
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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 2024, 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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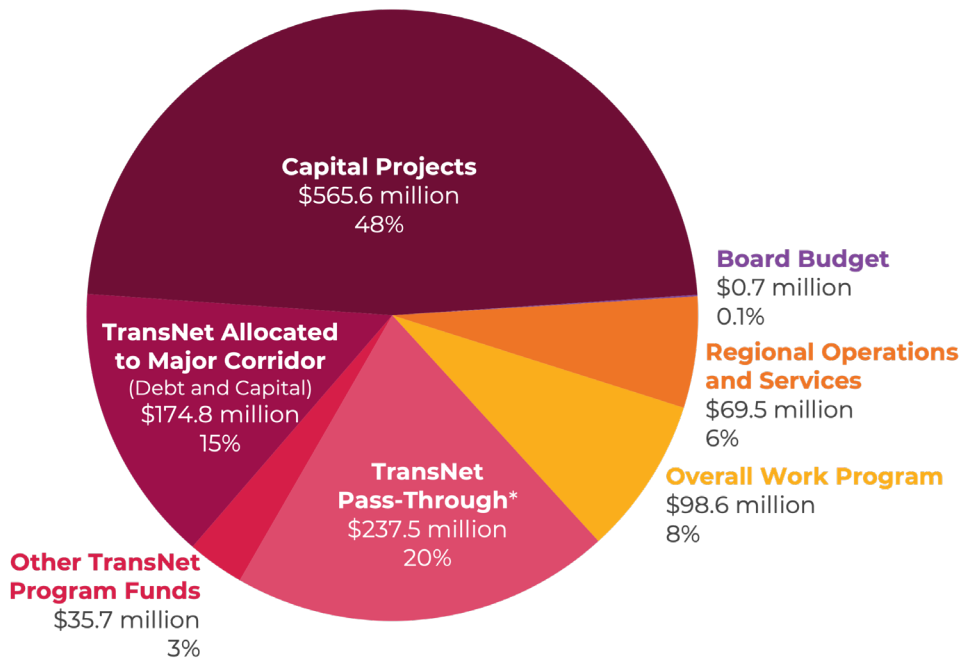
CHAPTER 1

Budget Overview

This budget document reflects the action SANDAG will take in FY 2024 to help fulfill our region's needs. Our projects and programs provide accessible transportation options, affordable housing, informative data, and much more. They preserve our natural resources and mitigate the effects of climate change. Chapter 1 explains how SANDAG operates, outlines our plan, and provides context for the following chapters.

Budget Overview

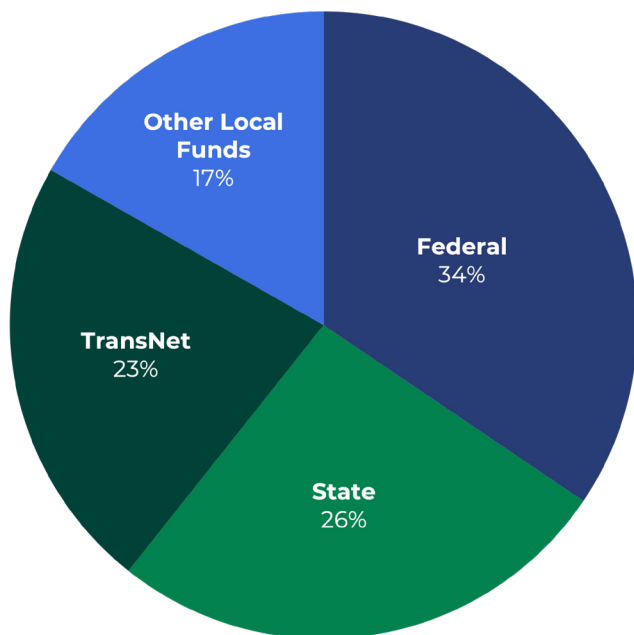
Total Budget Breakdown



*Pass-through funds go to local jurisdictions and transit operators.
 NOTE: Totals include administration budget which is allocated to the above programs/projects.

Budget Revenue

for Overall Work Program, Capital Projects, and Regional Operations and Services

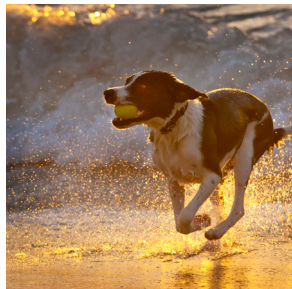
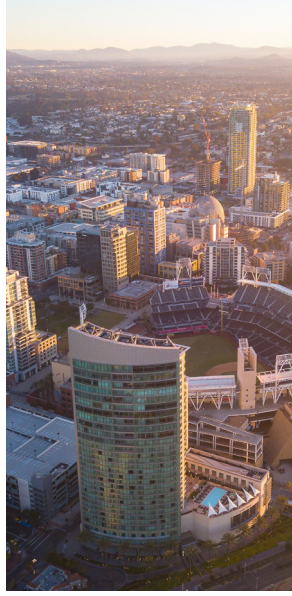
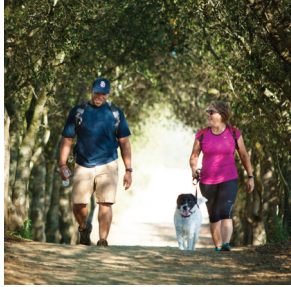


221 Total Projects

Major Work Efforts

- ▶ Regional Plan amendment
- ▶ Youth Opportunity Pass pilot program
- ▶ New forecast and modeling tools for the 2025 Regional Plan
- ▶ Del Mar Bluffs stabilization
- ▶ Central Mobility Hub
- ▶ SR 11 and Otay Mesa East Port of Entry
- ▶ Smart Connections initiative
- ▶ Purple Line conceptual studies
- ▶ Blue Line corridor feasibility study of express-level transit services
- ▶ ARJIS maintenance and support
- ▶ Criminal Justice
- ▶ Freeway Service Patrol
- ▶ Motorist Aid Call Box program
- ▶ I-15 FasTrak® Value Pricing Program
- ▶ SR 125 facility operations
- ▶ 511 Advanced Traveler Information Service
- ▶ Transportation Demand Management programs
- ▶ Local jurisdiction improvements
- ▶ Transit system/BRT improvements and operations
- ▶ Major corridor improvements
- ▶ Border access improvements
- ▶ Bikeways
- ▶ Smart Growth Incentive Program
- ▶ Senior Service and ADA
- ▶ Environmental Mitigation Program

Introduction



Our Vision

Pursuing a brighter future for all

Our Mission

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

Our Commitment to Equity

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

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

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

About the San Diego Region

The San Diego region is home to more than 3.3 million people within 18 cities, the County of San Diego, and 17 federally recognized Tribal Governments. Located along the U.S.-Mexico border, the San Diego region benefits from a rich economic, social, historical, and cultural exchange through the daily flow of people and goods across the international border.

It is truly a remarkable place for all, with unique coastlines, canyons, mesas, grasslands, forests, agricultural lands, and deserts. The San Diego region hosts strategically located sea and land ports of entry, the U.S. Navy's prestigious Pacific Fleet, renowned higher education institutions, and a diverse economy rooted in technology, research, national defense, and tourism.

About SANDAG

Using data and technology to inform our planning, SANDAG connects people, places, and innovative ideas by building projects with the San Diego region's unique and diverse communities. Our projects aim to improve mobility and promote equity, economic growth, and sustainable communities.

SANDAG provides a forum for regional decision making and is governed by a Board of Directors. SANDAG serves the San Diego region through several designations which you can read more about in the Organizational Structure section of this chapter.



Organizational Structure

Overall Authority, Responsibilities, and Mandates

SANDAG has several federal, state, and local designations that form the framework for what we do. Below are some of SANDAG’s most important designations and critical responsibilities. You can find SANDAG’s governing legislation and a complete list of our mandates and designations on our website at sandag.org/about/bylaws-and-policies.

Federal Designations

Metropolitan Planning Organization (MPO): Every major region throughout the country is required to have an MPO. As the San Diego region’s MPO, SANDAG is one of 18 in California. In this role, we are required to have a long-range, comprehensive Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP). This role also allows us to receive formula federal funds.

Some of SANDAG’s other federal designations include:

- ▶ Co-Lead Agency for Air Quality Planning (federal and state)
- ▶ Area-Wide Clearinghouse (federal and state)

The Federal Land Management Agencies (FLMAs) in our region include: the Bureau of Indian Affairs, U.S. Forest Service, National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management, Bureau of Reclamation, and the Department of Defense (including the U.S. Army Corps of Engineers and Military Surface Deployment and Distribution Command). SANDAG and its member agencies coordinate with all applicable FLMAs in the San Diego region affected by the various transportation projects included in this budget. We anticipate that the Department of Defense and U.S Fish and Wildlife will be contacted most frequently.

State Designations

Regional Transportation Planning and Fund Allocation Agency: As the regional transportation planning agency, SANDAG adopts the RTP 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 \$205 million in FY 2024).

San Diego Regional Consolidated Agency: This designation consolidated regionally significant transit planning, programming, project development, and construction into SANDAG. Day-to-day operations responsibilities remain with the existing transit operators. SANDAG is also authorized by statute to place a ballot measure before the voters and use revenues from the sales tax to provide infrastructure that maintains and improves the region’s quality of life. Examples include habitat conservation, shoreline preservation, water quality enhancement, and public transit.

Some of SANDAG’s other state designations include:

- ▶ Co-Lead Agency for Air Quality Planning (federal and state)
- ▶ Area-Wide Clearinghouse (federal and state)
- ▶ Housing
- ▶ Otay Mesa East Toll Facility Act
- ▶ Congestion Management Agency (state and local)

Local Designations

Council of Governments: 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.

San Diego County Regional Transportation Commission (Local and Voter Approval): In this role, SANDAG administers the local half-cent sales tax, TransNet, for transportation purposes including oversight and funding. In FY 2023, TransNet brought in approximately \$443 million.

Regional Toll Authority (Congestion Management and Infrastructure Financing): In this role, SANDAG is responsible for the delivery and operation of pricing programs such as the Interstate 15 Express Lanes and future managed lanes. 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 (ARJIS): The purpose of the 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 officer and public safety.

Freeway Service Patrol Administration: In this capacity, SANDAG provides rapid assistance to stranded motorists during peak traffic periods on various highways. This service reduces congestion and increases safety.

Some of SANDAG's other local designations include:

- ▶ Congestion Management Agency (state and local)
- ▶ Regional Census Data Center
- ▶ Regional Criminal Justice Clearinghouse

Other Designations:

- ▶ North County Multiple Habitat Conservation Program
- ▶ Successor Agency for the San Diego Service Authority for Freeway Emergencies
- ▶ Regional Transportation Demand Management Program Administration
- ▶ State Route 125 Toll Facility
- ▶ Intergovernmental Review
- ▶ Regional Information System
- ▶ SANDAG Service Bureau
- ▶ Fee-for-Services
- ▶ Master Agreement with Caltrans
- ▶ Memoranda of Understanding with Member Agency(ies)
- ▶ Memoranda of Understanding with Metropolitan Transit System and North County Transit District
- ▶ Local, State, or Federal Grant Conditions
- ▶ Regional Beach Sand Replenishment Program



Board and Committee Structure

The Board of Directors is made up of elected officials from the region’s 18 city councils and the County Board of Supervisors. As the governing body of the agency, the Board carries out various responsibilities mandated by the agency’s designations (see Overall Authority, Responsibilities, and Mandates on previous page) and sets agency direction, revises policies, and discusses priorities for budget resources. Board members are elected officials—mayors, city councilmembers, and county supervisors—selected by their peers from each of the 19 jurisdictions.

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.

To help SANDAG address key public policy and funding responsibilities, the Board has delegated certain responsibilities to six Policy Advisory Committees (PACs) that are focused on distinct issue areas. All items delegated to the PACs are subject to Board ratification.

Find out more about our Board of Directors on our website at sandag.org/meetings-and-events/board-of-directors.



SANDAG Board Leadership: (Calendar Years 2023-2024)



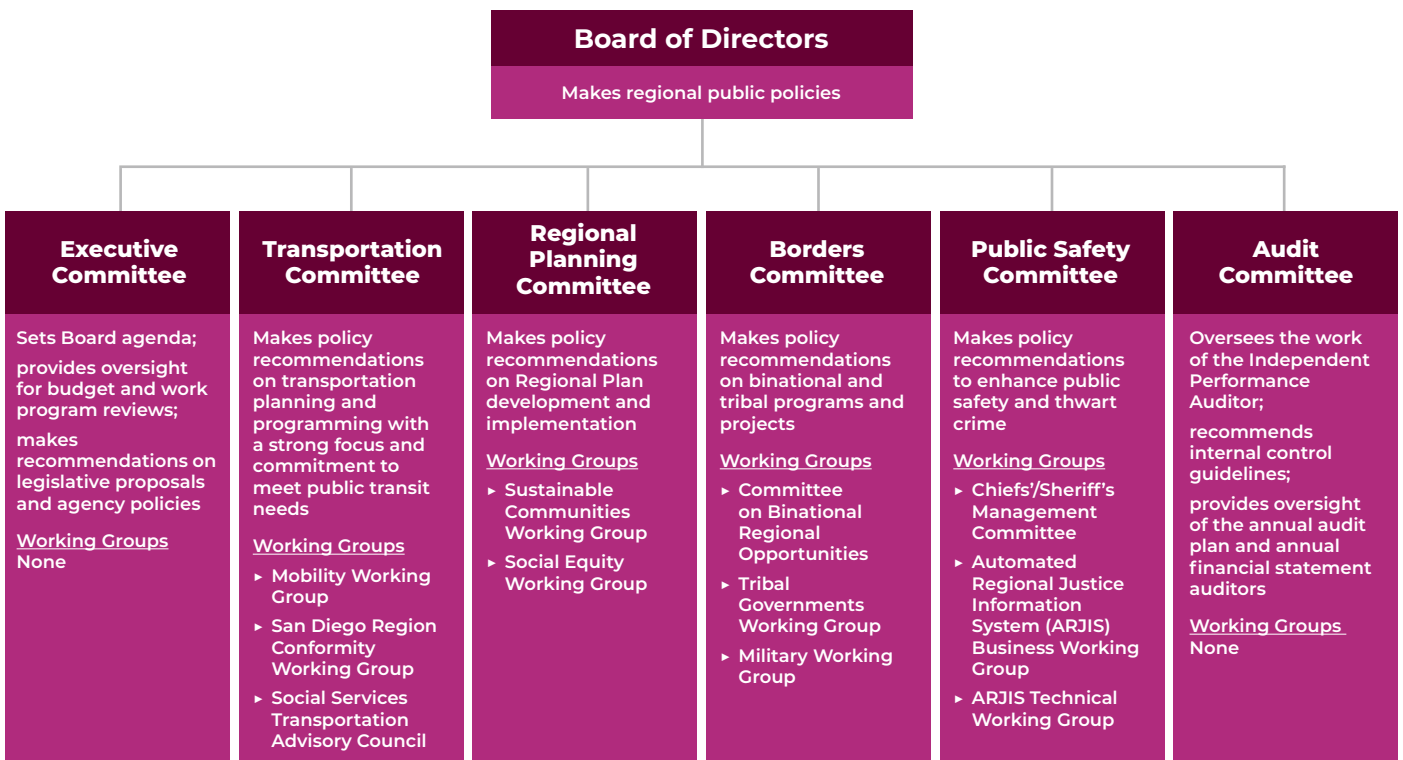
Chairwoman
Hon. Nora Vargas
County of San Diego



First Vice Chair
Hon. Sean Elo-Rivera
City of San Diego



Second Vice Chair
Hon. Lesa Heebner
City of Solana Beach





Board Voting

A majority of the 19 member agencies constitutes a quorum for the transaction of business. Most matters are decided by a simple tally vote, where each of the Board Members present has one vote. After a tally vote, two Board Members may call for a weighted vote (unless otherwise required by law). The weighted vote procedure requires the vote of at least four Board Members representing separate Member Agencies and at least 51 percent of the total weighted vote. When these requirements are met, the weighted vote supersedes the tally vote. Additionally, electing the Chair and First Vice Chair of the Board requires the use of the weighted vote procedure.

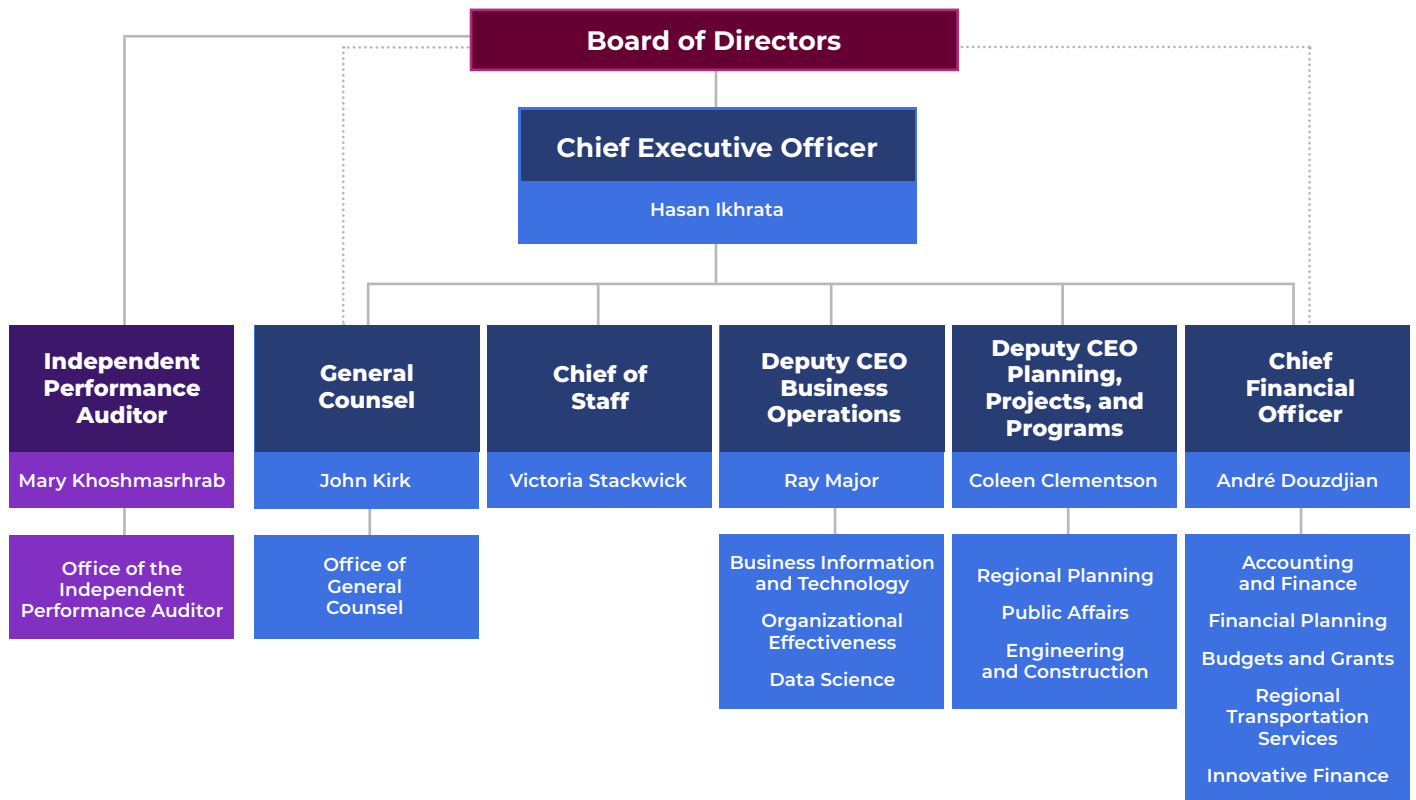
Pursuant to Public Utilities Code Section 132351.2, each agency must have at least one vote, there are no fractional votes, and no agency may have more than 50 votes. The weighted vote distribution must equal 100 votes in total. It is calculated each spring based on California Department of Finance population figures each year.

Distribution of weighted votes as of May 1, 2023

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

Staff Structure

SANDAG is one of the nation's most recognized regional planning agencies. We have more than 400 employees with expertise in a broad range of professional, technical, and business support functions. The CEO of SANDAG reports directly to the Board.



Milestones

2022 Milestones

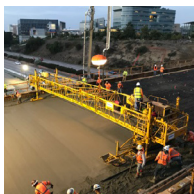
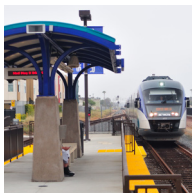
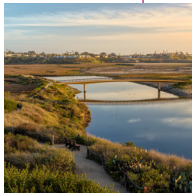
These are some of SANDAG's major milestones from calendar year 2022. Visit sandag.org/2022annualreport to see our complete recap.

2022

- Launched the Regional Digital Infrastructure Taskforce
- Kicked off Housing Policy Forum series and, in collaboration with SCAG, hosted three virtual housing forums
- Created a Housing Task Force and Regional Equitable Housing Subcommittee to explore potential regional housing financing models
- Celebrated ribbon cuttings on Fourth & Fifth Avenue Bikeways, Georgia – Meade Bikeway, Landis Bikeway—SANDAG's first on-street bikeway projects—and the El Portal undercrossing project
- Created a Local Jurisdiction Technical Assistance program, the Housing Policy and Leadership Academy, the Housing Policy and Planning Tool, and worked on an Anti-Displacement Strategy
- Launched the Open Data Portal, making a variety of data available, including highway traffic volumes, regional crime data mapping, and population estimates
- Completed six environmental mitigation projects
- Partnered with NCTD and the City of Del Mar to complete emergency repairs to the Del Mar Bluffs within 15 months of a collapse in February 2021
- Launched the Youth Opportunity Pass pilot program in partnership with MTS, NCTD, and the County of San Diego, distributing more than 21,000 free transit passes to riders age 18 and under
- Released the first call for Housing Acceleration Grant Program projects and awarded \$1.9 million to seven local jurisdictions
- Secured \$27 million in federal funding to replace the 100-year-old single-track San Luis Rey River Bridge, which will add more than ten miles of double track to the LOSSAN Corridor in Oceanside
- Completed project design for the Del Mar Bluffs stabilization project and gained approval for Federal Coastal Consistency Certification from the California Coastal Commission
- Completed the first phase of the North Coast Corridor program, opening the new San Elijo Lagoon bridge and suspended bike and pedestrian bridge under the I-5, nine miles of new carpool lanes on the I-5, and double-tracking projects to improve the LOSSAN Rail Corridor
- Launched the Get Connected Campaign in partnership with the County of San Diego, the City of San Diego, and 211 San Diego to increase awareness of resources that help people connect to the internet
- Released a call for projects for the Specialized Transportation Grant Program, making approximately \$7.9 million available for specialized transportation grants
- Opened the southbound SR 125 to westbound SR 905 connector ramp in Otay Mesa
- Adopted a resolution to create a Vision Zero Action Plan to guide regional transportation safety efforts
- Celebrated the historic groundbreaking of the Otay Mesa East project
- Opened a record-breaking 11 miles of new bikeways and broke ground on nearly five more miles between the Pershing Bikeway and Barrio Logan segment of the Bayshore Bikeway
- Received \$300 million in the state budget for the LOSSAN Rail Realignment project in Del Mar
- Received an award for \$150 million in partnership with Caltrans from the federal INFRA grant program to help fund the Otay Mesa East Port of Entry project
- Facilitated the signing of a binational Toll Revenue Sharing Agreement between California and Mexico for the Otay Mesa East Port of Entry project
- Completed highway construction improvements for I-805/SR 94 Bus on Shoulder Demonstration Project and started a three-year demonstration project
- Completed 12 Active Transportation Program and Smart Growth Incentive Program projects and moved forward with many more that received funding in past years
- Awarded \$2.4 million in funding to 19 environmental mitigation projects

Historical Milestones

For a complete list of historical milestones, visit sandag.org/about/milestones.



2021

- Adopted the 2021 Regional Plan
- Completed the Mid-Coast Extension of the UC San Diego Blue Line Trolley on time and within budget
- Completed the Rose Creek Bikeway project
- Completed phase 2 of the Inland Rail Trail
- Broke ground on phase 1 of the SANDAG and Caltrans I-5 North Coast Corridor Program
- Completed construction on Bus on Shoulder project
- Completed construction for the I-805 Corridor Enhancement projects
- Completed nine SANDAG-funded grant projects throughout the region

2020

- Completed construction on phase 4 of the Del Mar Bluffs stabilization project
- Completed several construction milestones on the Mid-Coast Trolley Corridor Transit project
- Opened a new southbound I-5 auxiliary lane
- Completed three miles of the Inland Rail Trail
- Broke ground on the Fourth & Fifth Avenue Bikeways project
- Funded restoration of the San Elijo Lagoon through the TransNet Environmental Mitigation Program

2019

- Launched South Bay *Rapid*
- Broke ground on the final segment of the future SR 11
- Began construction on the Georgia – Meade and Landis Bikeways
- Hired the agency's first Independent Performance Auditor
- Launched Census 2020 outreach efforts

2018

- Completed construction on State Route 15 Mid-City Centerline *Rapid* Transit Stations project
- Completed construction on the third and final phase of SuperLoop *Rapid* station
- Broke ground on the Poinsettia Station Improvements project
- Began service on a new double-tracked rail bridge over the San Elijo Lagoon
- Celebrated completion of the \$117.4 million I-5/Genesee Avenue Interchange Project
- Began work on five sound wall segments along I-805
- Acquired Deer Canyon East (nearly 112 acres) to be restored to wetland habitat and preserved as open space

2017

- Launched a Carpool Incentive Pilot with Waze Carpool
- Completed \$28.1 million in improvements to the Oceanside Transit Center
- Began construction on the Gilman Drive Bridge
- Completed construction on the eastern segment of SR 76
- Completed construction on the SR 15 Commuter Bikeway
- Received \$45 million from the State of California for the SR 11 Otay Mesa East Port of Entry project

Projects and Programs

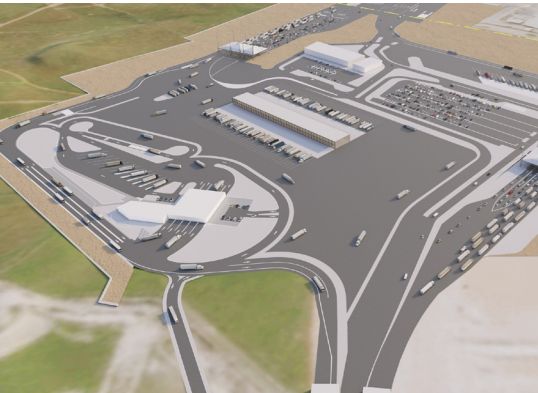
The Regional Plan, which is updated every four years, is the guiding document for much of SANDAG's work. The priority projects and key initiatives listed below are major activities taking place in FY 2024 to advance implementation of the Regional Plan in partnership with the community and stakeholder agencies.

Updates to the Regional Plan use a data-driven planning process that continues to build on the 5 Big Moves and feedback we have received from the Board and public. The 2025 update will be guided by input from our diverse communities, agency partners, Board, Policy Advisory Committees, and working groups. Recommendations provided by the California Air Resources Board (CARB) in their "Evaluation of the San Diego Association of Governments' SB 375 2021 Sustainable Communities Strategy" will also provide critical input.

As the 2025 update takes shape, we will conduct a robust engagement process that brings along all stakeholders at every stage. An update of our Public Involvement Plan (PIP) and input from our Social Equity Working Group and community-based partners will help guide these efforts. Find out more at sandag.org/regionalplan.

Priority Projects

SANDAG is continually working to fulfill our commitment to the people of this region through major infrastructure projects. In each of our priority project descriptions below, we've identified the primary phase for FY 2024. While in the "plan" phase, we study viable options and propose potential solutions. In the "analyze" phase, we conduct environmental clearance work, review state and federal requirements, and evaluate the impact of the project on social equity. In the "pilot" phase, we run test projects and begin preparations for the full project. For projects in the "design" phase, staff and consultants put together tangible plans. The "build" phase includes bidding, engineering, and construction.



Otay Mesa East Port of Entry

Mexico is California's number one trading partner, fueling commerce and economic opportunity throughout the San Diego-Baja California binational region. The Otay Mesa East Port of Entry will create a modern border crossing that will strengthen border security and safety, bolster the binational economy, enhance mobility and efficiency, and foster innovative technology solutions, all while improving regional air quality. Read our 2022 Milestones section to learn about recent progress on this project. You can also find out more at sandag.org/ome.

Project Phase: PLAN ANALYZE PILOT DESIGN BUILD



Airport Transit Connection: Central Mobility Hub

The 2021 Regional Plan includes a connected network of "right-sized" Mobility Hubs near major residential, job, and activity centers. The Central Mobility Hub project will bring together all modes of transit (bus, Trolley, *Rapid*, COASTER, and Amtrak) and provide fast and convenient connections to San Diego International Airport. As one of the region's primary transit centers, it will improve regional mobility while increasing transit ridership, reducing traffic, and advancing climate action goals. It will also boost economic development by supporting new opportunities for housing and revitalized public space. This project achieves several long-standing objectives and helps the San Diego region live up to its potential. Read our 2022 Milestones section to learn about recent progress on this project. You can also find out more at sandag.org/cmh.

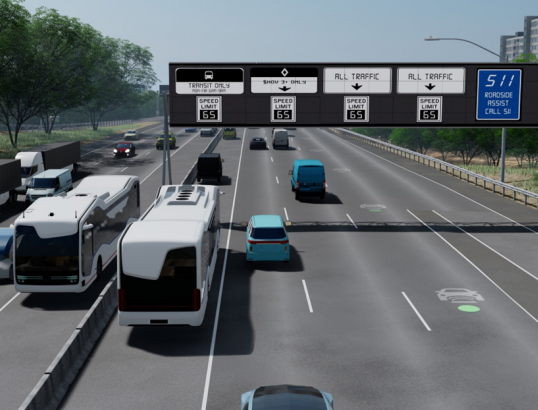
Project Phase: PLAN ANALYZE PILOT DESIGN BUILD



LOSSAN Corridor/Del Mar Bluffs

The LOSSAN Corridor is the second busiest intercity rail corridor in the nation and the only viable rail freight link to the rest of the country. It moves 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 (STRACNET) 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. SANDAG continues to move forward with double tracking the corridor and stabilizing the Del Mar Bluffs while long-term plans to relocate the tracks are implemented. Read our 2022 Milestones section to learn about recent progress on this project. You can also find out more at sandag.org/lossan.

Project Phase: **PLAN** ANALYZE PILOT DESIGN **BUILD**



Smart Connections

Smart Connections are all about using data and technology to provide choices for people trying to get to the places that matter most. Whether driving, riding, rolling, or walking, the goal is to reduce gridlock and keep our region running smoothly and safely for decades to come. Smart Connections make the smartest use of taxpayer money by getting the most out of the infrastructure we already have in place. The ways we do that might include customizing lane usage based on traffic, providing right-sized, on-demand ride services, and creating more access to transit options.

Project Phase: **PLAN** ANALYZE PILOT DESIGN **BUILD**



Blue Line Expansion

The Blue Line Trolley was the first in the system. In 2021, we added 11 more miles to the line, extending it from San Ysidro through downtown San Diego all the way to UTC. We continue to hear from the community about how the Blue Line can better serve this region's residents. Possible improvements include taking the Trolley across the border, working with private partners to provide first- and last-mile connections, building a San Ysidro Mobility Hub, and providing a safer, more comfortable, and convenient ride with added express options. While we work on these long-term improvements, more bus routes and services can meet the needs now.

Project Phase: **PLAN** ANALYZE PILOT DESIGN **BUILD**



Purple Line Study

The Purple Line is a new, high-speed transit line designed to connect the most populated areas of our region with major job centers. This high-capacity train will carry people from San Ysidro to Sorrento Mesa via National City, City Heights, and Kearny Mesa. Near-term, relief may come in the form of rapid buses and other corridor improvements. Long-term, this transit line will transform the San Diego region by connecting Mobility Hubs and biking/walking paths to provide a fast and useful transit option to tens of thousands of residents.

Project Phase: **PLAN** ANALYZE PILOT DESIGN **BUILD**

Key Initiatives

Many of the San Diego region's transportation challenges are deeply connected to larger societal issues that impact everyone's quality of life. These include economic and social inequities, climate change, public health, and safety. To address the many challenges that face our region, SANDAG is leading several initiatives focused on mobility options, increased safety, and access to opportunities. Our key initiatives focus not only on transportation, but also access to internet, affordable housing efforts, and expanding equity and sustainability opportunities. By partnering with our community members—from businesses to elected officials—we can ensure that all our efforts are grounded in what's important to our communities.



Digital Equity

The Digital Equity Program seeks to close the digital divide and ensure everyone has equal access to educational, economic, and social opportunities through a reliable, affordable internet connection. In 2021 SANDAG adopted the Regional Digital Equity Strategy and Action Plan. Since then, the Digital Equity Program has led many efforts in collaboration with state and local partners to raise awareness of available resources that help residents connect to the internet and build out the broadband infrastructure system in the region. Find more information about this at sandag.org/digitalequity.



Transit Equity and Youth Opportunity Pass

The Transit Equity Pilot was formed based on recommendations from the SANDAG Regional Plan Social Equity Working Group (SEWG). The program includes the Youth Opportunity Pass pilot program, collaboration with community-based organizations (CBOs) to educate youth and families about transit options in their neighborhood, and a research study to evaluate the benefits of the pilot. The Youth Opportunity Pass (YOP) pilot program is providing free transit rides for anyone age 18 and under in the San Diego region. Find more information about this at sandag.org/yop.



Housing Acceleration Program

The Housing Acceleration Program promotes fair and equitable housing for all by working to increase affordable housing production, prevent displacement, provide technical assistance and educational outreach, and provide financial resources to local jurisdictions. Find more information about this at sandag.org/housing.



Regional Bike Network

The Regional Bike Network connects the region with safe, accessible bikeways that encourage active transportation and provide convenient routes within and between communities. As of December 2022, SANDAG has built 23 miles of bikeways as part of the Regional Bike Plan Early Action Program. By 2028, we will more than double that number. Find more information about this at sandag.org/bikes.



Safety and Vision Zero

Our streets should be safe for everyone. That's why the SANDAG Board of Directors adopted a Regional Vision Zero Resolution with the intention of eliminating all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility options. Vision Zero rejects the idea that traffic crashes are inevitable and instead views them as preventable incidents. The plan will recommend proven roadway safety strategies including context-sensitive designs to accommodate a variety of travel modes, safer speeds, and education around responsible travel behavior. Find more information about this at sandag.org/visionzero.



People, Processes, and Technology

In FY 2024, SANDAG will invest in new technologies, our employees, and agency process improvements to ensure we are efficient, effective, and ultimately, a world-class agency. We will streamline our processes, putting into practice what we've learned from our audits. And by bringing on the proper skill sets and training our staff, we will continue to be an innovative and data-driven agency.



Data, Research, and Analytics

SANDAG conducts original research, ensures data quality, and maintains a tremendous amount of data. We also take advantage of emerging datasets to better understand the needs of the region. We then translate data into actionable information. SANDAG's data is used to prepare transportation models, create economic forecasts, and make spatial data, web applications, and maps. Unlike most other MPOs, SANDAG also compiles public safety data and conducts independent evaluations of public safety and health programs, offering additional insight about quality-of-life issues that cross jurisdictional boundaries. Through our Open Data Portal, we are committed to making data publicly and readily available. This portal is a broad community resource used by member agencies, local governments, academic institutions, tribes, community-based organizations, stakeholders, and the public. Find more information about this at sandag.org/data.



Partners

Coordinating Agencies

Through working agreements with local, state, federal, and tribal governments, as well as regional transit agencies, SANDAG ensures the achievement of regional goals. As the region’s consolidated agency and the sole state and federal grant clearinghouse, SANDAG fosters regional coordination. This approach results in access to the best technical expertise, plans that more accurately reflect the needs of our diverse region, and community support. Working groups and task forces comprised of residents, stakeholders, and community organizations are also key partners.

Examples of agencies with whom we coordinate and collaborate include MTS, NCTD, the California Air Resources Board, Caltrans District 11, peer MPOs, the U.S. Department of Defense, the Republic of Mexico, and many others. To find out more, visit our website at sandag.org/about/work-with-us/our-project-partners.

Federal Certification Process

Federal metropolitan transportation planning regulations require annual certification that SANDAG’s planning process conforms with all applicable federal requirements. 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 OWP² that meet the necessary federal requirements.
- ▶ The RTP and RTIP must be consistent with the regionally adopted air quality plan.²

SANDAG provides the appropriate documents and endorsements to Caltrans and maintains file copies. As a part of the annual Program Budget and OWP adoption process, the Board makes the required certification finding. The finding is then transmitted to Caltrans, the Federal Highway Administration, 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.

Setting Targets and Selecting Projects

SANDAG follows the Code of Federal Regulations (23 CFR Part 450) to set federal performance targets for timing, data use, and performance monitoring. Working groups, PACs, and transit providers also contribute input. SANDAG incorporates performance data—measured against federal performance targets, as well as social equity and quality of life metrics—into planning and programming efforts through network analysis and project phasing. The Transportation Improvement Program helps implement regional planning efforts while ensuring that national performance goals are met.

¹23 U.S.C. 134, 49 U.S.C. 1607

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



Public Participation Process

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, underrepresented, and systemically marginalized. Public outreach efforts are guided by SANDAG Board Policy No. 025, Public Participation Plan Policy (PPP, available at sandag.org/legal), the agency's commitment to equity (sandag.org/equity), and our Language Assistance Plan (LAP, sandag.org/LAP). The PPP establishes a process for communicating with and obtaining input from the public concerning agency programs, projects, and funding. It addresses Title VI and related nondiscrimination requirements and reflects the principles of transparency, social equity, and environmental justice. Included in the PPP 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. As required by the Federal Transit Administration, the LAP identifies language groups in the San Diego region which may need additional support and how language assistance—comprised of translation and interpretation services—is provided to people with limited English proficiency.

SANDAG has an obligation to eliminate disparities and ensure that safe, healthy, accessible, and inclusive opportunities to get involved are available to everyone. SANDAG strives for equitable public involvement by providing a variety of opportunities to connect. All members of the public are invited to:

- ▶ Serve on committees or working groups
- ▶ Attend public hearings, workshops, and community meetings which are held virtually and/or in person
- ▶ Provide feedback through surveys, phone hotlines, our website, written correspondence, etc.
- ▶ Engage with us through our website, social media, and in-person events such as community fairs and workshops
- ▶ Learn more through fact sheets, reports, emails, and other publications

SANDAG also reaches out to the public through partnerships with community-based organizations, special presentations, signage, and more. The goal is that all members of the public, from a wide variety of backgrounds, have the opportunity to weigh in and are informed about how SANDAG work efforts affect them. We attempt to present technical and policy issues in approachable terms, and additional information is available through our Public Information Office (pio@sandag.org) or at sandag.org. Materials may be provided in alternate formats upon request with at least 72 hours' notice. Special accommodations include translated materials and interpretation (sandag.org/languageassistance) and closed captioning and other ADA compliant formats (ada.coordinator@sandag.org).

About this Budget

Budget Components

SANDAG adopts an annual program budget, which is a comprehensive financial summary of the agency's activities and includes a multi-year capital program. The budget sets out our planned activities, illustrates how our work aligns with the priorities of our member agencies, and positions us to serve the region through the delivery of major infrastructure projects, policy initiatives, and regional services. There are three primary components of the program budget.

Overall Work Program

The Overall Work Program (OWP) is an inventory of the regional planning projects and programs that will be undertaken during the fiscal year. Examples of this work include the Regional Plan and Data and Modeling services. The OWP includes a summary of local, state, and federal funding sources to support these work efforts. Find more in chapter 2.

Regional Operations and Services

This component of the budget provides management of ongoing operational programs and customer services that deliver enhanced mobility and public safety services. It provides for maintenance and support of intelligent transportation and regional law enforcement data systems that support travelers and public safety agencies in the San Diego region. Examples of this work include management of the SR 125 Toll Road, Freeway Service Patrol, and the SANDAG Vanpool program. Find more in chapter 3.

Capital Projects

The capital projects budget is the largest component of the SANDAG Program Budget, and it's a direct result of state legislation that made SANDAG the responsible agency for construction of major regional transit facilities. This component of the budget includes the multi-year TransNet Major Corridor and Regional Bikeway Program and other transit and capital improvements. Examples of this work include the LOSSAN Rail Realignment, North Coast Corridor Program, bike infrastructure, and Otay Mesa East Port of Entry projects. Find more in chapter 5.

Other Expenses

Internal operations costs are incorporated into the projects outlined in the three primary components listed above. More detail on administrative, information technology, human resources, and Board budgets can be found in chapters 6–9.

Funding

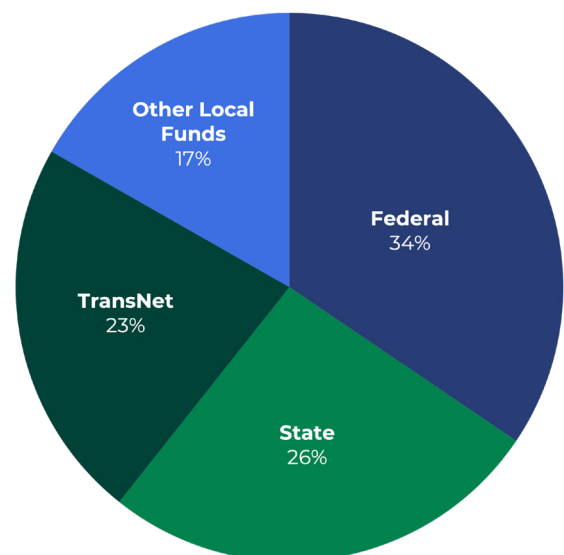
State, federal, and local revenues represent the majority of the budget for our primary budget components, with TransNet sales tax accounting for 23%. Additionally, the 19 SANDAG member jurisdictions are assessed a fee according to population. Assessments fund Board expenses, the Office of the Independent Performance Auditor, government relations, criminal justice clearinghouse reporting, and other regional planning efforts. Member agency assessments will account for \$1.3 million in FY 2024.

For more than three decades, TransNet has been the driving force for improving transportation infrastructure in the San Diego region. TransNet is the half-cent sales tax administered by SANDAG to fund local transportation projects consistent with the Regional Plan. The majority of TransNet funding flows through SANDAG to transit operators and local jurisdictions. For more information on TransNet, visit our website at sandag.org/funding/transnet.

Budget amendments up to \$500,000 may be approved by the Policy Advisory Committees. Budget amendments of more than \$500,000 require approval by the Board.

Budget Revenue

for Overall Work Program, Capital Projects, and Regional Operations and Services



Current Funding Environment

Sales Tax Revenue

Overall, sales tax revenues were flat in FY 2020 but saw a healthy gain of 9.2% in FY 2021. Spurred by a high demand for taxable goods, government stimulus, a re-opening economy, and rising inflation, FY 2022 showed an unprecedented 21.5% year-over-year increase in TransNet revenue. Through January 2023, sales tax revenue is pacing 8.8% ahead of FY 2022 collections. This growth rate shows a slight moderation from the 9.8% through the first six months of FY 2023, and waning inflation and rising interest rates are expected to begin to slow the economy. A modest growth rate of 1% is expected for FY 2024.

Federal and State Revenue

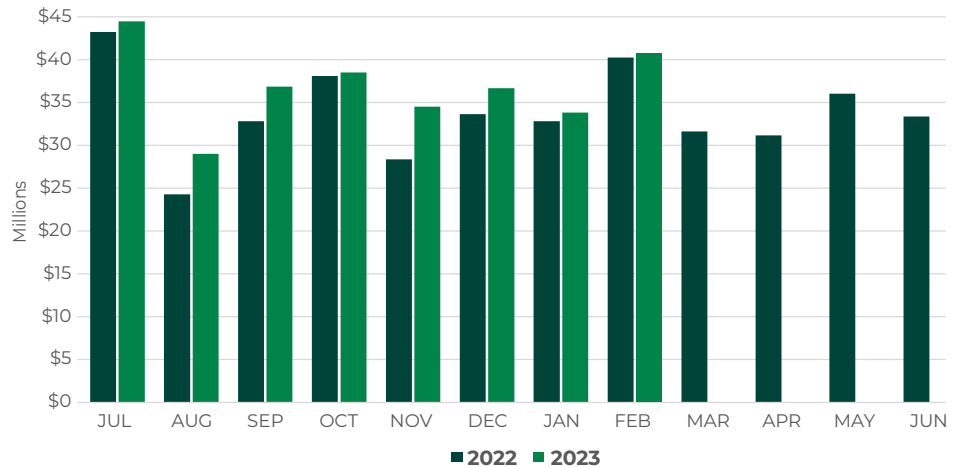
Revenue is projected to increase in FY 2024 based on preliminary estimates received from the state and federal governments. Actual appropriation of metropolitan planning organization (MPO) funds will be announced in subsequent notices appearing in the Federal Register.

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 CMAQ program apportionment. SANDAG and 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 distributes any additional funds made available through the passage of the IIJA).

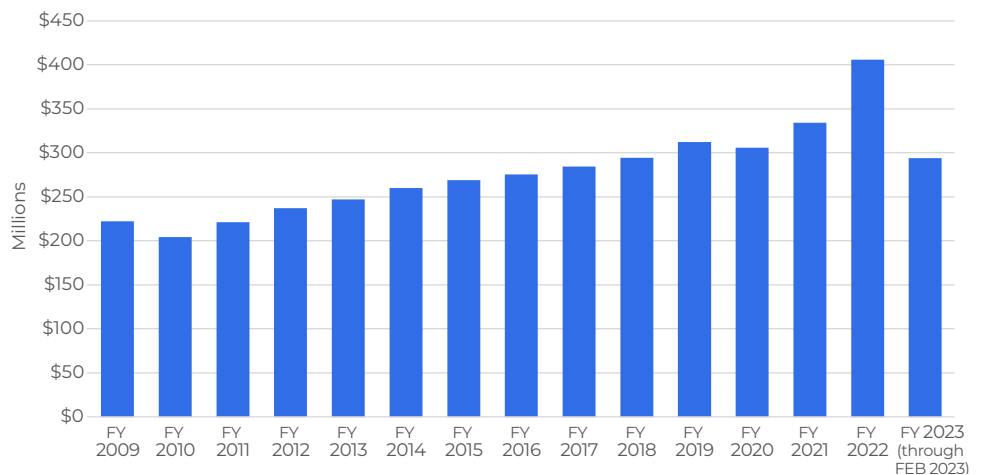
The COVID-19-related disruption did not result in a reduction in federal revenues nor most state revenues available to SANDAG.

TransNet Revenue Comparison by Month

July 2022–January 2023 only in FY 2023



TransNet Revenue by Year



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 transit agencies are eligible for discretionary funds under many federal and state programs with awards continuing in FY 2023 and 2024.

The revenue generated on the SR 125 Toll Road and the I-15 Express Lanes continues to recover from the effects of the COVID-19 pandemic. Traffic and revenue on these roadways increased during FY 2022 and the first quarter of FY 2023. The SR 125 toll road returned to pre-pandemic traffic levels in the second quarter of FY 2022. We expect SR 125 revenues to rise by 4% in FY 2024 (compared to the forecast for 2023), and revenue from I-15 Express Lanes will see a 3% increase as travel patterns and dynamic pricing rebound.

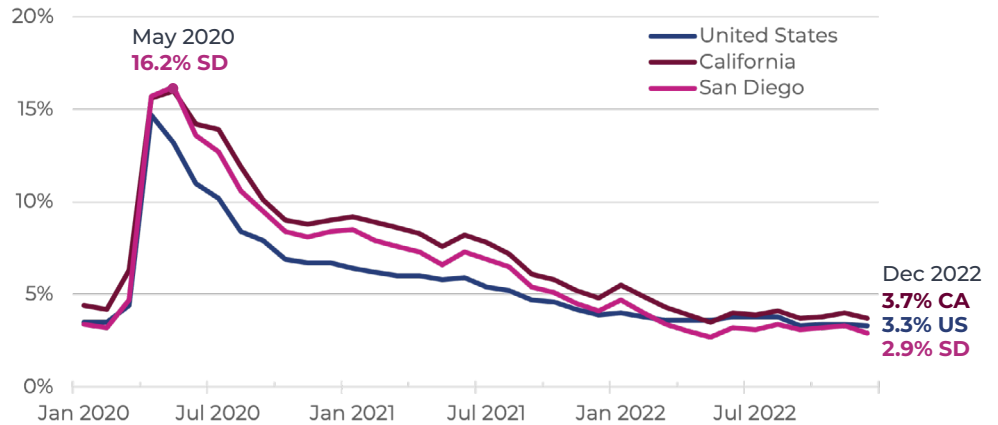
Economic Outlook

The San Diego economy opens 2023 after having spent the past two years battling the highest inflation in more than 40 years and recovering from the deep COVID-19 recession. The relatively quick return to near-normal activity in 2022 is a testament to the regional economy's diversification across several sectors that have been historically resistant to economic slowdowns—military, government, innovation, education, and healthcare.

Employment across all major sectors has rebounded to its pre-pandemic levels. The unemployment rate at the end of 2022 (2.9%) dipped to its lowest level since May 2022. Individuals have capitalized on the hot labor market as regional businesses still compete—and often struggle—to recruit and retain employees. Skilled workers have the leverage to negotiate hybrid work options and higher compensation.

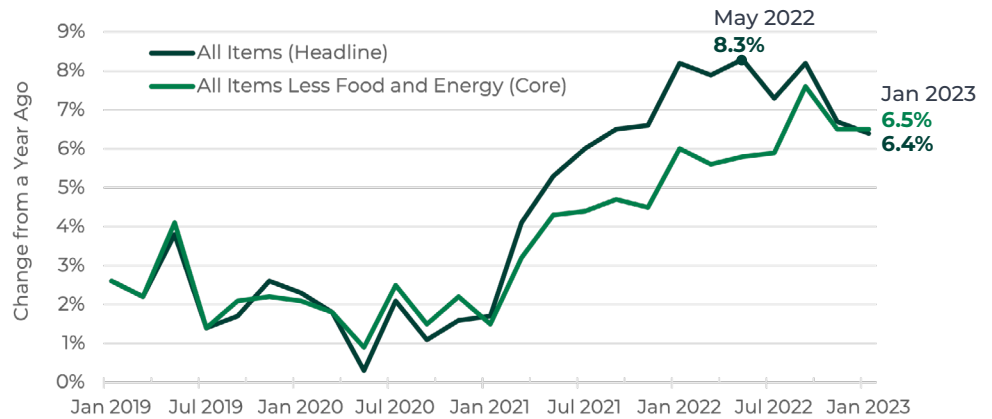
Despite gains in 2022, the year closed with significant economic headwinds. Inflation rose from just 1.7% in January 2021 to 8.3% by May 2022 (a 41-year high) before easing to 6.4% in January 2023. Rising prices have mirrored national trends, squarely striking gas, groceries, energy, shelter, and other necessities before broadening to other products and services. In 2020 and 2021, high consumer spending—stoked by COVID lockdown and pandemic relief payments—overwhelmed supply chains already short on resources. China's zero-COVID policy also stunted global trade. Russia's war in Ukraine, which began in February 2022, has also impacted global markets for energy, grains, and metals, and continues to strain trade relationships and intensify geopolitical tensions.

Unemployment Rate



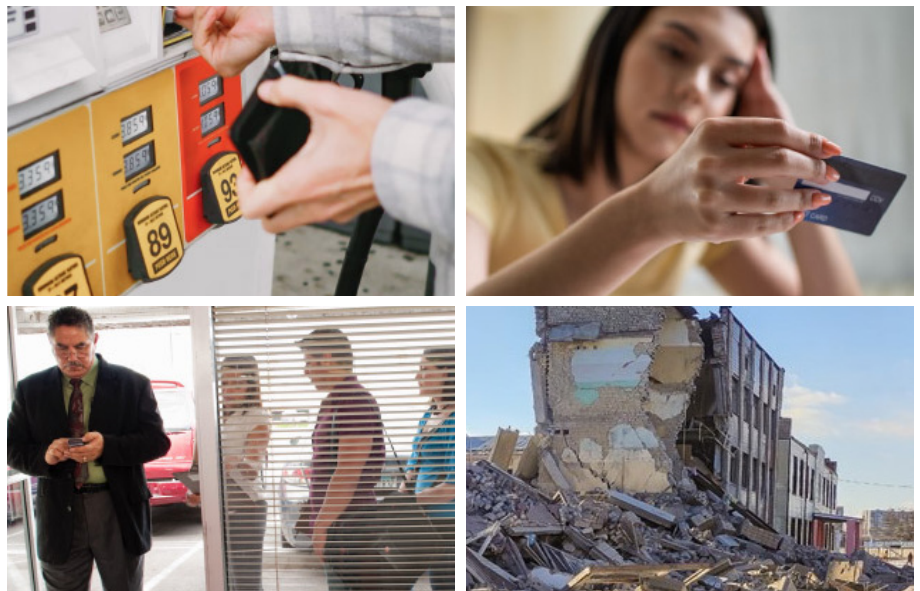
Source: U.S. Bureau of Economic Analysis, Not Seasonally Adjusted

San Diego Inflation



Source: U.S. Bureau of Economic Analysis, Not Seasonally Adjusted

Economic Headwinds



Persistent high inflation prompted the Federal Reserve to increase its benchmark rate seven times between March and December 2022, elevating its effective Federal Funds Rate to 4.33%. The rate-hike cycle, which attempts to curb spending by raising the costs of borrowing, is expected to resume in 2023. Whether the Fed's moves can cool the U.S. economy without it falling into recession is the most pressing question entering 2023.

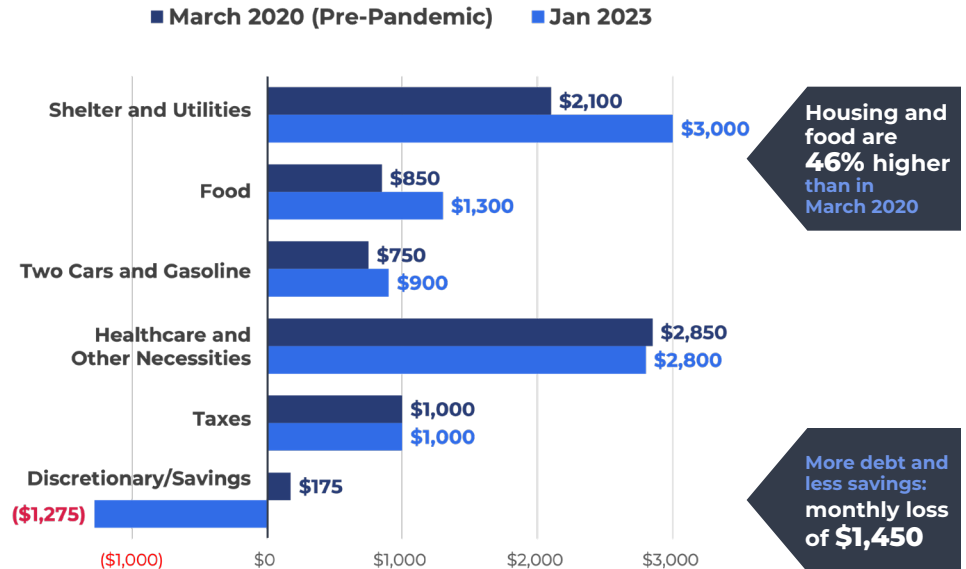
In FY 2021 and 2022, the combined effects of inflation and increased consumer spending resulted in higher regional sales tax revenues and TransNet and TDA collections. But by the start of FY 2023, economic conditions shifted when pandemic relief payments dried out, stimulus was spent, and inflation was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

Average weekly wages in 2023 were up 11% from 2020 but have not kept pace with 17% inflation over that period. Weak real household income growth and inflated prices for necessities have reduced purchasing power and personal savings and increased reliance on financial tools (such as credit cards). Increased interest rates could lead to mounting household debt and financial distress, especially among low-income families. But healthy fundamentals, notably San Diego's tight and diversified labor market, can offer protection from widespread job loss amid an economic downturn.

As far as a looming recession, economists are watching U.S. real gross domestic product (GDP), which is largely dependent (~70%) on consumer spending. GDP growth was 3.2% in Q3 of 2022 and 2.9% in Q4 2022. This slow down prompted numerous agencies to forecast sluggish U.S. growth in 2023 given current economic conditions, modestly relenting inflation, and a hawkish Fed.

Monthly Household Spending by Category

(\$92,700 median household income with 2 adults and 2 children)



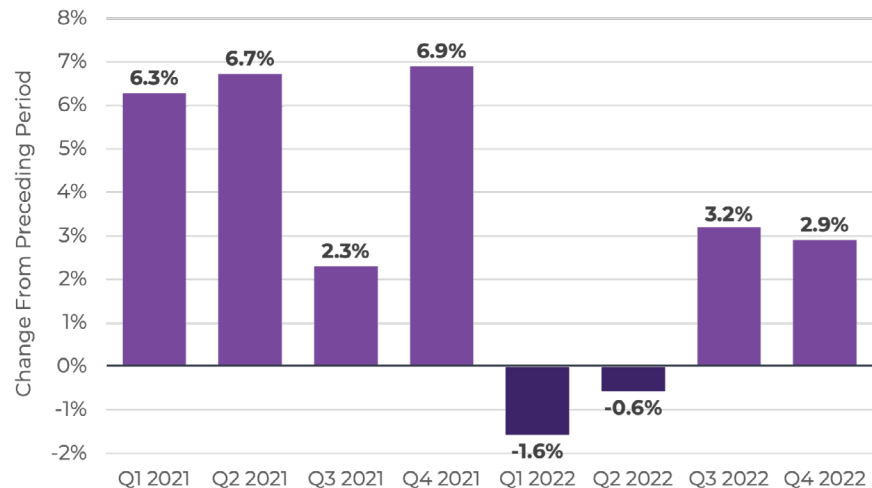
Source: Bureau of Labor Statistics, CPI-U San Diego, Not Seasonally Adjusted (Jan 2023); HUD FY2023 Fair Market Rents; USDA Food Plans (Dec 2022); AAA Daily Gas Tracker, San Diego (2023); IRS; SANDAG Calculations

Household Budget and Income



Source: U.S. Department of Housing and Urban Development (HUD); Bureau of Labor Statistics, CPI-U San Diego, Not Seasonally Adjusted (Jan 2023); Bureau of Labor Statistics, Quarterly Census of Employment and Wages, Not Seasonally Adjusted (Feb 2023)

U.S. Real GDP



Source: U.S. Bureau of Economic Analysis, Seasonally Adjusted at Annual Rate

FY 2024 Revenue and Expenditure Summary

	OWP Projects	Regional Operations and Services	Regional Capital Projects ¹		TransNet Program	Board Budget and Admin Reserve	Total Program Budget	Chapter Reference
			SANDAG	Caltrans and Other Local Agencies				
Revenue Summary								
Federal Grants ²	39,280,813	9,676,701	126,891,000	77,373,000	-	-	\$253,221,514	2, 3, and 5
State Grants ²	28,925,513	8,886,496	94,129,000	60,636,000	-	-	\$192,577,009	2, 3, and 5
TransNet Sales Tax Revenue ³	-	-	-	-	429,992,613	-	\$429,992,613	4
Interfund TransNet Transfers (including debt proceeds) ^{3,4}	15,262,312	2,681,799	100,634,000	46,617,000	-	496,500	\$165,691,611	2, 3, 5, and 6
Transportation Development Act Funds	9,571,701	704,276	3,080,000	2,000	-	-	\$13,357,977	2 and 5
Member Agency Assessments ⁵	-	7,967,595	-	-	-	496,500	\$8,464,095	2, 3 and 6
Other Funds	5,566,238	39,619,923	27,870,000	28,324,000	-	-	\$101,380,161	2, 3, and 5
Interest Income	-	-	-	-	18,006,281	-	\$18,006,281	4
Total Revenues	\$98,606,577	\$69,536,790	\$352,604,000	\$212,952,000	\$447,998,894	\$993,000	\$1,182,691,261	
Expenditure Summary								
Direct Personnel Costs	22,886,536	16,393,556	18,029,011	-	191,027	-	\$57,500,130	2, 3, 4, 5, and 8
Administration (Indirect) Costs ⁶	13,273,336	4,387,180	10,577,287	-	112,119	250,000	\$28,599,922	2, 3, 4, and 5
Direct Project Costs	25,174,729	45,335,245	323,997,702	212,952,000	-	-	\$607,459,676	2, 3, 5, and 6
Board Related Functions	-	-	-	-	-	743,000	\$743,000	6
Pass-Through Expenditures	37,271,976	3,420,809	-	-	-	-	\$40,692,785	2 and 3
TransNet:								
TransNet Administrative Allocations	-	-	-	-	8,599,852	-	\$8,599,852	4
TransNet Bicycle, Pedestrian, and Neighborhood Safety	-	-	-	-	8,599,852	-	\$8,599,852	4
TransNet Independent Taxpayer Oversight Committee	-	-	-	-	372,779	-	\$372,779	4
TransNet Major Corridors Program	-	-	-	-	174,810,483	-	\$174,810,483	4
TransNet New Major Corridor Transit Operations	-	-	-	-	33,223,508	-	\$33,223,508	4
TransNet Transit System Improvements	-	-	-	-	68,027,664	-	\$68,027,664	4
TransNet Local System Improvements	-	-	-	-	136,055,329	-	\$136,055,329	4
Allocable Interests	-	-	-	-	18,006,281	-	\$18,006,281	4
Total Expenditures	\$98,606,577	\$69,536,790	\$352,604,000	\$212,952,000	\$447,998,894	\$993,000	\$1,182,691,261	-

¹ Regional Capital Projects include Comprehensive Multimodal Corridor Plan - Advanced Planning projects as seen in Chapter 5.

² Multiple grant sources - see Program Revenues in Chapters 2 and 3 and Funding Sources in Chapter 5.

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.

⁴ TransNet sales tax revenue shown at 100% of receipts; not net of interfund transfers, which are itemized on Interfund TransNet Transfers row.

⁵ Member Agency Assessments are the total of member assessments resulting from SANDAG membership (1,267,510), Criminal Justice Clearinghouse (261,596), and ARJIS (6,935,000) = \$8,464,096 (Chapter 3).

⁶ Administrative (Indirect) Costs include the Administration, Business Information and Technology Services, and the Office of the Independent Performance Auditor budgets.

Adoption of FY 2024 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 2024 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 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 2024 Program Budget and associated Position Classification / Salary Range Table, hereby incorporated by reference, is adopted in an amount projected to be \$1.2 billion, including the OWP in the amount of \$98.6 million, the annual portion of the Capital Program in the amount of \$565.6 million, and the annual portion of Regional Operations and Programs in the amount of \$69.5 million. The SANDAG Director of Finance hereby is authorized to finalize the FY 2024 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
- b. Each member agency hereby is assessed its share of the amount shown in the adopted FY 2024 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 2024 Position Classification / Salary Range Table and FY 2024 Special Compensation Table (Chapter 8) 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 2024 Program Budget and as may be amended by the Board; 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 2024 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 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 2024.
- 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 2024 Program Budget be filed with the Clerk of each member agency.

PASSED AND ADOPTED this 12 of May 2023.

Ayes

Noes

Absent

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

[Seal]

Attest

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

DRAFT



CHAPTER 2

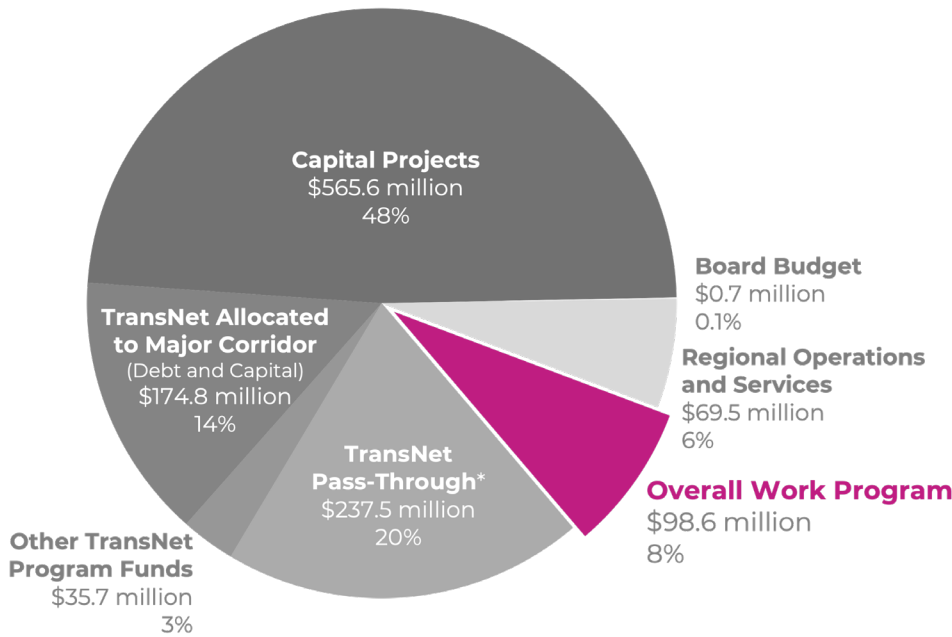
Overall Work Program Projects

This chapter contains project descriptions and financial summaries for our Overall Work Program (OWP) projects.

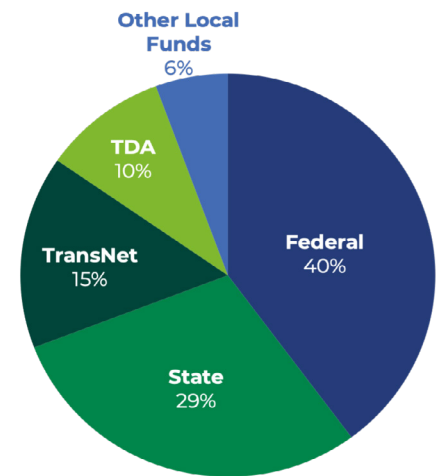
Overall Work Program Projects

Project descriptions contain planning activities, tasks, products, and completion dates. “Percent of effort” approximates the portion of the project budget or work effort necessary to accomplish each significant task. FY 2024 budgeting is presented alongside prior-year expenditures and multi-year total budgets (where applicable). In the financial summaries, we identify sources of funding, application of funds (by expense category), the expense summary, and the contracted services budget. Group programs are listed with related projects indented under the group title. There is a separate section for the subset of work elements that are specifically supported by annual federal planning funds. These constitute the core funding for the OWP. 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 2023 estimated expenditures and FY 2022 actual expenditures.

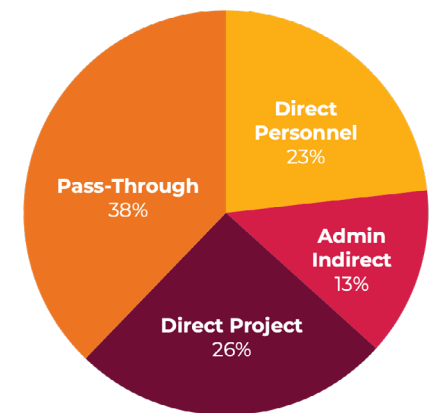
Total Budget Breakdown



Revenue



Expenses



Major Work Efforts

- ▶ Finalize the Regional Plan amendment
- ▶ Flexible Fleet pilots
- ▶ Regional Electric Vehicle Charger Incentive Program (CALeVIP)
- ▶ Youth Opportunity Pass pilot program
- ▶ Complete development of the new forecast and modeling tools for the 2025 Regional Plan
- ▶ Kick-off Smart Connections initiative
- ▶ Advance implementation of San Ysidro Mobility Hub
- ▶ Purple Line conceptual studies
- ▶ Blue Line corridor feasibility study of express-level transit services

60 Total OWP Projects

Chapter 2

Overall Work Program Projects

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Work Element: 2300000 Data Science, Analytics, and Modeling

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,181,300	\$8,665,107	\$8,953,333
Other Direct Costs	\$142,991	\$448,400	\$1,107,400
Materials and Equipment	\$0	\$0	\$100,000
Contracted Services	\$141,622	\$5,906,795	\$2,809,970
Total	\$1,465,913	\$15,020,302	\$12,970,703

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5303) MPO Planning	\$588,577	\$0	\$0
TDA Planning/Administration	\$76,258	\$1,748,277	\$1,610,091
SANDAG Service Bureau Fees	\$7,955	\$0	\$0
TransNet Administration	\$793,123	\$2,489,297	\$2,986,293
TransNet / FasTrak swap	\$0	\$4,918,209	\$3,333,142
FTA (5307) Transit Planning	\$0	\$5,147,742	\$3,120,061
FHWA Metropolitan Planning (PL)	\$0	\$716,777	\$1,921,116
Total	\$1,465,913	\$15,020,302	\$12,970,703

Note: Work element is a combination of efforts from the following previous year projects: 2300400, 2300600, 2300800, 2301100, 2301400, 2301700, 2302100, 2302200, 2402000, 3320300.in FY 2023. For FY 2024, 2302300 and 2301200 are also combined here. However, some labor costs included here in FY 2023 are now in 3103000.

Objective

The objective of this work element is to conduct data analysis and modeling, quality assurance and peer reviews to 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 and disseminate data through methods such as the Open Data Portal (ODP) related to mobility, the economy, 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 2024 will be the completion of efforts related to the development of new forecast and modeling tools to support the 2025 Regional Plan, and support for other priority agency projects.

Previous Accomplishments

Previous accomplishments include modeling and analysis for the 2021 Regional Plan and plan amendment, development of updated transportation modeling tools and population, land use and economic forecasting tools in preparation for the 2025 Regional Plan and Geographic Information Systems (GIS) applications, and disseminating data products using new datasets and analytics including the ODP. Advanced methods for machine learning and Cloud data storage were employed to improve performance and resilience and reduce costs including moving Enterprise GIS to Cloud environment and establishing Activity-Based Model (ABM 3) database using advanced Cloud data management. In addition, Quality Assurance/Quality Control (QA/QC) procedures, including increased use of automation in QA/QC reviews, Peer Review Process (PRP), data governance procedures, and project management procedures, including use of the pilot enterprise project management system have been employed to monitor and ensure data quality and project performance.

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). This law requires the transportation model assumptions and data to be current and 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, 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Use a variety of analytical techniques to make data more available to the public including ongoing development and enhancement of the ODP (Staff/Consultant).
		Product:	Written publications, ODP, data dashboards
		Completion Date:	6/30/2024
2	25	Task Description:	Transportation modeling development, maintenance, and enhancements; development of updated ABM 3, Rapid Strategic Models and Commercial Vehicle Models, transportation network editing tool update to modern technology platform; updated ABM database and reporting tools, transportation network updates to reflect the current and planned roadway conditions to support the 2025 Regional Plan (Staff/Consultant)
		Product:	Transportation models with scripts and setup, data and documentation, updated transportation network editing tool, updated base and future year transportation networks, updated ABM database.
		Completion Date:	6/30/2024
3	15	Task Description:	Economic and demographic analysis and modeling, including development and refinement of Series 15 Regional Forecast for use in 2025 Regional Plan. (Staff/Consultant)
		Product:	Population and economic forecasting and land use modeling system, creation of estimates and other custom analysis of socioeconomic data to support SANDAG initiatives. Regional forecasts of population, housing, employment and income for inclusion in 2025 Regional Plan. Sub-regional allocations of population, housing, employment and income for use as inputs in ABM transportation model and for use in other products.
		Completion Date:	6/30/2024
4	15	Task Description:	Enterprise GIS maintenance, upgrades, and support and maintain and update Regional Land Inventory System including completion of migration to enterprise cloud database and support for visualization through online GIS for internal and public use. (Staff/Consultant)
		Product:	GIS analysis mapping, visualization and dissemination products and annual regional land inventory (SPACECORE), employment, building and parking information updates.
		Completion Date:	6/30/2024
5	15	Task Description:	Transportation surveys and other primary data collection, including updated household travel survey, and completion and analysis of commercial vehicle, telework and transit onboard surveys, including adoption of advanced data science and data management techniques for storage and analysis of survey data. (Staff/Consultant)
		Product:	Data sets and completed reports
		Completion Date:	6/30/2024
6	5	Task Description:	Economic 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:	Quarterly reports for the Independent Taxpayer Oversight Committee, Policy Advisory Committees, and Board of Directors, rating agency presentations, and other analyses as requested to support informed decision-making
		Completion Date:	6/30/2024

Task No.	% of Effort	Task Description / Product / Schedule	
7	10	<p>Task Description: Refine QA/QC and PRP procedures and conduct rigorous analysis of the agency's use of data; implement project management best practices across key agency projects using new agency project management system, manage and oversee the acquisition, procurement, transformation, loading, tracking, and reporting of core datasets and technical services; implement data architecture, management, and governance procedures as it relates to testing, staging, and preparing data, including migration efforts to the cloud environment. (Staff)</p> <p>Product: QA/QC Plans and PRP Documentation: Project management plans, schedules, risk reviews and project, program, and portfolio dashboards using new enterprise project management system. Datasets and technical service contracts. Database infrastructure and end-user technical support to facilitate socioeconomic and transportation models, data portals, dashboards, and supporting tools.</p> <p>Completion Date: 6/30/2024</p>	
8	5	<p>Task Description: Economic Impact Model and Benefit/Cost Analyses: Maintain and update tools to support Series 15 Regional Forecast and ABM 3 modeling and other agency projects, studies and grant applications.</p> <p>Product: Research, benefit-cost analysis, revenue estimates, scenario simulations, presentations, and internal memos, etc., as needed</p> <p>Completion Date: 6/30/2024</p>	

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, plans and preparation for ongoing improvements in core ABM and Regional Forecast systems, continued adaptation of Cloud data systems and modernized data engineering and data science methods, performance monitoring activities; efforts to maintain and continue to improve the agency's GIS mapping and public access through online capabilities; QA/QC, PRP, data governance, and project management procedures, including adoption of the enterprise project management system, data dissemination through the Open Data Portal, related dashboards and data visualizations and specialized data products, including integration of data pipelines from acquisition to analysis and visualization.

- 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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$28,118	\$35,085	\$63,203
Other Direct Costs	\$0	\$0	\$682	\$0	\$682
Contracted Services	\$0	\$0	\$275,000	\$0	\$275,000
Total	\$0	\$0	\$303,800	\$35,085	\$338,885

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FTA 5304 Strategic Partnerships Transit	\$0	\$0	\$268,939	\$31,061	\$300,000
TDA Planning/Administration	\$0	\$0	\$34,861	\$4,024	\$38,885
Total	\$0	\$0	\$303,800	\$35,085	\$338,885

Objective

The objective of this project is to automate the aggregation of federally required transit performance data and provide data integrity to staff, stakeholders, and the public. Transit performance data helps our transit partners, planners, and elected officials explore and develop informed planning initiatives, policies, and investments that foster sustainable and equitable transportation options and more efficient operations. Emphasis in FY 2024 will be on finalizing this project and preparing the final report and launching a live data dashboard.

Previous Accomplishments

Previous accomplishments include the development of a software used for cleaning, aggregating, and exporting federally mandated transit ridership data, the completion of the first two triannual automated passenger counter certifications, distribution of transit ridership data publicly on request, and the establishment of a monthly light rail performance report distributed to local transit operators.

Justification

Given the large number of routes and daily passengers for both transit operators, SANDAG, through the Passenger Counting Program (PCP), collects and transforms all the necessary information that is federally required by law. In order for the regions transit operators to receive federal funding assistance, they are required to provide the Federal Transit Authority with specific performance metrics on a quarterly basis. When the PCP was first established, passengers were manually counted by contracted staff but as technology began to improve, Automatic Passenger Counters (APCs) were installed in 2006. These devices are infrared sensors that were installed on the doorways of the transit vehicles and count individuals as they step on or off. While the APCs help capture the counts in a timely fashion, the methods used to support the PCP and ultimately the transit operators require modernizing. The numbers are stored on an external network that staff must remote into to retrieve the data. There have been issues with power outages and delays in data processing resulting in numbers not being ready or current once it has been accessed for analysis. Automating the way the numbers are being compiled and analyzed into a live data dashboard will allow SANDAG and the transit operators, as well as staff from local jurisdictions and members of the public, to access and analyze transit performance data quickly and efficiently. In addition, having a live data dashboard will help SANDAG and the transit operators to be more responsive in real time to make changes to the transit system.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Consultant to transform historical APC data, design data processing pipelines for ingesting live ridership data, build an agile schema which can adapt to changes in the transit system, construct a publicly accessible visualization tool for displaying transit performance.
		Product:	Request for proposals and candidate selection
		Completion Date:	6/30/2024
2	10	Task Description:	Outreach to internal staff, local agencies, transit operators, community-based partners, and interested members of the public regarding desired features and capabilities of the transit dashboard.
		Product:	PowerPoint presentations and documentation for outreach
		Completion Date:	6/30/2024
3	5	Task Description:	Project administration including project development team meetings, data coordination between staff, consultants, and transit operators, status reports, and invoicing.
		Product:	Meeting agenda, meeting minutes, invoices
		Completion Date:	6/30/2024
4	50	Task Description:	Evaluation of draft data processing pipelines, reporting capabilities, visualization tools, and exporting functions. Analysis of the precision and accuracy of all features of the draft dashboard.
		Product:	Gap, service, and product evaluation and inventory
		Completion Date:	6/30/2024
5	25	Task Description:	Final report, deployment of the final public data dashboard, and presentations with live demonstrations of the dashboard.
		Product:	Final report, data dashboard, PowerPoint presentations, and demonstration
		Completion Date:	6/30/2024

Future Activities

Future activities include using the dashboard to satisfy needs currently unmet by the current PCP software including anticipating diagnostic schedules of APC hardware on transit vehicles, teaching members of the public the relationship between the different performance metrics gathered by the APC's, responding to spontaneous issues with APC hardware in transit vehicles, and facilitating a channel for timely review of special event and other considerations of interest which impact the transportation system.

Project Manager: Grace Mino, Applied Research

Committee(s): Transportation Committee

Working Group(s): Mobility Working Group

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$83,946	\$278,852	\$410,736
Other Direct Costs	\$0	\$4,600	\$9,000
Materials and Equipment	\$0	\$4,000	\$5,000
Contracted Services	\$0	\$114,925	\$316,391
Total	\$83,946	\$402,377	\$741,127

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Major Corridors Program	\$0	\$160,951	\$277,709
TransNet Administration	\$83,946	\$241,426	\$463,418
Total	\$83,946	\$402,377	\$741,127

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 2024 will be on conducting transportation data collection, assessment, and analysis activities, developing the 2023 State of the Commute Report, developing and monitoring 2023 federal Moving Ahead for Progress in the 21st Century Act (MAP-21) performance targets, and climate data gathering for climate plan performance monitoring.

Previous Accomplishments

Previous accomplishments 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 its subcommittee; completion of the 2022 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 Act (FAST Act) federal legislation, performance monitoring and reporting for various transportation measures (safety, bridge, pavement, congestion) is required as an ongoing effort.

Products, Tasks, and Schedules for FY 2024

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 (April 15, 2024) and final report
		Completion Date:	6/30/2024
2	60	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:	6/30/2024
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:	6/30/2024
4	10	Task Description:	Climate Action Data Portal data gathering and monitoring, regional and local greenhouse gas emission inventory data collection and performance monitoring (Staff/Consultant).
		Product:	Data Portal data files, CAP data gathering template, various reports on communitywide greenhouse gas (GHG) inventory data and climate planning activity data, and regional GHG inventory production scope and schedule
		Completion Date:	6/30/2024

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.

Project Manager: Grace Mino, Applied Research
Committee(s): Independent Taxpayer Oversight Committee
Working Group(s): Mobility Working Group

Work Element: **7500000 SANDAG Service Bureau**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$39,642	\$452,404	\$61,300
Contracted Services	\$0	\$50,000	\$0
Total	\$39,642	\$502,404	\$61,300

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
SANDAG Service Bureau Fees	\$39,642	\$502,404	\$61,300
Total	\$39,642	\$502,404	\$61,300

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 2024 will be on providing modeling services to member agencies and working through the backlog of requests caused by the Service Bureau hiatus during FY 2023 and on determining the appropriate future direction for Service Bureau following the approval of the 2025 Regional Plan.

Previous Accomplishments

Previous accomplishments include transportation modeling projects for multiple jurisdictions. During FY 2023, there was a hiatus due to the need to focus staff resources on the Regional Plan Amendment.

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 Regional Information System (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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10%	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 SANDAG leadership and the Executive Committee.
		Completion Date:	12/31/2023
2	70%	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:	6/30/2024
3	10%	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:	6/30/2024
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:	6/30/2024

Future Activities

Future activities include transportation modeling services to member agencies and planning for the future of Service Bureau following the approval of the 2025 Regional Plan.

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

Work Element: 3100600 Air Quality Planning and Transportation Conformity

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$116,890	\$163,746	\$198,111
Total	\$116,890	\$163,746	\$198,111

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5303) MPO Planning	\$74,000	\$100,000	\$155,994
TDA Planning/Administration	\$42,890	\$63,746	\$42,117
Total	\$116,890	\$163,746	\$198,111

Objective

The objectives of this work element are to achieve federal transportation conformity for the regional plan and Regional Transportation Improvement Program, and to meet the greenhouse gas (GHG) emissions reduction targets as outlined under Senate Bill 375 (SB 375) (Steinberg, 2008) and administered by the California Air Resources Board (CARB). Emphasis in FY 2024 will be to obtain air quality conformity determination on the amendment to the 2021 Regional Plan, and initiate conformity consultation for the 2025 Regional Plan.

Previous Accomplishments

In FY 2023, transportation conformity activities were related to seeking conformity approval for the 2021 Regional Plan and 2023 Regional Transportation Improvement Program (RTIP).

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. State law requires that SANDAG achieve specific reductions in GHG pursuant to SB 375.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	Task Description:	Complete interagency consultation and emissions analyses to determine conformity of amendment to 2021 Regional Plan; develop documentation, including modeling procedures.
		Product:	Final conformity findings and documents for the 2021 Regional Plan amendment
		Completion Date:	1/30/2024
2	25	Task Description:	Begin the interagency consultation process for development of the 2025 Regional Plan; develop documentation, including modeling procedures
		Product:	Interagency consultation documents
		Completion Date:	6/30/2024
3	15	Task Description:	Provide staff support for the San Diego Region Conformity Working Group (CWG) and continue required consultation procedures with U.S. Department of Transportation, U.S. Environmental Protection Agency, Caltrans, and CARB.
		Product:	CWG agendas, minutes, and actions
		Completion Date:	6/30/2024
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:	6/30/2024

Future Activities

Future work will involve coordination with CARB on transportation conformity for the 2025 Regional Plan and RTIP amendments.

Project Manager: Keith Greer, Environmental Compliance
Committee(s): Transportation Committee
Working Group(s): San Diego Region Conformity Working Group

Work Element: **3102008 Amendment to the 2021 Regional Plan**

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$315,000	\$267,722	\$582,722
Other Direct Costs	\$0	\$0	\$15,000	\$0	\$15,000
Contracted Services	\$0	\$0	\$670,000	\$328,035	\$998,035
Total	\$0	\$0	\$1,000,000	\$595,757	\$1,595,757

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
SANDAG Contingency Reserve Fund	\$0	\$0	\$1,000,000	\$500,000	\$1,500,000
TDA Planning/Administration	\$0	\$0	\$0	\$95,757	\$95,757
Total	\$0	\$0	\$1,000,000	\$595,757	\$1,595,757

Objective

The objective of this work element is to complete the amendment to the 2021 Regional Plan to remove regional road usage charge, update funding assumptions, and complete a supplemental Environmental Impact Report (SEIR) pursuant to California Environmental Quality Act (CEQA). Emphasis in FY 2024 will be to finalize the 2021 Regional Plan amendment and SEIR, obtain Board of Director approval on the amendment, and obtain final air quality conformity determination and California Air Resources Board approval of the Sustainable Communities Strategy.

Previous Accomplishments

In FY 2023, the 2021 Regional Plan amendment and supplemental EIR were prepared and sent out for public review.

Justification

On September 23, 2022, the Board of Directors directed staff to move forward with a focused amendment of the 2021 Regional Plan to remove the regional road usage charge and prepare supplemental CEQA analysis for Board consideration within one year.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	80	Task Description:	Respond to comments, prepare final documents and supporting material for Board consideration.
		Product:	Final amendment and final EIR.
		Completion Date:	9/29/2023
2	20	Task Description:	Certify EIR and post Notice of Determination; send Air Quality Transportation Conformity analysis approve action to the Federal Highway Administration and Federal Transit Administration for approval. Send CARB final amendment for approval of Sustainable Communities Strategy for approval.
		Product:	Air Quality Transportation Conformity Sustainable Communities Strategy.
		Completion Date:	6/28/2024

Future Activities

This work element will be completed in FY 2024

Project Manager: Keith Greer, Environmental Compliance
Committee(s): None
Working Group(s): None

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$655,383	\$290,117	\$945,500
Other Direct Costs	\$0	\$0	\$0	\$152,500	\$0	\$152,500
Contracted Services	\$0	\$0	\$0	\$1,500,000	\$250,000	\$1,750,000
Total	\$0	\$0	\$0	\$2,307,883	\$540,117	\$2,848,000

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
TransNet Administration	\$0	\$0	\$0	\$200,000	\$100,000	\$300,000
Safe Streets and Roads for All	\$0	\$0	\$0	\$2,107,883	\$440,117	\$2,548,000
Total	\$0	\$0	\$0	\$2,307,883	\$540,117	\$2,848,000

Note: In-kind matches from: Caltrans - \$200,000, Vista - \$80,000, and La Jolla Band of Luiseno Indians - \$57,000.

Objective

The objective of this work element is the coordination of regional transportation safety related efforts including the development of a Vision Zero Action Plan. This plan will provide regional guidance on safety planning and programming priorities, establishment of a high injury network program, and supporting policy recommendations. Additional elements include expansion of the regional safety data dashboard, outreach/education efforts, effective safety research, and pop-up and quick-build safety demonstrations. Emphasis for FY 2024 will include initiation and development of the Regional Vision Zero Action Plan with technical advisory group input and targeted outreach.

Previous Accomplishments

This is a new overall work program.

Justification

The 2021 Regional Plan identified development of a regional safety policy as a near-term implementation action. In July 2022, the Board of Directors adopted Board Resolution No. 2023-02, which directed staff to develop a Vision Zero Action Plan, Regional Safety Policy, and Safety Data Dashboard. The Regional Transportation Safety Program will coordinate regional transportation safety related efforts including a Vision Zero Action Plan, which will provide guidance on safety planning and programming efforts and enable the region to compete for federal safety capital project funding.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Update and enhance Regional Safety Data Dashboard and integrate additional data as identified and needed to benefit analyses.
		Product:	Updated Regional Safety Data Dashboard
		Completion Date:	3/30/2024
2	15	Task Description:	High Injury Network (HIN) development; develop procedures for identifying areas of the transportation network that have higher safety incidents; complete process for urban, and rural roadway segments and intersections; and develop process to combine segments and intersections into a HIN.
		Product:	Regional HIN
		Completion Date:	3/30/2024
3	30	Task Description:	Regional Vision Zero Action Plan development with technical advisory group.
		Product:	Regional Vision Zero Action Plan
		Completion Date:	6/20/2024
4	20	Task Description:	Public outreach with stakeholders and the public, to include regional education efforts and focused education in historically disadvantaged areas.
		Product:	Outreach collateral and events
		Completion Date:	6/20/2024
5	20	Task Description:	City of Vista and La Jolla Band of Luiseno Indian Vision Zero Action Plan development with targeted local community outreach and engagement, social equity considerations, and project and policy recommendations.
		Product:	City of Vista Vision Zero Action Plan and La Jolla Band of Luiseno Indian Vision Zero Action Plan
		Completion Date:	6/20/2024
6	5	Task Description:	Supporting regional safety program activities including project implementation analysis, legislation tracking, State Highway Safety Plan activity support, and local jurisdiction project/program development support.
		Product:	Meeting notes, process documentation, project summaries
		Completion Date:	6/20/2024

Future Activities

Future activities include the implementation of the Regional Vision Zero Plan including capital grant efforts and safety program development.

Project Manager: Rachel Kennedy, Integrated Transportation Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Work Element: **3102800 NEW – Federal Performance Management and Congestion Management Process**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total	
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$89,471	\$89,471	
Total	\$0	\$0	\$0	\$89,471	\$89,471	

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	Total	
FTA (5303) MPO Planning	\$0	\$0	\$0	\$79,209	\$79,209	
TDA Planning/Administration	\$0	\$0	\$0	\$10,262	\$10,262	
Total	\$0	\$0	\$0	\$89,471	\$89,471	

Objective

The objective of this work element is to establish performance targets to inform planning and programming processes and monitor goal area progress. The Transportation Performance Management (TPM) is a systematic process to advance national goals and objectives. Federal TPM includes regular monitoring and communication in Regional Plan and Regional Transportation Improvement Program (RTIP) documents. This work element will also implement the Congestion Management Process (CMP) as part of transportation planning, monitoring, and programming activities. Emphasis in FY 2024 will include the Congestion Mitigation and Air Quality (CMAQ) Mid-Period Performance Report and review of four-year targets for Performance Management rules 2 and 3.

Previous Accomplishments

This is a new overall work program.

Justification

Federal regulations require SANDAG to establish performance targets to inform planning and programming processes and monitor goal area progress.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	Task Description:	Development of CMAQ Mid-Performance Period report and Performance Management Rules 2 and 3 targets reevaluation.
		Product:	Congestion Mitigation and Air Quality Mid-Performance Period report
		Completion Date:	6/30/2024
2	25	Task Description:	Analyze data and coordinate with Caltrans to develop annual targets for five federally required safety targets to reduce fatalities and serious injuries on all public roads.
		Product:	Calendar year 2024 Targets
		Completion Date:	6/30/2024
3	30	Task Description:	Programming process documentation including demonstration of RTIP support of target achievement.
		Product:	2025 RTIP Federal Performance Appendix
		Completion Date:	6/30/2024
4	30	Task Description:	Planning process documentation in 2025 Regional Plan including performance measures, adopted targets and progress on target demonstration.
		Product:	2025 Regional Plan System Performance Report
		Completion Date:	6/30/2024

Future Activities

Future activities include development of the 2025 Regional Plan System Performance Report, 2025 RTIP Federal Performance Appendix, and CMP process review.

Project Manager: Rachel Kennedy, Integrated Transportation Planning

Committee(s): Transportation Committee

Working Group(s): Mobility Working Group

Work Element: 3103000 2025 Regional Plan Development

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$966,455	\$7,169,846	\$8,136,301
Other Direct Costs	\$0	\$0	\$5,000	\$47,500	\$52,500
Contracted Services	\$0	\$0	\$275,000	\$1,707,415	\$1,982,415
Total	\$0	\$0	\$1,246,455	\$8,924,761	\$10,171,216

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Planning, Programming and Monitoring (PPM) Program	\$0	\$0	\$755,769	\$857,484	\$1,613,253
FTA (5307) Transit Planning	\$0	\$0	\$50,000	\$2,344,867	\$2,394,867
FTA (5303) MPO Planning	\$0	\$0	\$50,000	\$1,135,182	\$1,185,182
TransNet Administration	\$0	\$0	\$75,000	\$75,000	\$150,000
TDA Planning/Administration	\$0	\$0	\$65,686	\$4,512,229	\$4,577,914
TransNet / FasTrak swap	\$0	\$0	\$250,000	\$0	\$250,000
Total	\$0	\$0	\$1,246,455	\$8,924,761	\$10,171,216

Note: FY 2024 includes labor work elements related to data, surveys, and modeling that support the development of the Regional Plan. These work elements were previously budgeted under Overall Work Program (OWP) Project Nos. 2300000, 2302300, and 2301200.

Objective

The objective of this work element is to develop the 2025 Regional Plan in collaboration with the Board of Directors, stakeholders, and the community. This also includes preparing technical studies and analysis for the draft Environmental Impact Report (EIR) while continuing public outreach. For FY 2024, this work element has been updated to include the preparation and analysis of new travel surveys for transportation and land use model development/refinement. Emphasis in FY 2024 will be on developing the 2025 Regional Plan transportation network, air quality conformity, social equity analyses, and supporting technical analysis for the draft plan. The land use and transportation models will be updated to reflect post-COVID-19 conditions.

Previous Accomplishments

Prior FY 2023 work included the development of the Regional Plan work program, standard operating procedures, and detailed schedule; Notice of Preparation and scoping meetings for the EIR; updates to the Public Involvement Plan; development of the vision, goals and performance measures, revenue strategies, and initial transportation network. Staff analyzed data to support the initial transportation network concepts and policy scenarios.

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 Sustainable Communities Strategy as required by California Senate Bill 375 (Steinberg, 2008), and Regional Comprehensive Plan requirements as described in Assembly Bill 361 (Kehoe, 2003).

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Update off model calculators and assumptions (Staff/Consultant)
		Product:	Draft CARB methodology memo
		Completion Date:	5/1/2024
2	25	Task Description:	Update the transportation network and land use scenario. Select a preferred transportation network and evaluate performance, social equity, and air quality conformity using Activity-Based Model (ABM), Emissions Factor model, geographic information system and other analytical tools (Staff/Consultants)
		Product:	Preferred transportation network and performance data
		Completion Date:	6/30/2024
3	25	Task Description:	Transportation model development and production, surveys, and technical analysis (Staff/Consultants)
		Product:	ABM3 model, scenarios/alternative analysis outputs, survey results
		Completion Date:	6/30/2024
4	10	Task Description:	Develop project costs and revenues, project phasing (Staff/Consultants)
		Product:	Draft project costs, revenues, and project phasing
		Completion Date:	6/30/2024
5	10	Task Description:	Public outreach strategies to communicate the Regional Plan vision, projects, programs, and policies (Work Element Project No. 3100405) (Staff/Consultants)
		Product:	Roadshow presentations, educational webinars, and expert panel presentations
		Completion Date:	6/30/2024
6	15	Task Description:	Continue environmental review process for 2025 Regional Plan (Staff/Consultant)
		Product:	Meetings, agendas, analysis memos
		Completion Date:	6/30/2024
7	5	Task Description:	Coordinate with state and federal agencies on updated requirements and guidelines for Regional Plan. (Staff)
		Product:	Meetings and discussions with state and federal agencies
		Completion Date:	6/30/2024

Future Activities

Continuation of public outreach, preparation of the draft 2025 Regional Plan and draft EIR, and development and adoption of final 2025 Regional Plan and EIR.

Project Manager: Tuere Fa'aola, Sustainable Communities Planning

Committee(s): Regional Planning Committee
Transportation Committee

Working Group(s): Mobility Working Group
San Diego Region Conformity Working Group
San Diego Regional Military Working Group
Shoreline Preservation Working Group
Social Equity Working Group
Sustainable Communities Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$58,320	\$21,423	\$35,280	\$115,023
Contracted Services	\$0	\$68,091	\$164,722	\$78,008	\$310,821
Total	\$0	\$126,411	\$186,145	\$113,288	\$425,844

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
SB1 Sustainable Communities Grant	\$0	\$111,911	\$164,795	\$100,294	\$377,000
TDA Planning/Administration	\$0	\$14,500	\$21,350	\$12,994	\$48,844
Total	\$0	\$126,410	\$186,145	\$113,288	\$425,844

Note: FY 2021/2022 Senate Bill 1 formula funds

Objective

The objective of this work element is to complete planning or feasibility studies that further Climate Action Plan (CAP) implementation, climate resilience projects, and reduce greenhouse gas emissions from the transportation sector. Projects include Regional CAP data collection and inventories, Climate Action Data Portal maintenance, and the Regional Resilience Roadmap. Emphasis in FY 2024 will be on completion of the Regional Resilience Roadmap (formerly Adaptation Framework) project and 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 previous Caltrans grants and a Local Government Partnership with San Diego Gas & Electric (SDG&E). In FY 2023, 2020 ReCAP Snapshots for 16 local jurisdictions were prepared, Regional Resilience Roadmap Existing Conditions and story map were developed, and the Climate Action Data Portal was launched on the new SANDAG Open Data Portal.

Justification

The 2021 Regional Plan and Environmental Impact Report commits SANDAG to several climate action planning, and climate resilience and adaptation planning actions, including assisting with the development and implementation of local CAPs, development of ReCAP snapshots, and developing a regional climate resilience framework.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	60	Task Description:	Completion of regional resilience roadmap per 2021 Regional Plan
		Product:	Roadmap including draft and final versions of framework and presentation materials.
		Completion Date:	1/31/2024
2	5	Task Description:	Project administration and coordination
		Product:	SANDAG quarterly report and invoice packages for tasks
		Completion Date:	2/20/2024
3	15	Task Description:	Support of local CAP implementation and adaptation efforts
		Product:	Coordination meetings and materials, completed and finalized materials prepare for local jurisdictions
		Completion Date:	2/29/2024
4	20	Task Description:	Community outreach and local government staff engagement on resilience roadmap, CAP data, and adaptation planning
		Product:	Meeting materials, slide decks, outreach materials including materials for community members with limited English proficiency
		Completion Date:	2/29/2024

Future Activities

This work element expires in FY 2024. Regional climate planning will be continued through Regional Plan development and implementation and specific grant work elements.

Project Manager: Susan Freedman, Climate Planning
Committee(s): Regional Planning Committee
Working Group(s): Environmental Mitigation Program Working Group
 Mobility Working Group
 Regional Plan Social Equity Working Group
 Shoreline Preservation Working Group
 Sustainable Communities Working Group

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Contracted Services	\$0	\$0	\$1,000,000
Total	\$0	\$0	\$1,000,000

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Surface Transportation Block Grant (STBG) Program	\$0	\$0	\$1,000,000
Total	\$0	\$0	\$1,000,000

Objective

The objective of this work element is to develop a conceptual plan for the Downtown Central Mobility Hub (CMH) and multimodal connecting corridors needed to reduce car reliance, vehicle-miles traveled (VMT), and emissions while advancing social equity and enhancing quality of life for everyone living, working, or spending time in the region’s urban core. Emphasis in FY 2024 will be on conducting a multi-layered analysis inclusive of heavy and light rail connections, bus priority, active transportation, integration of an airport transit connection, and major street space re-allocation that is required to transform them from car-centric to people-serving.

Previous Accomplishments

This is a new work element, but the effort builds upon Airport Transit Connection: Central Mobility Hub work carried out since 2019 to identify concepts for automated people mover options for the San Diego International Airport, Downtown San Diego, and Port Transit Center at Middletown.

Justification

Given the change in location for the CMH from NAVWAR to Downtown San Diego, additional planning work is needed to identify transportation solutions that will support the proposed Airport Transit Connection while identifying strategies to reduce car reliance, VMT, and emissions while advancing social equity and enhancing quality of life for everyone living, working, or spending time in the region’s urban core.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Conduct CMH community connections planning to identify improved near-term versus more capital-intensive treatments for rail and bus connections that would enable prioritized movement of services over cars while incorporating the Airport Transit Connections concept(s) being progressed to environmental review and conducting resulting traffic analysis.
		Product:	Downtown community connections planning analysis
		Completion Date:	9/30/2023
2	25	Task Description:	Carry out a multimodal mobility analysis for four regionally significant corridors feeding into the CMH that prioritize the movement of people on transit, bikes, and walking over cars. Include a transportation-land use compatibility analysis for regional corridors and major Downtown community corridors.
		Product:	CMH regional connections multimodal planning and land use compatibility analyses
		Completion Date:	12/31/2023
3	15	Task Description:	Determine rough-order magnitude costs, impacts, and benefits for all mobility improvements identified for all community and regionally significant corridors.
		Product:	Summary of rough order magnitude costs and impacts
		Completion Date:	3/30/2024
4	15	Task Description:	Project management for CMH + Connections planning study and coordination with Airport Transit Connection evaluation and complementary stakeholder outreach and engagement efforts.
		Product:	Recurring meetings highlighting action items and monthly planning study progress reports developed with planning study consultant.
		Completion Date:	6/30/2024
5	20	Task Description:	Conduct recurring peer agency outreach for the duration of the planning effort, develop visual renderings and supportive digital outreach content that clearly communicates proposed corridor enhancements and retrofits, build upon CMH messaging points to integrate new elements resulting from planning study analysis, and deliver a design charette comprised of local design and transportation experts.
		Product:	Visual renderings, messaging points, digital outreach content, and a design charette.
		Completion Date:	6/30/2024

Future Activities

Integrate recommended improvements into 2025 Regional Plan transportation modeling assumptions and complete corridor project list. Seek grant and other funding to further design and implement recommended improvements.

Project Manager: Jennifer Williamson, Transit Planning

Committee(s): None

Working Group(s): None

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$48,859	\$80,000	\$116,433	\$245,292
Contracted Services	\$0	\$57,979	\$132,245	\$129,264	\$319,488
Total	\$0	\$106,838	\$212,245	\$245,698	\$564,780

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
SB1 Sustainable Communities Grant	\$0	\$94,583	\$187,901	\$217,516	\$500,000
TDA Planning/Administration	\$0	\$12,254	\$24,345	\$28,181	\$64,780
Total	\$0	\$106,837	\$212,246	\$245,697	\$564,780

Objective

The San Diego and Imperial Counties Sustainable Freight Implementation 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. A public outreach process will help prioritize investments and develop an implementation approach. Emphasis in FY 2024 will be in prioritizing innovative strategies, developing an implementation approach and a workforce development toolkit.

Previous Accomplishments

Previous accomplishments include the development of Existing Conditions and Finalized Innovative Concept technical memos, and focus groups with various private and public stakeholders.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Finalize Public Outreach Plan
		Product:	Draft and final Public Outreach Plan and materials
		Completion Date:	12/31/2023
2	30	Task Description:	Develop Implementation Plan, Part 1: High Level Cost Estimates, Funding, and Schedules
		Product:	Draft and final Cost, Scheduling, and Funding Inventory Memo
		Completion Date:	2/29/2024
3	20	Task Description:	Develop Implementation Plan, Part 2: Project Phasing Methodology
		Product:	Draft and final Project Phasing Methodology Memo
		Completion Date:	2/29/2024
4	20	Task Description:	Develop Implementation Plan, Part 3: Workforce Development Toolkit
		Product:	Draft and final Workforce Development Toolkit Memo
		Completion Date:	2/29/2024
5	20	Task Description:	Project Administration
		Product:	Meeting agendas and minutes, paid invoices to consultants
		Completion Date:	6/30/2024

Future Activities

Prioritize the innovative strategies for implementation; develop an implementation approach; Produce a workforce development toolkit; continue engaging with private and public stakeholders to solicit feedback.

Project Manager: Mariela Rodriguez, Mobility and Innovation Admin

Committee(s): Borders Committee
Transportation Committee

Working Group(s): Freight Stakeholders Working Group

Work Element: **3401500 Clairemont Complete Corridors**

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$3,284	\$52,221	\$52,810	\$108,315
Contracted Services	\$0	\$300	\$299,988	\$0	\$300,288
Total	\$0	\$3,584	\$352,209	\$52,810	\$408,603

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FTA 5304 Strategic Partnerships Transit	\$0	\$3,173	\$302,961	\$44,272	\$350,406
TDA Planning/Administration	\$0	\$411	\$49,248	\$8,538	\$58,197
Total	\$0	\$3,584	\$352,209	\$52,810	\$408,603

Objective

The objective of this work element is to complete a Clairemont Complete Corridors Study to identify existing transportation access, circulation, and safety issues between the Clairemont Drive and Tecolote Road Trolley Stations and surrounding community destinations along the Mid-Coast Corridor. The study will produce a prioritized, time-constrained list of implementable recommendations that includes strategies and solutions to address community concerns and existing issues. Emphasis in FY 2024 will be to finalize mobility solution recommendations and close-out the project grant requirements.

Previous Accomplishments

Completed existing conditions. Initiated public outreach and mobility solutions development.

Justification

This project will 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description:	Mobility solutions development and analysis
		Product:	Draft mobility solutions, evaluation criteria, results, and final recommendations; summary memo of mobility solutions.
		Completion Date:	8/30/2023
2	30	Task Description:	Final mobility solutions
		Product:	Draft and final typical sections, rough order of magnitude costs, feasibility assessment
		Completion Date:	1/30/2024
3	10	Task Description:	Project administration
		Product:	Consultant management, coordination meetings, invoices, quarterly reports, meeting summaries, presentations
		Completion Date:	2/28/2024
4	25	Task Description:	Outreach
		Product:	Community planning group presentations, community meeting summaries, public outreach materials, final memo summarizing outcomes of public outreach meetings
		Completion Date:	2/28/2024
5	5	Task Description:	Final report and action plan
		Product:	Final report with base files
		Completion Date:	2/28/2024

Future Activities

Future activities include finalized mobility solution recommendations and development of an action plan.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$7,872	\$72,908	\$83,570	\$209,573
Contracted Services	\$0	\$430	\$215,000	\$135,000	\$360,430
Pass-Through to Other Agencies	\$0	\$0	\$25,000	\$25,000	\$50,000
Total	\$0	\$8,302	\$312,908	\$243,570	\$620,003

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FTA 5304 Strategic Partnerships Transit	\$0	\$7,350	\$277,018	\$213,506	\$497,874
TDA Planning/Administration	\$0	\$952	\$35,890	\$30,064	\$66,906
Total	\$0	\$8,302	\$312,908	\$243,570	\$564,780

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 2024 will be on completing the final deliverables and report for the project. In FY 2024 final selection of alternatives will need to be completed, and the final report will include operating plans and funding opportunities.

Previous Accomplishments

The project team procured a consultant in FY 2022 to complete the work. The team then worked with consultants to produce an existing conditions report, draft corridor alternatives, and other initial prospectives for planning elements of the Rapid services. The team conducted outreach to the community in two separate phases, including for review of existing conditions and for feedback on initial draft project strategies.

Justification

Advanced planning of Rapid routes is an early action in the 2021 Regional Plan and 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Planning Level Alternative Alignments
		Product:	Technical memo; conceptual designs
		Completion Date:	9/30/2023
2	20	Task Description:	Capital and operating costing
		Product:	Costing memo
		Completion Date:	9/30/2023
3	20	Task Description:	Funding opportunities
		Product:	Funding opportunities memo
		Completion Date:	9/30/2023
4	10	Task Description:	Public and stakeholder engagement
		Product:	Online content, meeting presentation, translation material, notes, feedback
		Completion Date:	10/31/2023
5	15	Task Description:	Draft and final report
		Product:	Draft and final report; presentation materials
		Completion Date:	10/31/2023
6	10	Task Description:	Project and fiscal management
		Product:	Meeting notes; progress reports; invoices; quarterly reports
		Completion Date:	10/31/2023
7	5	Task Description:	SANDAG Policy Advisory Committee review
		Product:	Presentation materials
		Completion Date:	10/31/2023

Future Activities

The project will be completed during the second quarter of FY 2024.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Work Element: 3401700 Rail Regional Infrastructure Accelerator

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$20,967	\$52,743	\$52,743	\$197,627
Other Direct Costs	\$0	\$0	\$10,000	\$10,000	\$20,000
Contracted Services	\$0	\$200	\$609,883	\$609,883	\$1,247,627
Total	\$0	\$21,167	\$672,626	\$672,626	\$1,465,254

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Transportation	\$0	\$21,167	\$672,626	\$672,626	\$1,465,254
Total	\$0	\$21,167	\$672,626	\$672,626	\$1,465,254

Objective

The objective of this work element is to establish the San Diego Regional Rail Infrastructure Accelerators Strategy (SANDRIA) program by completing an assessment of a pipeline of projects and identifying innovative funding and implementation strategies for these projects. SANDRIA develops an initial evaluation and assessment for the future success of regional rail improvements in the San Diego region, which can be expedited through Build America Bureau financing programs. The pipeline of projects will include: (1) critical shovel-ready improvements to the Los Angeles-San Diego-San Luis Obispo (LOSSAN) rail corridor, which 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. Emphasis in FY 2024 will be completing the investment strategy and public benefits analysis and finalizing the final study report.

Previous Accomplishments

Completed the project pipeline assessment, market & financial analysis, and governance review. Developed case studies for innovative financing and project delivery. Engaged industry peers and stakeholders in review of corridor assessment and investment strategy.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Investment Strategy: 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:	8/31/2023
2	10	Task Description:	Public Benefit Analysis: 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:	8/31/2023
3	50	Task Description:	Draft and Final Report: The work conducted in the previous tasks will culminate in the preparation of a summary study report, which documents the study approach, evaluation, and assessment processes and findings from the respective analyses, project partner, industry, and peer engagement, and overall recommendations for SANDRIA investment and delivery strategy. This report will reinforce the broad-based and collaborative approach used by the study team and provide specific guidance for advancing the implementation of the priority projects, including both immediate (shovel-ready) and longer-term project.
		Product:	Final report
		Completion Date:	12/31/2023
4	30	Task Description:	Study Management and Coordination: Engage in ongoing quality assurance review and coordinate key activities necessary to complete the study and meet grant reporting requirements. This also includes travel to conferences to present study findings and project close-out.
		Product:	Presentation of study findings
		Completion Date:	6/30/2024

Future Activities

Future activities include completion of the investment strategy and public benefits analysis, delivery of the final study report, and presentation of study outcomes at national conferences, as well as grant close-out.

Project Manager: Timothy Briggs, Active Transportation and Rail Planning
Committee(s): Transportation Committee
Working Group(s): None

Work Element: **3401800 Complete Corridor Air Planning: A Regional Strategy for Advanced Air Mobility Services**

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$49,944	\$151,137	\$201,081
Other Direct Costs	\$0	\$0	\$500	\$0	\$500
Contracted Services	\$0	\$0	\$177,044	\$122,000	\$299,044
Total	\$0	\$0	\$227,488	\$273,137	\$500,625

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FHWA Strategic Partnership for Sustainable Transportation	\$0	\$0	\$181,990	\$218,510	\$400,500
TDA Planning/Administration	\$0	\$0	\$45,498	\$54,627	\$100,125
Total	\$0	\$0	\$227,488	\$273,137	\$500,625

Objective

The objective of this work element is to develop a strategy for advanced air mobility (AAM) to integrate AAM technologies into the region's transportation system. SANDAG will work to create a guidance for policy and implementation of these services, conduct an industry assessment, and understand public perception of these technologies through outreach and education. Emphasis in FY 2024 will be to complete an industry assessment of the AAM market, stakeholder collaboration, and draft initial recommendations for cities for AAM deployment including sample ordinances or agreements.

Previous Accomplishments

During FY 2023, SANDAG procured a consultant to initiate this study.

Justification

AAM is a rapidly growing industry with a great potential to significantly disrupt the transportation system. Currently, there are no standards or regulations for such technologies in the region. If a company were to deploy services today, there are no ways to regulate or even plan for the services. SANDAG would like to prepare the San Diego region for widespread deployment of these innovative aerial transportation technologies by establishing a uniform regional vision. This vision will ensure that technologies are effectively integrated into the transportation system, that they equally serve communities, improve safety, reduce greenhouse gas emissions, and align with local, regional, and state objectives.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	AAM market research
		Product:	Draft and final Industry Assessment Report
		Completion Date:	4/30/2024
2	5	Task Description:	Oversee consultant contract
		Product:	Invoices
		Completion Date:	6/30/2024
3	10	Task Description:	Project team coordination
		Product:	Project development team meeting agendas, meeting summaries, and action items
		Completion Date:	6/30/2024
4	30	Task Description:	Convene stakeholder collaborative
		Product:	Meeting agendas, meeting materials, meeting summaries
		Completion Date:	6/30/2024
5	30	Task Description:	Begin developing the AAM policy framework
		Product:	Policy recommendations for cities and draft AAM policy framework
		Completion Date:	6/30/2024

Future Activities

Future activities include the completion of an industry assessment of the AAM market, convene stakeholder collaborative, recommendations for cities on AAM deployment including sample ordinances or agreements; development of regional education strategy and massaging guide; development of a concept plan for air corridors, and use case applications to inform future pilot projects.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$43,954	\$176,359	\$220,313
Pass-Through to Other Agencies	\$0	\$0	\$145,794	\$133,893	\$279,687
Total	\$0	\$0	\$189,748	\$310,252	\$500,000

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FTA 5304 Strategic Partnerships Transit	\$0	\$0	\$167,984	\$274,666	\$442,650
TDA Planning/Administration	\$0	\$0	\$21,764	\$35,586	\$57,350
Total	\$0	\$0	\$189,748	\$310,252	\$500,000

Objective

The objective of this work element is to develop near-term transportation recommendations that will optimize the integration and connectivity for more efficient, accessible, and reliable transit operations within the region's multi-modal system. This project is a partnership between SANDAG, Caltrans District 11, City of San Diego, and the Metropolitan Transit System, and 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 a toolbox of near-term, low-cost transit priority measures; guidance for assessment of a region's existing and planned transportation projects and social equity gaps; a methodology to prioritize near-term investments; performance measures; and cost estimates for pilot project recommendations. Recommendations from this study could be replicated throughout the county and statewide to address the growing need for near-term solutions for a balanced, multi-modal regional transportation network. Emphasis in FY 2024 will be to finalize the system evaluation and identify priority improvement corridors and initiate the development of draft recommendations.

Previous Accomplishments

Previous accomplishments include the identification of areas of significant transit delays and priority transit improvement corridors throughout the City of San Diego and the initiation of public engagement.

Justification

"On the Move" addresses the growing need for the San Diego region to have a more balanced, multi-modal transportation network that aligns with the long-term efforts outlined in the local and regional objectives of the 2021 Regional Plan. "On the Move" will integrate into larger regional efforts and identify transit priority measures as a method to reduce vehicle miles traveled. This partnership with Caltrans will address deficiencies in the state highway system by identifying near-term solutions for transit-focused quick-build projects in our multi-modal transportation system. Our region has implemented several pilot projects that have resulted in successful opportunities with lessons that could be leveraged. This project will identify innovative quick-build solutions that lead to more effective operations, supports transit-dependent communities and make routes more attractive to potential riders.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	System evaluation and priority improvement corridors
		Product:	Priority Improvement Corridors Memo to highlights existing mobility improvement corridors and methodology for prioritization
		Completion Date:	11/30/2023
2	10	Task Description:	Project administration
		Product:	Quarterly progress reports, invoices, meeting summaries, and project updates
		Completion Date:	6/30/2024
3	25	Task Description:	Stakeholder engagement
		Product:	Stakeholder Engagement Plan, working group presentations, and project website
		Completion Date:	6/30/2024
4	40	Task Description:	Transportation assessment and recommendations
		Product:	Transportation Assessment and Recommendations Memo to summarizes best practices, methodology for selecting priority improvement corridors, and project inventory list
		Completion Date:	6/30/2024

Future Activities

This work element will be completed in FY 2024.

Project Manager: Jennifer Williamson, Mobility Planning

Committee(s): Transportation Committee

Working Group(s): Mobility Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$578,975	\$578,975
Other Direct Costs	\$0	\$0	\$0	\$5,000	\$5,000
Contracted Services	\$0	\$0	\$0	\$360,000	\$360,000
Total	\$0	\$0	\$0	\$943,975	\$943,975

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
TransNet / FasTrak swap	\$0	\$0	\$0	\$343,975	\$343,975
Surface Transportation Block Grant (STBG) Program	\$0	\$0	\$0	\$600,000	\$600,000
Total	\$0	\$0	\$0	\$943,975	\$943,975

Objective

The objective of this work element is to develop and support a variety of initiatives aimed at building out the Managed Lanes network envisioned in the Regional Plan. Emphasis in FY 2024 will be on selecting corridor(s) to prioritize for Managed Lanes conversion, negotiating and executing a predevelopment agreement, and addressing regulatory and legislative roadblocks.

Previous Accomplishments

This is a new work element.

Justification

This work element will accelerate the implementation of projects in the 2021 Regional Plan by facilitating partnerships and innovative project delivery mechanisms.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Negotiate and execute a predevelopment agreement for Managed Lanes
		Product:	Predevelopment agreement
		Completion Date:	12/30/2023
2	15	Task Description:	Develop a regional toll policy
		Product:	Adopted regional toll policy
		Completion Date:	4/30/2024
3	20	Task Description:	Identify priority segments for Managed Lanes conversion
		Product:	Prioritized corridors
		Completion Date:	4/30/2024
4	5	Task Description:	Support Caltrans Managed Lanes effort
		Product:	Attend meetings for Managed Lanes system plan and other meetings
		Completion Date:	6/30/2024
5	20	Task Description:	Work with Caltrans, California Transportation Commission (CTC), the state legislature, and other regulatory agencies on authorization for P3 delivery of Managed Lanes
		Product:	Advance authority for P3 delivery of Managed Lanes in San Diego
		Completion Date:	6/30/2024
6	10	Task Description:	Define public-private goals for managed lane operations
		Product:	Managed lanes operational policies
		Completion Date:	6/30/2024
7	10	Task Description:	Initial assessment for environmental process for chosen segments
		Product:	Preliminary Environmental Assessment Report
		Completion Date:	6/30/2024
8	10	Task Description:	Preliminary funding/financial plan, including the identification of federal funding available
		Product:	Financial plan, federal and state grant submissions
		Completion Date:	6/30/2024

Future Activities

Continue working with Caltrans, CTC, state legislature, and other regulatory agencies to address regulatory and legislative roadblocks, preliminary Traffic & Revenue Assessment for selected corridor, operation and maintenance plan, Environmental Document.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group

Work Element: 3100400 Regional Plan Implementation

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,255,103	\$2,944,371	\$1,440,519
Other Direct Costs	\$7,961	\$153,000	\$0
Contracted Services	\$76,970	\$708,230	\$342,000
Total	\$1,340,034	\$3,805,601	\$1,782,519

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5303) MPO Planning	\$500,000	\$541,646	\$541,646
TDA Planning/Administration	\$343,622	\$367,859	\$205,991
TransNet Administration	\$496,412	\$310,744	\$236,835
TransNet / FasTrak swap	\$0	\$1,492,645	\$430,889
FHWA Metropolitan Planning (PL)	\$0	\$725,490	\$367,158
Planning, Programming and Monitoring (PPM) Program	\$0	\$367,217	\$0
Total	\$1,340,034	\$3,805,601	\$1,782,519

Objective

The objective of this work element is to advance projects in the adopted 2021 Regional Plan. Emphasis in FY 2024 will be developing a social equity methodology for evaluation of funded projects; refinement of smart growth program; conduct with local, state, and federal agencies to ensure consistency with the 2021 Regional Plan; and advancing regional and local climate change mitigation, adaptation, and resiliency planning.

Previous Accomplishments

Previous accomplishments include intergovernmental review (IGR) of projects, programs and policies relevant to the Regional Plan, pursuit of grants for implementation of projects, launch of Youth Opportunity Program pilot program, and collaboration with local jurisdictions on land use and housing plans.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Coordinate and conduct areawide clearinghouse and IGR processing, internal reporting, and conduct review local development projects to ensure consistency with the adopted 2021 Regional Plan. Coordinate and review state policy documents and guidelines, for transportation, land use, or housing related impacts in coordination with State. (e.g. 2050 California Transportation Plan, Interregional Transportation Strategic Plan, Strategic Highway Safety Plan, Regional Housing Needs Assessment, etc.) (Staff)
		Product:	IGR database, project tracking and reporting tool, comment letters, and monthly report
		Completion Date:	6/30/2024
2	20	Task Description:	Continue implementation of Social Equity Planning Framework of the 2021 Regional Plan by developing methodology for social equity analysis of the Regional Transportation Improvement Program. Coordinate the Regional Plan Social Equity Working Group to provide input on plan implementation projects and programs. (Staff/Consultant)
		Product:	Agendas, meetings, quarterly reports, draft and final methodology
		Completion Date:	6/30/2024
3	25	Task Description:	Coordinate with regional stakeholders to seek funding opportunities and advance planning and implementation of transportation projects and programs in the 2021 Regional Plan (Staff)
		Product:	Meetings, agendas, and grant applications
		Completion Date:	6/30/2024
4	15	Task Description:	Refine Smart Growth Incentive Program (SGIP) grant guidance and program to comply with the 2021 Regional Plan. (Staff)
		Product:	Revised SGIP grant guidance and maps
		Completion Date:	6/30/2024
5	15	Task Description:	Lead regional coordination that advances climate change mitigation, adaptation, resilience, and decarbonization planning including zero emission vehicle and infrastructure initiatives such as the Accelerate to Zero Emissions collaboration and wireless electric vehicle charging. (Staff/Consultant)
		Product:	Climate and clean transportation meeting materials, reports, grant applications, and partnership documents
		Completion Date:	6/30/2024

Future Activities

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

Project Manager: Tuere Fa'aola, Sustainable Communities Planning

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

Working Group(s): Independent Taxpayer Oversight Committee
Mobility Working Group
Regional Plan Social Equity Working Group
San Diego Regional Military Working Group
Sustainable Communities Working Group

Work Element: 3100404 Tribal Consultation Program

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$488,199	\$392,375	\$233,069
Other Direct Costs	\$9,939	\$1,000	\$4,414
Contracted Services	\$6,000	\$6,000	\$0
Pass-Through to Other Agencies	\$110,000	\$0	\$30,000
Total	\$614,138	\$399,375	\$267,483

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FHWA Metropolitan Planning (PL)	\$370,000	\$300,000	\$232,701
TDA Planning/Administration	\$244,138	\$99,375	\$34,782
Total	\$614,138	\$399,375	\$267,483

Objective

The objectives of this work element are to continue the government-to-government framework for engaging the 17 federally recognized sovereign tribal governments in the regional transportation planning process as mandated by state and federal regulations; coordinate and consult with tribal governments and intertribal organizations on major transportation, land use, and other regional planning initiatives; and provide a technical forum for discussing tribal transportation issues. Emphasis in FY 2024 will be on continuing tribal consultation for the 2025 Regional Plan and the implementation of collaborative strategies agreed upon in prior Tribal Summits.

Previous Accomplishments

Prior years have included the completion of the Intraregional Tribal Transportation Strategy (ITTS), development of the Tribal Consultation Plan, and convening Tribal Summits to discuss policy areas for inclusion in the 2021 Regional Plan. In FY 2021, the Southern California Tribal Chairmen’s Association and SANDAG signed a Memorandum of Understanding (MOU) to implement collaborative strategies in the 2021 Regional Plan. An annual Tribal Symposium was convened in November 2020 with the Borders Committee. The focus in FY 2022 and 2023 was the integration of tribal concerns in the implementation of the 2021 Regional Plan and development of the 2025 Regional Plan.

Justification

The San Diego region is home to 17 federally recognized tribal governments with jurisdiction over 18 reservations, the most in any county in the United States. State and federal planning regulations mandate timely and meaningful consultation with tribal governments in regional and transportation planning activities, including the development of the 2025 Regional Plan and the Regional Transportation Improvement Program. SANDAG is committed to not only meeting the federal requirement for consultation, but to strengthening its regional government-to-government framework for long-range planning with tribal nations.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Provide staff support and coordination for quarterly Tribal Taskforce and annual events (Staff)
		Product:	Meeting agendas and materials; membership lists; meeting minutes and follow up activities
		Completion Date:	6/30/2024
2	15	Task Description:	Coordinate technical support and project management for the MOU with the Southern California Tribal Chairmen's Association on 2025 Regional Plan development - Tribal Consultation (Staff)
		Product:	Quarterly status reports, meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2024
3	50	Task Description:	Tribal liaison activities to advance implementation of the 2021 Regional Plan and ITTS and coordination with tribal governments on planning initiatives and strategies for the 2025 Regional Plan (Staff)
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2024
4	15	Task Description:	Coordinate with local, state, and federal government agencies on relevant tribal-related issues as well as with intertribal agencies such as the Native American Environmental Protection Coalition and the National Indian Justice Center (Staff)
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2024

Future Activities

This is an ongoing work element. SANDAG will continue to work within its government-to-government framework to ensure timely and meaningful tribal engagement in regional planning efforts, including the implementation of collaborative strategies.

Project Manager: Tuere Fa'aola, Sustainable Communities Planning

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

Working Group(s): Committee on Binational Regional Opportunities

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$0	\$0	\$870,648
Other Direct Costs	\$0	\$0	\$16,516
Contracted Services	\$0	\$0	\$288,000
Total	\$0	\$0	\$1,175,164

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
SB1 Sustainable Communities Grant	\$0	\$0	\$1,040,373
TDA Planning/Administration	\$0	\$0	\$134,791
Total	\$0	\$0	\$1,175,164

Note: SB1 FY 2024 formula funds estimate \$1,040,372.93 + \$134,791.34 match = \$1,175,164.27 total.

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 2024 will be engagement with community-based organizations, education, and public engagement activities on development of the 2025 Regional Plan. Engagement activities will focus on the 2025 Regional Plan network development, supporting policies and programs, performance metrics and their outcomes, and project prioritization.

Previous Accomplishments

Prior accomplishments include robust education and outreach during the implementation of the 2021 Regional Plan and initial development of the 2025 Regional Plan. This included initiating contracts with 11 community-based organizations (CBOs) across the region to engage disadvantaged communities. Outreach efforts during implementation of the 2021 Regional Plan resulted in multiple community events to explain various projects and programs such as the Housing Acceleration Program, Youth Opportunity Pass, and more. Activities included social media campaigns, pop-up events, advertising, roadshow presentations, and participation in SANDAG community fairs and outreach events.

Justification

This project will ensure state and federal laws and regulations governing public outreach for the 2025 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	60	Task Description: Coordinate the engagement of disadvantaged communities as identified by CalEnviroScreen 4.0 on the development of the 2025 Regional Plan and implementation of the 2021 Regional Plan; and manage community outreach service contracts for up to 12 CBOs and co-collaborate on engagement strategies and activities for the 2025 Regional Plan. (Staff/CBOs) Product: Monthly CBO project manager meetings, promotional materials, and social media posts, up to four workshops, pop ups, or assemblies lead by CBOs, and participation in at least one major community fair (SANDAG lead or identified); monthly Social Equity Working Group meetings; and monthly invoices and reports. Completion Date: 6/30/2024	
2	40	Task Description: Update and implement PIP strategies (Staff/CBOs) Product: Updated PIP; community outreach events in English and Spanish; informational booths at community events and community group presentations; digital engagement and interactive tools; and other educational materials Completion Date: 6/30/2024	

Future Activities

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

Project Manager:	Tuere Fa'aola, Sustainable Communities Planning
Committee(s):	Regional Planning Committee Transportation Committee
Working Group(s):	Regional Plan Social Equity Working Group

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

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$193,512	\$218,220	\$277,975
Other Direct Costs	\$33,151	\$28,706	\$37,948
Contracted Services	\$7	\$0	\$0
Total	\$226,670	\$246,926	\$315,923

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Bicycle/Pedestrian Program Monitoring	\$110,835	\$120,963	\$155,494
TransNet Administration	\$5,000	\$5,000	\$440
TransNet Smart Growth Program Monitoring	\$110,835	\$120,963	\$159,989
Total	\$226,670	\$246,926	\$315,923

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 2024 will be on the Cycle 6 SGIP Call for Projects, execution of grant agreements, onboarding activities for successful grantees; and administering the grants awarded under the grant programs.

Previous Accomplishments

There have been four competitive grant cycles for ATGP and five cycles for SGIP. The SGIP has awarded nearly \$56 million to a total of 72 projects (34 capital grants, 37 planning grants, and 1 climate action planning grant). The ATGP has awarded approximately \$30 million to a total of 87 projects (37 planning, bike parking, and education program grants and 50 capital grants).

Justification

Both programs are required under the TransNet Extension Ordinance.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	60	<p>Task Description: Administer grant projects funded by the SGIP and ATGP; ensure the timely completion of projects and contract compliance; maintain information about project budgets, project expenditures, performance measures, deliverables, project invoices and reimbursements, and local funding match requirements; report quarterly to Independent Taxpayer Oversight Committee, Transportation Committee, and Regional Planning Committee.</p> <p>Product: Quarterly status reports; invoice payments; quarterly progress reports from grantees, contract amendments; performance monitoring; updates to grant software; and site visit summaries and reports</p> <p>Completion Date: 6/30/2024</p>	
2	30	<p>Task Description: Coordinate with internal departments to report quarterly TransNet expenditures, invoices, and close out activities; collaborate with Strategic Communications staff to implement media and ribbon cutting ceremonies for project milestones and completed projects; and work with the Office of Diversity and Equity staff and consultants regarding grantee adherence with labor compliance requirements.</p> <p>Product: Quarterly TransNet expenditures report; project photos/videos; press releases, social media posts, and website updates; monthly labor compliance meetings</p> <p>Completion Date: 6/30/2024</p>	
3	10	<p>Task Description: Coordinate with other grant program managers to identify and implement efficiencies and streamlined processes and procedures in all SANDAG grant programs</p> <p>Product: Meetings with other grant program managers; updated procedures, reports, or tools</p> <p>Completion Date: 6/30/2024</p>	

Future Activities

Continue to administer grants, monitor progress made by grantees, and undertake administrative process improvements. Develop additional performance monitoring tools that would compile information to track benefits resulting from grant investments.

Project Manager: Tracy Ferchaw, Grants
Committee(s): Regional Planning Committee
 Transportation Committee
Working Group(s): Independent Taxpayer Oversight Committee
 Mobility Working Group
 Sustainable Communities Working Group

Work Element: 3300200 Active Transportation Planning and Programs

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$584,509	\$420,973	\$550,754
Other Direct Costs	\$6,489	\$11,700	\$2,000
Materials and Equipment	\$432	\$4,000	\$0
Contracted Services	\$98,938	\$200,000	\$900,000
Total	\$690,368	\$636,673	\$1,452,754

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FHWA Metropolitan Planning (PL)	\$552,500	\$364,072	\$161,354
TDA Planning/Administration	\$137,611	\$75,000	\$667,424
TransNet Administration	\$257	\$61,673	\$85,330
Regional Surface Transportation Program	\$0	\$0	\$400,000
FHWA Metropolitan Planning – CS	\$0	\$135,928	\$138,646
Total	\$690,368	\$636,673	\$1,452,754

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 2024 will be on completing the comprehensive update to the regional active transportation network, a vital input to the 2025 Regional Plan.

Previous Accomplishments

Previous accomplishments in FY 2023 include staff development and submittal of six state Active Transportation Program (ATP) grant applications; quarterly SANDAG Early Action Program bikeways status reports; and formation and facilitation of Assembly Bill 43 Task Force under the SANDAG Mobility Working Group.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	70	Task Description: Continue the update of the regional ATP, including public outreach and coordination with the 2025 Regional Plan Complete Corridors network and Vision Zero Action Plan Develop a comprehensive update to the Regional Active Transportation Network Product: Updated regional active transportation network Completion Date: 4/30/2024	
2	15	Task Description: Develop regional ATP implementation strategies that include legislative policies and supporting amenities like secure personal bike parking. Product: Summary of regional ATP implementation strategies Completion Date: 6/30/2024	
3	15	Task Description: Coordinate with local agencies and the Mobility Working Group on planning and implementation of active transportation projects, liaise with Caltrans on active transportation planning activities, and support development of state ATP grant applications Product: Meeting reports and presentations, participation in Caltrans active transportation working group, and staff time developing state ATP grant applications Completion Date: 6/30/2024	

Future Activities

Future activities include ensuring the updated regional bike network is incorporated into the 2025 Regional Plan, closely coordinating with Vision Zero Action Plan completion, continuing to liaise with regional working groups and taskforces as active transportation subject matter experts.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Work Element: **3310714 Public Private Partnership Program**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$554,965	\$440,355	\$439,507
Other Direct Costs	\$1,794	\$2,870	\$0
Contracted Services	\$33,284	\$247,000	\$326,680
Total	\$590,043	\$690,225	\$766,187

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet / FasTrak swap	\$590,043	\$690,225	\$766,187
Total	\$590,043	\$690,225	\$766,187

Objective

The objective of this work element is to develop and implement strategies and partnerships that will advance the 2021 Regional Plan. Emphasis in FY 2024 will be on finalizing a formal Public Private Partnership Program and to clearly define roles and governance structures for potential Public Private Partnership opportunities that involve our partner agencies.

Previous Accomplishments

Previous accomplishments include a Request for Innovative Concepts procurement, collaboration with three short listed project teams to jump start Public Private Partnership (P3) opportunities, initiation of a formal P3 program to prioritize a pipeline of projects for private investment, and ongoing management of 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Finalize 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:	6/30/2024
2	10	Task Description:	Manage P3 on-call contracts
		Product:	Executed task orders
		Completion Date:	6/30/2024
3	15	Task Description:	Provide P3 subject matter expertise and technical support to SANDAG project development teams
		Product:	Partnership Recommendations and Best Practices
		Completion Date:	6/30/2024
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, memorandum of understandings (MOUs), and the deployment of a Client Relationship Management (or similar) system for managing partnership relationships
		Completion Date:	6/30/2024
5	10	Task Description:	Define roles and governance structures for potential P3 opportunities that involve our partner agencies
		Product:	Interagency organizational charts for P3 projects
		Completion Date:	6/30/2024
6	25	Task Description:	Work with the Beep team and coordinate with local jurisdictions to continue to advance their autonomous, connected shuttle and electric vehicle mobility hub concept.
		Product:	Draft interagency MOUs; route maps, mobility hub site plans
		Completion Date:	6/30/2024

Future Activities

Ongoing collaboration with regional agencies and other partners across the state to conduct research and develop policy that enables planning for transportation technology, implementation of new mobility services, and alternative project delivery methods.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group
 Sustainable Communities Working Group

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$506,016	\$266,897	\$345,497
Other Direct Costs	\$1,775	\$4,186	\$18,000
Contracted Services	\$217,359	\$1,039	\$0
Pass-Through to Other Agencies	\$215,867	\$226,050	\$234,299
Total	\$941,017	\$498,172	\$597,796

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TDA Planning/Administration	\$402,214	\$227,775	\$236,729
TransNet Administration	\$0	\$50,000	\$23,612
Planning, Programming and Monitoring (PPM) Program	\$538,803	\$220,397	\$337,455
Total	\$941,017	\$498,172	\$597,796

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; oversee Social Services Transportation Advisory Council (SSTAC), and oversee the Consolidated Transportation Services Agency (CTSA). Emphasis in FY 2024 will be to implement recommended actions from the FY 2018-FY2020 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

Previous accomplishments include the Triennial TDA performance audits and annual reporting of transit operator performance monitoring were completed. Planning services were provided on behalf of the operators. Coordination with the transit operators to allow for the implementation of Pronto, ongoing coordination with the transit operators on TransNet expenditures.

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 Regional Transportation Plan 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 5 to 12 Comprehensive Multimodal Corridor Plans (CMCPs) programmed in the Regional Transportation Improvement Program (RTIP). 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 2021 Regional Plan.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	Task Description:	Prepare for the FY 2025 update to the Coordinated Plan; provide liaison for bimonthly 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; Coordinate public hearings required by SSTAC; provide oversight of CTSA
		Product:	Minutes, agendas, and Transportation Committee/Board meeting reports, as required; bimonthly SSTAC agendas
		Completion Date:	6/30/2024
2	30	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:	6/30/2024
3	10	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:	6/30/2024
4	10	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:	6/30/2024

Future Activities

Federal transit law requires that projects selected for funding under the Section 5310 program be developed through the Coordinated Plan. Additionally, the 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 2021 Regional Plan, 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 6 to 11 CMCPs programmed in the RTIP. 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 2021 Regional Plan.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Coordinated Transit & Human Services Transportation Plan Working Group
 Social Services Transportation Advisory Council
 Regional Plan Social Equity Working Group
 Regional Short-Range Transit Planning Task Force

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$271,185	\$257,475	\$361,092
Other Direct Costs	\$12,649	\$1,110	\$1,360
Contracted Services	\$0	\$0	\$16,835
Total	\$283,834	\$258,585	\$379,287

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$165,769	\$208,585	\$279,287
TransNet Senior Grants Program Monitoring	\$118,065	\$50,000	\$100,000
Total	\$283,834	\$258,585	\$379,287

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 (Section 5310) and TransNet Senior Mini-Grant programs. Emphasis in FY 2024 will be on submitting a grant application for the FTA for Section 5310 funding, executing grants with successful applicants through the Cycle 12 Call for Projects, purchasing Cycle 12 grant-funded vehicles, implementing enhanced performance measures, streamlining grant monitoring procedures, producing data-driven performance reports, and preparing a call for projects for future competitive funding cycles. A contractor will auction off old Specialized Transportation Grant Program (STGP) vehicles.

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 2023, SANDAG completed the execution of Cycle 11 grants as well as the administration of Cycle 10 grants.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	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:	3/31/2024
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:	6/30/2024
3	25	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:	6/30/2024
4	30	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:	6/30/2024
5	5	Task Description:	A contractor will retrieve and auction off old STGP vehicles.
		Product:	Vehicle auctions and sales
		Completion Date:	6/30/2024

Future Activities

Future activities include administering the competitive process for a subsequent grant cycle and continuing to monitor and report on grantee performance.

Project Manager: Alyssa Neumann, Grants
Committee(s): Transportation Committee
Working Group(s): Independent Taxpayer Oversight Committee
 Social Services Transportation Advisory Council

Work Element: **3321400 Enhanced Mobility for Seniors and Disabled Pass Through**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Other Direct Costs	\$8,031,234	\$431,360	\$0	\$4,697,585	\$0	\$13,160,178
Pass-Through to Other Agencies	\$5,147,931	\$1,070,894	\$2,048,304	\$2,621,859	\$624,936	\$11,513,924
Total	\$13,179,165	\$1,502,254	\$2,048,304	\$7,319,444	\$624,936	\$24,674,102

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$11,010,178	\$1,291,608	\$1,888,295	\$7,159,504	\$514,000	\$21,863,585
Other Local Funds	\$2,168,987	\$210,646	\$159,939	\$159,940	\$110,936	\$2,810,448
Total	\$13,179,165	\$1,502,254	\$2,048,234	\$7,319,444	\$624,936	\$24,674,033

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 2024 will be on providing funding to Cycle 12 operating, mobility management, and contracted services projects. Cycle 12 funding recommendations will be approved by the Board of Directors in March 2023.

Previous Accomplishments

Projects awarded through Cycle 10 and 11 call for projects have been completed. Staff performed FY 2023 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).

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	Task Description:	Pass-through Section 5310 funding for operating and mobility management, contracted services projects
		Product:	Pass-through funding on a monthly/quarterly reimbursement basis
		Completion Date:	6/30/2024

Future Activities

Pass-through funding for operating, mobility management, and contracted services projects will continue along with vehicle purchases resulting from Cycle 12.

- Project Manager:** Alyssa Neumann, Grants
- Committee(s):** Transportation Committee
- Working Group(s):** Social Services Transportation Advisory Council

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$153,742	\$706,635	\$726,896	\$405,607	\$1,992,880
Other Direct Costs	\$0	\$1,727	\$5,000	\$2,008	\$8,735
Contracted Services	\$49,743	\$699,037	\$1,326,562	\$839,480	\$2,914,822
Pass-Through to Other Agencies	\$0	\$177,733	\$609,332	\$1,148,178	\$1,935,243
Total	\$203,485	\$1,585,132	\$2,667,790	\$2,395,273	\$6,851,680

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
State other	\$203,485	\$1,585,132	\$2,667,790	\$2,395,273	\$6,851,680
Total	\$203,485	\$1,585,132	\$2,667,790	\$2,395,273	\$6,851,680

Note: "State other" funds are from the California Department of Housing and Community Development.

Objective

The objective of this work element is to develop a Housing Acceleration Program (HAP) that assists local jurisdictions in meeting their Regional Housing Needs Assessment (RHNA) goals. Emphasis in FY 2024 will be implementing regional housing initiatives such as regional antidisplacement strategies, housing and land use technical assistance for local jurisdictions, administering and tracking housing grants, and conducting outreach/education.

Previous Accomplishments

Developed pro-housing best practices documents for local jurisdictions, identified ten regional initiatives, issued HAP 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 Regional Early Action Planning (REAP) grant 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 2024. The housing acceleration program supports the implementation of SANDAG's Sustainable Communities Strategy and local jurisdictions implementation of RHNA goals.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	Task Description:	Coordinate regional initiatives (e.g., Housing Acceleration Program, antidisplacement study, online geographic information systems tools, etc.) (Staff/Consultant)
		Product:	Draft and final reports to support housing initiatives, presentation materials, published online resources
		Completion Date:	6/30/2024
2	20	Task Description:	Conduct education and outreach activities (Staff/Consultant)
		Product:	Roadshow presentations, educational webinars, expert panel presentations, informational one-pagers and other resource documents
		Completion Date:	6/30/2024
3	25	Task Description:	Provide technical assistance support to local jurisdictions (Staff/Consultant)
		Product:	Draft and final reports, workshops, factsheet materials, and other resources
		Completion Date:	6/30/2024
4	5	Task Description:	Program support and administration of HAP grants (Staff)
		Product:	Invoices, quarterly reports
		Completion Date:	6/30/2024

Future Activities

SANDAG will continue to provide additional housing technical assistance to local jurisdictions, finalize the regional guidance document on anti-displacement strategies, and continue to support regional housing related initiatives.

Project Manager: Tuere Fa'aola, Sustainable Communities Planning
Committee(s): Regional Planning Committee
Working Group(s): Social Equity Working Group
 Sustainable Communities Working Group

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$648,488	\$1,380,386	\$4,487,942	\$6,516,816
Other Direct Costs	\$0	\$0	\$12,000	\$5,000	\$0	\$17,000
Contracted Services	\$0	\$0	\$1,350,000	\$910,000	\$1,468,507	\$3,728,507
Pass-Through to Other Agencies	\$0	\$0	\$0	\$20,775,000	\$12,000,000	\$32,775,000
Total	\$0	\$0	\$2,010,488	\$23,070,386	\$17,956,449	\$43,037,323

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
State other	\$0	\$0	\$2,010,488	\$23,070,386	\$17,956,449	\$43,037,323
Total	\$0	\$0	\$2,010,488	\$23,070,386	\$17,956,449	\$43,037,323

Note: "State other" funds are from the California Department of Housing and Community Development.

Objective

The objective of this work element is to implement SANDAG's Housing Acceleration Program (HAP) with funding from the Regional Early Action Planning Grants of 2021 (REAP 2.0). Emphasis in FY 2024 will be awarding grants to local jurisdictions for planning and capital projects, implementing a regional housing trust fund, partnering with tribal nations on housing priorities, and advancing transit-oriented development with transit agencies.

Previous Accomplishments

In FY 2023, SANDAG used the initial 10% advance REAP 2.0 funding to conduct extensive education and outreach to inform program development and submit the application for full funding to the California Department of Housing and Community Development (HCD). Initial program implementation includes releasing the Housing Acceleration Program Cycle 2 call for projects, developing partnerships for the regional housing trust fund, developing a memorandum of understanding with the Southern California Tribal Chairman's Association, and developing an agreement with the transit agencies.

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 the 2019 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 HCD through the program. In 2022, SANDAG applied for and received approval of for 10% of the funding allocation, with the remaining funding application being submitted in December 2022.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	8	Task Description:	Program administration, education and outreach, inter-regional engagement, and Tribal coordination (Staff/Consultant)
		Product:	Grant agreements, partnership agreements, housing campaign materials
		Completion Date:	6/30/2024
2	45	Task Description:	Local Jurisdiction Support: HAP Cycle 2 Grants, Technical Assistance, Data and Planning Tools (Staff/Pass-through/Consultant)
		Product:	Grant agreements, trainings, data resources
		Completion Date:	6/30/2024
3	35	Task Description:	Affordable Housing Programs: regional housing trust fund, coordination on state grants, homebuyer program (Staff/Pass-through/Consultant)
		Product:	Loan/grant agreements, state grant applications
		Completion Date:	6/30/2024
4	6	Task Description:	Tribal Partnership on housing priorities (Staff/Pass-through)
		Product:	Tribal housing programs (studies, grants/loans, predevelopment plans)
		Completion Date:	6/30/2024
5	6	Task Description:	Transit Agency Partnership to advance transit-oriented development (Staff/Pass-through/Consultant)
		Product:	Predevelopment plans, studies
		Completion Date:	6/30/2024

Future Activities

REAP 2.0 funds must be expended by June 2026 with most activities completed by December 2025. Future activities include local jurisdiction support through grants, technical assistance, and data and planning tools; affordable housing programs, including homeownership, financing strategies, and grant writing support; tribal partnership programs; and transit-oriented development studies.

Project Manager: Tuere Fa'aola, Sustainable Communities Planning
Committee(s): Regional Planning Committee
Working Group(s): Social Equity Working Group
 Sustainable Communities Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$115,808	\$222,076	\$251,624	\$589,508
Pass-Through to Other Agencies	\$0	\$0	\$1,265,002	\$2,793,398	\$4,058,400
Total	\$0	\$115,808	\$1,487,078	\$3,045,022	\$4,647,908

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Other Local Funds	\$0	\$115,808	\$1,487,078	\$3,045,022	\$4,647,908
Total	\$0	\$115,808	\$1,487,078	\$3,045,022	\$4,647,908

Note: Funding is from Transportation Network Company fees

Objective

Administer the Access for All (AFA) grant program to distribute pass-through funding from the California Public Utilities Commission (CPUC). Emphasis in FY 2024 will be to complete the Cycle 2 Call for Projects, enter into grant agreements with access providers, continue monitoring and reporting of grantees, and begin the Cycle 3 Call for Projects.

Previous Accomplishments

In FY 2023, the program's first call for projects was conducted, an access provider was selected and began providing service, and quarterly reporting was provided to the CPUC.

Justification

AFA is a state-mandated program administered by the CPUC and SANDAG is the designated Local Access Fund Administrator for San Diego County.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Complete Cycle 2 call for projects by awarding and executing grant agreements with access providers.
		Product:	Scored and ranked applications, funding recommendations, reports to Transportation Committee and Board of Directors, executed grant agreements
		Completion Date:	9/1/2023
2	20	Task Description:	Monitor grantee project progress and compliance with grant agreement requirements; review and processing of invoices, collection of quarterly progress reports, and providing technical advice and guidance to grantees.
		Product:	Progress payments, meetings, and other correspondence with grantees
		Completion Date:	6/30/2024
3	50	Task Description:	Develop and conduct Cycle 3 Call for Projects
		Product:	Completed outreach to stakeholders and potential applicants, final call for projects and related materials, and Prospective Applicant webinar provided.
		Completion Date:	6/30/2024
4	10	Task Description:	Provide quarterly progress reports and performance data to CPUC
		Product:	Development and submittal of quarterly status reports and performance data
		Completion Date:	6/30/2024

Future Activities

Continued refinement of the AFA program, development of annual calls for projects, reporting to the CPUC, and meetings with other agencies and stakeholders across the state to share best practices and program enhancements.

Project Manager: Benjamin Gemblar, Grants
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
Social Services Transportation Advisory Council

Work Element: 3322300 San Ysidro Mobility Hub Planning

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Other Direct Costs	\$0	\$0	\$0	\$20,000	\$20,000
Contracted Services	\$0	\$9,477	\$750,000	\$1,525,000	\$2,284,477
Total	\$0	\$9,477	\$750,000	\$1,545,000	\$2,304,477

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Other Local Funds	\$0	\$9,477	\$650,000	\$1,240,000	\$1,899,477
FTA Transit Oriented Development Planning Pilot Program 20005(b)	\$0	\$0	\$100,000	\$305,000	\$405,000
Total	\$0	\$9,477	\$750,000	\$1,545,000	\$2,304,477

Note: Local funding is provided by the Metropolitan Transit System (MTS).

Objective

The objective of this work element is to advance implementation of the future San Ysidro Mobility Hub per the Regional Mobility Hub Strategy and the 2021 Regional Plan. 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 2024 will be initiating the Phase II planning study and advancing Phase I improvements into subsequent phases of implementation.

Previous Accomplishments

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 completion of the San Ysidro Port of Entry Modernization and Expansion project in 2019 led by U.S. General Services Administration. In FY 2022, the 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. In FY 2023 staff initiated a planning study to develop near-term operational improvements to the existing transit center.

Justification

The San Ysidro Transit Center, immediately adjacent to one of the busiest land border crossings in the world – San Ysidro Port of Entry – is a critical asset for the regional transportation network and facilitates some of the highest ridership across the existing transit system. The future San Ysidro Mobility Hub will advance strategic goals included in the 2021 Regional Plan and expand travel choices in the border region and beyond.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	Task Description:	Project management
		Product:	Meeting summaries, quarterly reports, and milestone deliverables
		Completion Date:	6/30/2024
2	15	Task Description:	Stakeholder and public outreach
		Product:	Project stakeholder outreach materials and events, outreach meeting summaries, public participation strategy, briefings with public officials, and stakeholder meeting summaries
		Completion Date:	6/30/2024
3	10	Task Description:	Phase I - San Ysidro Transit Center Improvements
		Product:	Final summary report, final study presentations
		Completion Date:	12/31/2023
4	40	Task Description:	Phase II - San Ysidro Mobility Hub
		Product:	Existing conditions analysis, preliminary design alternatives, cost estimates, preferred design solution report, phasing and implementation strategy report, conceptual design renderings, final summary report
		Completion Date:	6/30/2024
5	25	Task Description:	Blue Line Transit Oriented Development (TOD) Study
		Product:	Stakeholder and public outreach plan, existing conditions assessment and station area analysis, TOD opportunity site memo, land use and mobility solutions report, implementation strategy report, final summary report
		Completion Date:	6/30/2024

Future Activities

Future activities include completing Phase II planning activities, advancing Phase I improvements into subsequent phases of implementation, and further developing transit-oriented development strategies for regional mobility hub implementation.

Project Manager: Zachary Hernandez, Long-Range Transportation Planning
Committee(s): Borders Committee
 Transportation Committee
Working Group(s): Committee on Binational Regional Opportunities
 Mobility Working Group
 Social Equity Working Group
 Social Services Transportation Advisory Council

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$435,000	\$856,690	\$1,291,690
Other Direct Costs	\$0	\$0	\$0	\$1,000	\$1,000
Contracted Services	\$0	\$0	\$210,000	\$1,214,000	\$1,424,000
Total	\$0	\$0	\$645,000	\$2,071,690	\$2,716,690

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Regional Surface Transportation Program	\$0	\$0	\$645,000	\$2,071,690	\$2,716,690
Total	\$0	\$0	\$645,000	\$2,071,690	\$2,716,690

Objective

The objective of this work element is to study the feasibility of implementing express-level transit service along the Blue Line corridor between San Ysidro and Downtown San Diego. Additionally, this work element will support coordination for Cross Border Trolley conceptual planning activities. Emphasis in FY 2024 will include planning and stakeholder engagement activities to develop and analyze preliminary project alternatives, system performance assessment, alternatives analysis, cost estimates, implementation strategies, and final summary reporting.

Previous Accomplishments

Previous accomplishments include the development of the project scope, request for proposals documentation, stakeholder and public engagement strategy, and existing conditions assessment.

Justification

The Blue Line Trolley has the highest ridership of any service in the Metropolitan Transit System and serves some of the most marginalized communities in the region as well as a large crossborder population. Current transit travel times are double that of automobile drive times in the corridor. Because the Blue Line is so essential to travel throughout the county, it has been designated a priority project and this study will determine the feasibility of implementing express service along the Blue Line corridor to reduce transit travel time and advance strategic goals included in the 2021 Regional Plan.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	Task Description:	Existing Conditions and Corridor Performance Assessment
		Product:	Existing Conditions Analysis report, review of previous planning analysis and related efforts memo, field work
		Completion Date:	9/30/2023
2	35	Task Description:	Blue Line Express Alternatives Assessment
		Product:	Alternatives development memo, alignment exhibits and cross sections, opportunities and constraints analysis, cost estimates
		Completion Date:	2/1/2024
3	10	Task Description:	Project management
		Product:	Meeting summaries, quarterly reports, presentations to relevant Policy Advisory Committees and working groups
		Completion Date:	6/30/2024
4	15	Task Description:	Stakeholder and working group engagement
		Product:	Presentations and stakeholder engagement activities, project collateral and messaging platforms, and outreach summaries
		Completion Date:	6/30/2024
5	15	Task Description:	Study findings and final reporting
		Product:	Implementation strategies memo, study summary report, study summary PowerPoint
		Completion Date:	6/30/2024
6	10	Task Description:	Request for Innovative Concepts: Cross Border Trolley Support
		Product:	Meeting agendas and summaries, milestone project updates and presentations, coordination with parallel planning efforts
		Completion Date:	6/30/2024

Future Activities

Future activities include further study of project alternatives and integration of study findings and recommendations into the 2025 Regional Plan.

Project Manager: Zachary Hernandez, Long-Range Transportation Planning
Committee(s): Borders Committee
 Transportation Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$17,711	\$54,672	\$56,814	\$129,197
Other Direct Costs	\$0	\$0	\$350	\$350	\$700
Pass-Through to Other Agencies	\$0	\$704,165	\$32,310	\$6,112	\$742,587
Total	\$0	\$721,876	\$87,332	\$63,276	\$872,484

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	\$0	\$721,876	\$87,332	\$63,276	\$872,484
Total	\$0	\$721,876	\$87,332	\$63,276	\$872,484

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 2024 will be on performing desk reviews or site visits with previous subrecipients whose grants have completed.

Previous Accomplishments

Previous funding allowed SANDAG to provide pass-through funding to six CRRSAA/ARPA 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.

Products, Tasks, and Schedules for FY 2024

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:	12/30/2023
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:	6/30/2024
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, SSTAC presentation
		Completion Date:	6/30/2024

Future Activities

The funding for this work element will not continue into FY 2025.

Project Manager: Alyssa Neumann, Grants
Committee(s): Transportation Committee
Working Group(s): Social Services Transportation Advisory Council

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$115,000	\$469,212	\$300,000	\$884,212
Contracted Services	\$0	\$0	\$40,000	\$776,000	\$1,000,000	\$1,816,000
Total	\$0	\$0	\$155,000	\$1,245,212	\$1,300,000	\$2,700,212

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
Regional Surface Transportation Program	\$0	\$0	\$155,000	\$1,245,212	\$1,300,000	\$2,700,212
Total	\$0	\$0	\$155,000	\$1,245,212	\$1,300,000	\$2,700,212

Objective

The objective of this work element is to use data analytics to inform Alternatives Analysis, which 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 I-805 to major employment centers north of I-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. Emphasis in FY 2024 will be determining the high-level feasibility and cost estimate of a high-speed commuter rail, including whether the alignment would encroach into restricted land, and potential station design concepts at critical connection points such as at San Ysidro Transit Center and SDSU Mission Valley. FY 2024 will also include developing project implementation timelines under an aggressive, most likely, and restricted scenario to inform public engagement and education in the early project planning stages.

Previous Accomplishments

The adopted 2021 Regional Plan included in depth analytics to determine the proposed alignment for the Purple Line commuter rail. Initial 2025 Regional Plan efforts include verifying this alignment based on the most recent travel data. These efforts will be used in the Concept Alignment & Stations Study.

Justification

The Purple Line is identified as a SANDAG priority project and a top performing project in the last three regional plan. This rail line would provide high speed transit access between dense urban neighborhoods south of I-8 and top level 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	Task Description:	Feasibility analysis of anticipated alignment and conceptual station layouts (consultant)
		Product:	Concept Alignment & Stations Study
		Completion Date:	1/31/2024
2	30	Task Description:	Refined cost estimates and segment phasing, including supporting facilities
		Product:	Concept Phasing Technical Memo
		Completion Date:	6/30/2024
3	30	Task Description:	Implementation timeframe scenarios under each of an aggressive, most likely, and constrained funding scenario
		Product:	Workplan Scenarios Technical Memo
		Completion Date:	6/30/2024

Future Activities

Future activities include the advancement of preliminary design efforts and pursuing other near-term actions from the identified project implementation timelines.

- Project Manager:** Cecily Taylor, Goods Movement Planning
- Committee(s):** Regional Planning Committee
Transportation Committee
- Working Group(s):** Regional Plan Social Equity Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$961	\$108,267	\$295,898	\$405,126
Other Direct Costs	\$0	\$25,348	\$100,000	\$3,600	\$128,948
Contracted Services	\$0	\$0	\$50,000	\$0	\$50,000
Total	\$0	\$26,309	\$258,267	\$299,498	\$584,074

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
TransNet / FasTrak swap	\$0	\$0	\$184,576	\$149,498	\$334,074
Contribution from Local Cities or Member Agencies	\$0	\$0	\$50,000	\$0	\$50,000
State other	\$0	\$26,309	\$23,691	\$150,000	\$200,000
Total	\$0	\$26,309	\$258,267	\$299,498	\$584,074

Note: "State other" funds is from the California Emerging Technology Fund. Local revenue is from the County and City of San Diego.

Objective

The objective of this work element is to implement the Regional Digital Equity Strategy and Action Plan to expand connectivity, equity, and improve quality of life in the San Diego region. Emphasis in FY 2024 will be to coordinate with state stakeholders to expand digital communications infrastructure as part of state and local transportation projects; leverage the permitting work group to develop regional standards for broadband planning, permitting, and deployment; and seek additional funding to support implementation of the Action Plan.

Previous Accomplishments

SANDAG successfully developed partnerships and received grant funding to implement the Get Connected outreach strategy and to conduct targeted outreach and enrollment assistance for the Affordable Connectivity Program; SANDAG took over as the lead agency in facilitating the So Cal Transformation Meetings which convenes broadband stakeholders across southern California; SANDAG continued to convene the Regional Digital Divide task force and the permitting working group to continue advancing initiatives that support the deployment of digital infrastructure and adoption of broadband.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Convene So Cal Transformation meetings
		Product:	Agendas, priorities, and action items
		Completion Date:	6/30/2024
2	10	Task Description:	Coordinate broadband permitting work group to develop regional permitting standards and guidelines to expedite broadband infrastructure.
		Product:	Standard permitting processes, model policies, and templates
		Completion Date:	6/30/2024
3	20	Task Description:	Collaborate with the California Department of Technology, Caltrans, and the State's Third-Party Administrator (TPA) to advance initial middle-mile priority.
		Product:	Middle-mile project work plans
		Completion Date:	6/30/2024
4	15	Task Description:	Seek and apply for funding, such as competitive grants or public-private partnerships to support the implementation of the Regional Digital Equity Strategy
		Product:	Grant submissions and partnership agreements
		Completion Date:	6/30/2024
5	20	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, presentations, materials, and meeting minutes
		Completion Date:	6/30/2024
6	10	Task Description:	Stand up and maintain a regional portal for resources and information on Digital Equity Action Plan progress
		Product:	Communications resource toolkit, regional portal for digital equity resources and the Digital Equity Action Plan progress dashboard
		Completion Date:	6/30/2024
7	5	Task Description:	Support digital infrastructure related initiatives agency wide, such as the Broadband Master Plan
		Product:	Subject matter expertise
		Completion Date:	6/30/2024

Future Activities

Develop and advance partnerships needed to accelerate the deployment of digital infrastructure; coordinate with Caltrans to deliver open-access middle-mile infrastructure and last mile connections in the San Diego region; collaborate with regional, state, and federal agencies across the state to advocate for broadband funding in Southern California; develop a network of partners to facilitate outreach and enrollment in the Affordable Connectivity Program.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Regional Planning Committee
 Transportation Committee
Working Group(s): Mobility Working Group
 Regional Plan Social Equity Working Group

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$3,302	\$31,698	\$35,000
Pass-Through to Other Agencies	\$0	\$0	\$0	\$57,500	\$57,500	\$115,000
Total	\$0	\$0	\$0	\$60,802	\$89,198	\$150,000

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
State other	\$0	\$0	\$0	\$60,802	\$89,198	\$150,000
Total	\$0	\$0	\$0	\$60,802	\$89,198	\$150,000

Note: "State other" funds are from the California Advanced Services Fund (CASF) Broadband Adoption Account.

Objective

The objective of this work element is to partner with San Diego Future Foundations and 211 San Diego to continue the Get Connected Program and help facilitate the expansion of digital literacy workshops, classes, and/or hands-on training on computer and digital skills throughout the County of San Diego. Emphasis in FY 2024 will be to develop approach and materials to initiate the project, develop a project workplan and schedule, and identify a mechanism for monitoring the effectiveness of different strategies to improve broadband adoption.

Previous Accomplishments

Received grant awards, executed a three-party memorandum of understanding.

Justification

This project implements the Digital Equity Strategy and Action Plan was adopted by the Board of Directors on December 17, 2022. SANDAG, partnering with 2-1-1 and San SDFP successfully received a grant through the California Public Utilities Commissions (CPUC) CASF Adoption Account to perform the work under this project.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	Task Description:	Work with project partners to develop project workplan and schedule
		Product:	Project workplan and schedule
		Completion Date:	12/31/2023
2	10	Task Description:	Identify up to 12 site locations to host in-person digital literacy trainings in underserved communities.
		Product:	List of site locations
		Completion Date:	12/31/2023
3	15	Task Description:	Lead grant and project administration of the CASF grant
		Product:	Payment to project partners, CPUC required reporting
		Completion Date:	6/30/2024
4	30	Task Description:	Coordinate regular project team meetings with stakeholders and project partners to implement the project, track progress, and monitor impacts
		Product:	Meeting agendas and summaries
		Completion Date:	6/30/2024
5	30	Task Description:	Continue to conduct direct outreach to broadband providers and digital equity stakeholders to promote the Get Connected program.
		Product:	Project outreach materials (fliers, social media, posters)
		Completion Date:	6/30/2024

Future Activities

Develop materials, develop project approach, develop tracking and monitoring approach to measure the effectiveness of strategies to improve broadband adoptions.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$51,751	\$70,248	\$23,775	\$145,774
Other Direct Costs	\$0	\$0	\$500	\$2,000	\$2,420	\$4,920
Contracted Services	\$0	\$0	\$80,000	\$145,000	\$75,000	\$300,000
Total	\$0	\$0	\$132,251	\$217,248	\$101,195	\$450,694

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
FTA 5304 Sustainable Communities	\$0	\$0	\$114,788	\$190,994	\$93,218	\$399,000
TDA Planning/Administration	\$0	\$0	\$17,463	\$26,254	\$7,977	\$51,694
Total	\$0	\$0	\$132,251	\$217,248	\$101,196	\$450,694

Objective

The objective of this work element is to partner with the County of San Diego to research, design, and establish a Regional Zero-Emission Vehicle (ZEV) Incentive program to help accelerate the adoption of 100,000 plug-in electric and fuel cell electric vehicles in the region, this is funded by a Caltrans Planning Grant. Project deliverables will include an existing conditions assessment, community engagement and social equity plan, technical advisory committee, incentive program strategy, implementation plan, and a methodology report. Emphasis for FY 2024 is to complete the existing conditions assessment incentive program strategy and continue community outreach and stakeholder engagement.

Previous Accomplishments

In FY 2023, SANDAG staff procured a consultant to support this project, began the Existing Conditions assessment, and conducted community outreach and stakeholder engagement. This project builds off work completed through a previous Caltrans Planning Grant for the electric vehicle (EV) charger rebate program, which became CALeVIP: San Diego County Incentive Project.

Justification

This program is a greenhouse gas (GHG) reduction measure in the Sustainable Communities Strategy of the 2021 Regional Plan. The off-model calculator estimates that the ZEV incentive program and the EV charger rebate program combined accounted for about 2% of the 20% per capita GHG reduction target for 2035. The ZEV Incentive Program will also directly support SANDAG social equity goals by prioritizing incentives for disadvantaged and low-income communities and conducting extensive community outreach and engagement.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	48	Task Description:	Develop ZEV Incentive Program Strategy and complete existing conditions findings and research
		Product:	Draft and final ZEV Incentive Program Strategy
		Completion Date:	1/31/2024
2	25	Task Description:	Community engagement and technical stakeholder outreach
		Product:	Outreach meetings and marketing materials, including materials for community members with limited English proficiency
		Completion Date:	6/30/2024
3	22	Task Description:	Develop ZEV Incentive Program Implementation Plan based on its strategy
		Product:	Draft ZEV Incentive Program Implementation Plan
		Completion Date:	6/30/2024
4	5	Task Description:	Begin to evaluate options for ZEV Programs Methodology Update for next Sustainable Communities Strategy
		Product:	Hold task specific kickoff with selected consultant, develop meeting materials, and hold meetings with other Metropolitan Planning Organizations and Air Districts in California to discuss options.
		Completion Date:	6/30/2024

Future Activities

In FY 2025, SANDAG will complete the grant and plans to launch a regional ZEV incentive program.

Project Manager: Susan Freedman, Climate Planning
Committee(s): Transportation Committee, Regional Planning Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group
 Sustainable Communities Working Group

Work Element: 3330700 Regional Intelligent Transportation System Planning

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$470,432	\$423,832	\$523,520
Other Direct Costs	\$8,000	\$1,500	\$0
Contracted Services	\$41,123	\$464,763	\$400,000
Total	\$519,555	\$890,095	\$923,520

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Major Corridors Program	\$319,555	\$890,095	\$923,520
California State DMV Vehicle Registration Fee	\$200,000	\$0	\$0
Total	\$519,555	\$890,095	\$923,520

Objective

The objective of this work element is to provide ongoing planning for Intelligent Transportation Systems (ITS); advance strategic development of ITS initiatives 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 2024 will be on advancing implementation and cross agency cooperation for the region's priority projects including the North Coast Corridor Express Lanes concept, the SR 11/Otay Mesa East (OME) technology components, the Regional Border Management System (RBMS), and advancing the development of Systems Requirements for the 511 Next Generation Traveler Information System, the Next Generation Managed Lanes Concept of Operations to support the advancement of Smart Corridors projects in the 2021 Regional Plan, and developing a regional roadmap for connected vehicle technology.

Previous Accomplishments

In FY 2023, staff began work on and completed the NextGen 511 Concept of Operations report. This effort included conducting multiple user needs workshops with stakeholders. In FY 2023 work efforts also including standing up 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 provided subject matter expert ITS input to other regional strategic planning activities.

Justification

ITS strategic planning plays a significant role in delivering the Next OS, one of the 5 Big Moves in the 2021 Regional Plan; contributes to improving mobility and tackling the climate crisis by reducing congestion and greenhouse gas emissions; and integrates transportation systems across the region to coordinate and improve operations. Implementation of these projects will advance the 2021 Regional Plan per federal and state requirements.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	35	Task Description:	Provide input on ITS cross-agency coordination to ensure that ITS transportation systems are integrated and operated consistently across the region.
		Product:	On-going overall work program quarterly progress reports
		Completion Date:	6/30/2024
2	20	Task Description:	Initiate development of the Next Generation 511 system requirements.
		Product:	Draft System Requirements
		Completion Date:	6/30/2024
3	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:	6/30/2024
4	15	Task Description:	Develop Implementation Roadmap for connected and automated vehicles
		Product:	Final Implementation Roadmap
		Completion Date:	6/30/2024

Future Activities

Continue to advance strategic development of ITS initiatives by promoting multimodal and multi-agency coordination; continue planning ITS deployments to advance the Regional Plan.

Project Manager: Alex Estrella, Technology Planning

Committee(s): Transportation Committee

Working Group(s): Mobility Working Group

Work Element: 3331400 Caltrans Electrical Design Consult

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$0	\$150,008	\$8,243
Other Direct Costs	\$0	\$8	\$0
Total	\$0	\$150,016	\$8,243

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
State other	\$0	\$150,016	\$8,243
Total	\$0	\$150,016	\$8,243

Note: "State other" funds are from Caltrans Senate Bill 156 Middle-Mile Broadband Initiative.

Objective

This project will provide SANDAG Systems Engineering support to assist Caltrans Engineering Staff with the development and implementation of the region's middle mile broadband network. Emphasis in FY 2024 will be to continue to assist Caltrans by supporting design and construction of fiber network facilities along SR 76, SR 78, and SR 79.

Previous Accomplishments

This project builds upon SANDAG's work of the digital divide task force and regional fiber optic sharing agreement to expand the regions fiber optic facilities to enhance transportation and improve access to high-speed, high-quality digital and affordable internet service.

Justification

SANDAG staff have extensive experience developing the region's Regional Digital Equity Strategy and Action Plan, regional fiber optic project development and implementation and the development of regional fiber optic networks utilizing shared fiber optic cabling.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	North Coast Corridor (NCC)/Caltrans Network Middle Mile Fiber Optic Gap Closure Integration
		Product:	Identify Fiber Optic Strand and Network Integration Elements to close fiber optic gaps to enable the NCC to establish redundant broadband links between the traffic management center and NCC
		Completion Date:	6/30/2024
2	80	Task Description:	SANDAG Systems and Electrical Designers to assist with preliminary engineering, coordination, design and implementation of Regional Corridor and State Broadband Middle Mile projects within the SR 76, SR 78 and SR 79 corridors.
		Product:	Update fiber optic network
		Completion Date:	6/30/2024

Future Activities

Collaborate with Caltrans to close fiber optic gaps in the region's fiber optic network by expanding the regions fiber network infrastructure to underserved communities located along SR 76, SR 78, and SR 79.

Project Manager: Chip Finch, Systems Engineering
Committee(s): Transportation Committee
Working Group(s): None

Work Element: 3331500 Design and Construction Support: CP Broadway to CP Gaslamp

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$59,975	\$59,975
Total	\$0	\$0	\$0	\$59,975	\$59,975

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
TransNet / FasTrak swap	\$0	\$0	\$0	\$59,975	\$59,975
Total	\$0	\$0	\$0	\$59,975	\$59,975

Note: Local funding is provided by the North County Transit District (NCTD).

Objective

This objective of this work element is to create a new COASTER station and platform at the San Diego Convention Center in Downtown San Diego. This will allow passengers better service in the Downtown area especially the Convention Center and Petco Park. Emphasis in FY 2024 will be to review and approve plans from NCTD.

Previous Accomplishments

The engineering design of the station is 60% complete and under review by the various stake holders.

Justification

SANDAG to provide review of NCTD plans per request.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	Task Description:	Review NCTD plans
		Product:	Approved/completed NCTD plans
		Completion Date:	6/30/2024

Future Activities

Finish the engineering plans and get a contractor under contract to construct the station.

Project Manager: Timothy DeWitt, Design and Project Management

Committee(s): None

Working Group(s): None

Work Element: **3430100 Research and Development**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$0	\$80,000	\$282,033
Other Direct Costs	\$0	\$0	\$5,000
Contracted Services	\$57,868	\$132,245	\$0
Pass-Through to Other Agencies	\$0	\$0	\$50,000
Total	\$57,868	\$212,245	\$337,033

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TDA Planning/Administration	\$57,868	\$212,245	\$337,033
Total	\$57,868	\$212,245	\$337,033

Objective

The objective of this work element is to support project and concept development. This includes evaluating unsolicited proposals per Board Policy No. 040, 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. Emphasis in FY 2024 will be on exploring new and innovative project delivery mechanisms to implement projects in the Regional Plan.

Previous Accomplishments

Previous accomplishments include the review and response to unsolicited proposals; conduct a Request for Innovative Concept Process to jump start the development of public private partnerships opportunities; developed an e-bike incentive pilot program; coordinated with academic agencies and researchers.

Justification

In 2019 the Board of Directors adopted an unsolicited proposal policy (Board Policy No. 040) 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	Task Description:	Evaluate unsolicited proposals and 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:	6/30/2024
2	20	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:	6/30/2024
3	65	Task Description:	Develop proofs of concept and plan for pilot projects and demonstrations that informs long-term investments.
		Product:	Proofs of concept, pilot project plans, and demonstrations
		Completion Date:	6/30/2024

Future Activities

Develop and manage strategic partnerships that advance implementation of the 2021 Regional Plan and provide opportunities to test new technologies and project delivery models; 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.

Project Manager: Danielle Kochman, Strategic Partnerships
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
Social Equity Working Group

Group Objective

The objective of this group program is to plan and implement pilot projects and support the development of new services that improve mobility throughout the region. The following projects – Work Element Project Nos. 3501000 through 3504000 – provide more detail on the proposed activities for this fiscal year.

Work Element: **3501000 Flexible Fleet Pilots**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$78,906	\$189,967	\$234,160	\$270,513	\$559,057	\$1,332,603
Other Direct Costs	\$0	\$1,109	\$0	\$0	\$0	\$1,109
Contracted Services	\$12,540	\$255,127	\$288,662	\$0	\$0	\$556,329
Pass-Through to Other Agencies	\$0	\$0	\$200,001	\$933,800	\$2,034,958	\$3,168,759
Total	\$91,446	\$446,203	\$722,823	\$1,204,313	\$2,594,015	\$5,058,800

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
Regional Surface Transportation Program	\$91,446	\$446,203	\$514,023	\$1,059,973	\$2,588,355	\$4,700,000
California State DMV Vehicle Registration Fee	\$0	\$0	\$208,800	\$144,340	\$5,660	\$358,800
Total	\$91,446	\$446,203	\$722,823	\$1,204,313	\$2,594,015	\$5,058,800

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 2024 will be coordination of flexible fleets projects throughout the region and deployment of flexible fleet service partnerships.

Previous Accomplishments

Pacific Beach Neighborhood Electric Vehicle (NEV) shuttle pilot operations. Initial collaborative discussions for Flexible Fleet Pilot Priority Areas, including Southeastern San Diego, Oceanside and other areas of interest for BEEP.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	15	Task Description:	Marketing
		Product:	Develop marketing and branding guidelines for Flexible Fleet Pilot deployment to be consistent throughout the San Diego region. Develop release surveys for baseline data to support recommendations of pilot deployment.
		Completion Date:	9/30/2023
2	15	Task Description:	Agreement Coordination
		Product:	Coordinate agreements with local jurisdictions for pilot deployment partnerships in Flexible Fleet priority areas. Develop, scope, operations and baseline data for recommendations and analysis of flexible fleet deployments. Identify and agreed to shared costs and responsibilities for flexible fleet pilot operations.
		Completion Date:	12/30/2023
3	20	Task Description:	Public outreach
		Product:	Coordinate with cities and community groups about the deployment of pilot projects.
		Completion Date:	6/30/2024
4	10	Task Description:	Project management/administration
		Product:	Meeting summaries for internal and external agency collaboration about existing and potential flexible fleet pilot projects. Lead Flexible Fleets Task Force meetings and coordinate with local jurisdictions about flexible fleets bench and grant opportunities.
		Completion Date:	6/30/2024
5	10	Task Description:	Pacific Beach NEV Pilot support
		Product:	Continued support for the operations of Pacific Beach NEV Pilot project. Review data to provide recommendations for operational changes to maximize utilization of pilot services.
		Completion Date:	6/30/2024
6	30	Task Description:	Pilot operations deployment
		Product:	Strategize deployment for pilot operations based on finalized agreements and support local jurisdictions with implementation and operations analysis.
		Completion Date:	6/30/2024

Future Activities

Begin contracts and operations for Flexible Fleet mobility pilot partnerships; assess pilot deployment of Pacific Beach NEV; and continued regional support for Flexible Fleet deployments.

Project Manager: April DeJesus, Transit Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Work Element: **3501001 eBike Incentive Program**

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$5,306	\$52,531	\$55,805	\$113,642
Contracted Services	\$0	\$5,952	\$345,005	\$0	\$350,957
Total	\$0	\$11,258	\$397,536	\$55,805	\$464,599

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Congestion Management Air Quality (CMAQ)	\$0	\$11,258	\$397,536	\$55,805	\$464,599
Total	\$0	\$11,258	\$397,536	\$55,805	\$464,599

Objective

The objective of this work element is to offer 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. Emphasis in FY 2024 will be continued administration of the e-bike incentive pilot.

Previous Accomplishments

Previous accomplishments include launching the e-bike incentive pilot and recruiting and onboarding 125 participants while tracking their daily trips and completing a baseline e-bike travel behavior survey.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	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:	6/30/2024
2	50	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 qualitative travel behavior survey instruments
		Completion Date:	6/30/2024
3	25	Task Description:	Marketing of pilot milestones to SANDAG Policy Advisory Committees, working groups, and public
		Product:	Reports, presentations, and social media outreach
		Completion Date:	6/30/2024

Future Activities

Conclude the initial pilot and determine how to scale the e-bike incentive pilot to either accept additional applicants or supply e-bike incentives to increase e-bike use in the region through other means.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Work Element: 3502000 Regional Electric Vehicle Charger Incentive Program: CALeVIP

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$106,451	\$122,057	\$200,769	\$374,497	\$85,226	\$889,000
Other Direct Costs	\$0	\$275	\$0	\$0	\$0	\$275
Contracted Services	\$114,570	\$102,903	\$126,364	\$174,216	\$171,885	\$689,938
Pass-Through to Other Agencies	\$1,516,000	\$1,516,000	\$2,069,870	\$1,919,096	\$1,899,821	\$8,920,787
Total	\$1,737,021	\$1,741,235	\$2,397,003	\$2,467,809	\$2,156,932	\$10,500,001

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
TransNet Major Corridors Program	\$1,737,021	\$1,741,235	\$1,957,019	\$1,967,809	\$1,596,916	\$9,000,000
Other Local Funds	\$0	\$0	\$439,984	\$500,000	\$560,016	\$1,500,000
Total	\$1,737,021	\$1,741,235	\$2,397,003	\$2,467,809	\$2,156,932	\$10,500,000

Note: Local funds from the San Diego Air Pollution Control District.

Objective

The objective of this work element 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 2024 will be to continue processing rebate applications, distribute all remaining project funds, and explore opportunities for partnerships for the next phase of the regional charger rebate project. Additional FY 2024 efforts include marketing and outreach for workforce training, technical assistance through an “EV Expert” for projects in communities of concern and permit streamlining assistance for local governments.

Previous Accomplishments

In FY 2021, 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 2022-2023, 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 GHG emissions and air pollution associated with passenger vehicles.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	5	Task Description:	Project administration
		Product:	Quarterly progress reports and invoices; contract management with closeout and final report by end of FY 2024 continue with payments to CSE for program administration and rebate processing.
		Completion Date:	6/30/2024
2	11	Task Description:	Project marketing, outreach, and educations including enhanced technical assistance by CSE for workforce training for local electricians (Electric Vehicle Infrastructure Training Program-EVITP) and permit streamlining for local governments.
		Product:	Coordination materials and meetings with EVITP, marketing collateral for workforce development; [resentation/PowerPoint for permitting webinar.
		Completion Date:	6/30/2024
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 distributed individual rebate payments.
		Completion Date:	6/30/2024
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:	6/30/2024
5	12	Task Description:	Exploration of new and continued partnerships and program elements for phase two of EV charger incentive funding per 2021 Regional Plan
		Product:	Coordination materials and meetings
		Completion Date:	6/30/2024

Future Activities

Partnerships with CSE and CEC are forecasted to continue into FY 2025 for CALeVIP charger installations and project monitoring. Future activities are to expand funding for EV charger rebates in line with 2021 Regional Plan commitments, continue to provide technical assistance, and establish partnerships for the next phase of the regional charger rebate project.

Project Manager: Susan Freedman, Climate Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group
 Social Equity Working Group
 Sustainable Communities Working Group

Work Element: 3503000 Next Operating System (Next OS) Planning

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$761,681	\$657,643	\$540,432	\$419,956	\$0	\$2,379,712
Other Direct Costs	\$1,113	\$607	\$0	\$0	\$0	\$1,720
Contracted Services	\$377,326	\$85,289	\$362,532	\$645,000	\$250,591	\$1,720,738
Total	\$1,140,120	\$743,539	\$902,964	\$1,064,956	\$250,591	\$4,102,170

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
Regional Surface Transportation Program	\$837,950	\$743,539	\$902,964	\$1,064,956	\$250,591	\$3,800,000
California State DMV Vehicle Registration Fee	\$302,170	\$0	\$0	\$0	\$0	\$302,170
Total	\$1,140,120	\$743,539	\$902,964	\$1,064,956	\$250,591	\$4,102,170

Objective

The objective of this work element is to establish the Next Operating System (Next OS) as a regional data hub, which will enable all the 2021 Regional Plan strategies to work together to create a seamless transportation system. Emphasis in FY 2024 will be on developing a Broadband and Digital Infrastructure Master Plan and completing 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 2023, work on the Next OS Business Plan was initiated; a digital infrastructure database was developed to document fiber and associated infrastructure assets in the region; procurement for developing the Broadband Master Plan was completed and initiated. In addition, a framework to collect, aggregate, and analyze data from various public and private mobility services was established.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	35	Task Description:	Continue and complete a Next OS 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:	Final Next OS Business Plan
		Completion Date:	12/31/2023
2	20	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 participation in regional project and planning studies.
		Completion Date:	6/30/2024
3	35	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
		Completion Date:	6/30/2024
4	10	Task Description:	Initiate development Next OS Smart Intersection System (SIS) Implementation Plan
		Product:	Next OS SIS Implementation Plan
		Completion Date:	6/30/2024

Future Activities

Development of future concept of operations and system requirements of Next OS platforms and implementation of Next OS use case pilot projects.

Project Manager: Alex Estrella, Technology Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group, Social Equity Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$2,592	\$19,121	\$14,857	\$36,570
Contracted Services	\$0	\$0	\$100,000	\$63,429	\$163,429
Total	\$0	\$2,592	\$119,121	\$78,286	\$199,999

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
State Blueprint Grant	\$0	\$2,592	\$119,121	\$78,286	\$199,999
Total	\$0	\$2,592	\$119,121	\$78,286	\$199,999

Note: Funding is from California Energy Commission

Objective

Funded by a California Energy Commission grant, the objective of this work element 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. Project deliverables include a needs assessment, community/stakeholder outreach and engagement, technology and siting criteria, implementation strategies, and a final comprehensive blueprint. Emphasis for FY 2024 is to develop near- and long-term implementation strategies, prepare the final blueprint report, and continue with community/stakeholder outreach. Project is on track to be complete by end of FY 2024.

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 2023 tasks included completion of the project needs assessment, project fact sheet development, research and development of siting criteria, draft near- and long-term strategies, and community/stakeholder outreach.

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 mitigation measure 5b. This project was also identified as a near-term action in the Portside Communities Community Emissions Reduction Plan.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description:	Develop draft and final versions of near- and long-term implementation strategies based on community and stakeholder input, funding opportunities, and project findings.
		Product:	Near- and long-term implementation strategies
		Completion Date:	12/29/2023
2	40	Task Description:	Create a comprehensive blueprint report that summarizes project findings and identifies stakeholder roles and responsibilities.
		Product:	Draft and final blueprint
		Completion Date:	1/31/2024
3	5	Task Description:	Project administration
		Product:	Monthly check ins and quarterly project reports and invoices to the California Energy Commission
		Completion Date:	5/30/2024
4	25	Task Description:	Outreach via working groups, community-based organizations, and other regional channels
		Product:	Meeting materials including presentations and PowerPoints, agendas, and meeting notes
		Completion Date:	5/31/2024

Future Activities

This grant project is expected to be completed at the end of FY 2024. The final blueprint will inform regional investments in zero-emission goods movement in support of the Regional Plan and EIR.

Project Manager: Susan Freedman, Climate Planning
Committee(s): Transportation Committee
Working Group(s): Freight Stakeholders Working Group
 Mobility Working Group
 Regional Freight Working Group
 Regional Plan Social Equity Working Group

Work Element: **3505000 Early Action Transit Pilot**

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Other Direct Costs	\$0	\$0	\$100,000	\$100,000	\$200,000
Pass-Through to Other Agencies	\$0	\$1,090,640	\$8,209,360	\$6,543,840	\$15,843,840
Total	\$0	\$1,090,640	\$8,309,360	\$6,643,840	\$16,043,840

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Congestion Management Air Quality (CMAQ)	\$0	\$0	\$7,109,360	\$6,643,840	\$13,753,200
County of San Diego	\$0	\$1,090,640	\$1,200,000	\$0	\$2,290,640
Total	\$0	\$1,090,640	\$8,309,360	\$6,643,840	\$16,043,840

Objective

The objective of this work element is to implement this 16-month pilot project, which 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, with a focus on serving 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 (CBO) partners, local transit agencies, educational institutions, 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. Emphasis in FY 2024 will be the final months of the free youth transit service pilot, finalization of the pilot's study and report, and anticipation of more funding for a permanent program.

Previous Accomplishments

SANDAG staff began planning for the pilot program in summer 2021, and SANDAG successfully launched the Youth Opportunity Pass (YOP) pilot program in May 2021 in coordination with the County of San Diego, Metropolitan Transit System, and North County Transit District. Outreach to community organizations and schools was conducted beginning in March 2021 to distribute information about the program and free transit passes for youth. A study of the program's impact was conducted started in fall 2022, including a survey in winter 2023 and focus groups in spring 2023. The survey results and study report will be finalized by Quarter 1 of FY 2024. The YOP pilot program is scheduled to conclude in August 2023 (Quarter 1, FY 2024).

Justification

In early 2021, the 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description:	Impact study
		Product:	Study report and presentation
		Completion Date:	7/31/2023
2	40	Task Description:	YOP pilot program
		Product:	Free youth transit passes
		Completion Date:	8/31/2023
3	30	Task Description:	Education and outreach
		Product:	CBO collateral, school/CBO coordination
		Completion Date:	8/31/2023

Future Activities

The YOP pilot program will continue through August 2023. The study report will be completed in the first quarter of FY 2024. The early action pilot sponsored by this project will be complete upon the completion of these two activities.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$142,581	\$104,842	\$247,423
Other Direct Costs	\$0	\$0	\$0	\$5,000	\$5,000
Contracted Services	\$0	\$0	\$80,000	\$126,000	\$206,000
Total	\$0	\$0	\$222,581	\$235,842	\$458,423

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
TDA Planning/Administration	\$0	\$0	\$222,581	\$235,842	\$458,423
Total	\$0	\$0	\$222,581	\$235,842	\$458,423

Objective

The objective of this work element is 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, Metropolitan Transit System and North County Transit District, 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 2024 will be implementing the last half of the study with a final document. There will be continuation of public outreach and the team will attend advisory committee meetings.

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 on 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. In December 2022 the project was kicked off internally and request for proposals for the consultant effort released in January 2023.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	Task Description:	Fare pricing scenarios, impacts, and phasing
		Product:	Technical memo summarizing the data collection and key findings
		Completion Date:	9/30/2023
2	25	Task Description:	Replacement revenue sources
		Product:	Technical memo summarizing replacement revenue sources
		Completion Date:	10/31/2023
3	10	Task Description:	Public outreach
		Product:	Public outreach summary report detailing the feedback received from the public with an executive summary that includes the favored scenarios; communications engagement tracker; stakeholder meetings; and agendas, minutes, and meeting materials
		Completion Date:	12/30/2023
4	15	Task Description:	Draft and final report
		Product:	Draft report and supporting documentation; final report and supporting documentation; presentations; and comment log
		Completion Date:	12/30/2023

Future Activities

This project will be completed in FY 2024.

Project Manager: Jennifer Williamson, Mobility Planning
Committee(s): Transportation Committee
Working Group(s): Regional Plan Social Equity Working Group

Work Element: 1500000 Project Monitoring and Oversight

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$338,997	\$309,367	\$465,061
Other Direct Costs	\$4,968	\$8,000	\$8,000
Total	\$343,965	\$317,367	\$473,061

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Planning, Programming and Monitoring (PPM) Program	\$338,997	\$312,367	\$465,061
TDA Planning/Administration	\$4,968	\$5,000	\$8,000
Total	\$343,965	\$317,367	\$473,061

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 2024 will be continued implementation of new funding programs included in the Infrastructure Investment and Jobs Act I, earmarks in annual OmniBus Bills, 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 third 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 2023, 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; continued input to the development of guidelines for 2022 SB 1 programs; participation with the RTPA Working Group, 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024
2	10	Task Description:	Review and comment on environmental documents, engineering reports, plans, and estimates prepared by project sponsors and ensure consistency with the 2021 Regional Plan and the Regional Transportation Improvement Program
		Product:	Completed review/comments, as needed
		Completion Date:	6/30/2024
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:	6/30/2024
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:	6/30/2024
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:	6/30/2024
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:	6/30/2024
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:	6/30/2024

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 OmniBus Bills; comply with reporting requirements of the Mid-Coast TIFIA loan, and submission of the 2024 STIP.

Project Manager: Michelle Smith, Capital Project Office
Committee(s): Transportation Committee
Working Group(s): Cities/County Transportation Advisory Committee
 Independent Taxpayer Oversight Committee

Work Element: **1500100 TransNet Financial Management**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,119,763	\$1,859,318	\$1,397,608
Other Direct Costs	\$53,151	\$52,503	\$48,703
Contracted Services	\$336,531	\$520,145	\$306,489
Total	\$1,509,445	\$2,431,966	\$1,752,800

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Administration	\$1,509,445	\$2,431,966	\$1,752,800
Total	\$1,509,445	\$2,431,966	\$1,752,800

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 2024 will be on continued implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit.

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; continued administration of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements, and Ordinance amendments, such as increasing the percent of funds flowing to the administration line of the TransNet program.

Justification

This is a continuing requirement of the TransNet Extension Ordinance.

Products, Tasks, and Schedules for FY 2024

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 its 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 2024, 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:	6/30/2024
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:	6/30/2024
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:	6/30/2024
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:	6/30/2024
5	10	Task Description:	Continue efforts to develop or refine program guidelines and SANDAG Board Policy to implement components of the TransNet Extension Ordinance
		Product:	New/revised guidelines and Board Policy, as needed
		Completion Date:	6/30/2024
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:	6/30/2024

Future Activities

Future activities include continued implementation of recommendations from the FY 2021 TransNet Triennial Performance Audit, regular TransNet Program updates, continued administration of TransNet local sales tax revenues consistent with TransNet Extension Ordinance requirements, and implementation of TransNet Ordinance amendments.

Project Manager: Zara Sadeghian, Financial Strategy and Programming

Committee(s): Transportation Committee

Working Group(s): Independent Taxpayer Oversight Committee

Work Element: **1500300 Funds Management and Oversight**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$237,079	\$296,001	\$318,634
Other Direct Costs	\$61,359	\$71,116	\$73,106
Contracted Services	\$5,323	\$0	\$0
Total	\$303,761	\$367,117	\$391,740

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FHWA Metropolitan Planning (PL)	\$268,642	\$275,000	\$285,000
TDA Planning/Administration	\$34,806	\$50,000	\$45,868
TransNet Administration	\$313	\$42,117	\$60,872
Total	\$303,761	\$367,117	\$391,740

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 2024 will be on beginning the update to the 2025 RTIP and preparing amendments to the 2023 RTIP.

Previous Accomplishments

In FY 2023, SANDAG completed the annual estimate of short-term revenue; approved the FY 2023 RTIP and amendments to 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.

Products, Tasks, and Schedules for FY 2024

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 (Staff)
		Product:	Annual listing of obligated projects posted on the RTIP website; submittal of CMAQ emissions report to the state
		Completion Date:	1/15/2024
2	20	Task Description:	Provide annual apportionment and five-year revenue projections to transit operators and local jurisdictions (Staff)
		Product:	Staff report; revenue projections to transit and local agencies
		Completion Date:	2/28/2024
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. (Staff)
		Product:	Amendments to RTIP; updated ProjectTrak features; and updated ProjectTrak manual
		Completion Date:	6/30/2024
4	10	Task Description:	Continue to participate in statewide meetings and task force groups including the California Federal Program Group (Staff)
		Product:	Memo summarizing regional input provided to interagency groups
		Completion Date:	6/30/2024

Future Activities

Future activities include an annual estimate of short-term revenues; update to the 2025 RTIP; approval of amendments to the 2023 RTIP; continuing work to align the RTIP projects with the Regional Plan and publication of federal obligation reports.

Project Manager: Michelle Smith, Capital Project Office
Committee(s): Transportation Committee
Working Group(s): Cities/County Transportation Advisory Committee
 Independent Taxpayer Oversight Committee
 San Diego Region Conformity Working Group

Work Element: **1500400 Overall Work Program and Budget Programs Management**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$506,389	\$426,407	\$506,016
Other Direct Costs	\$2,395	\$1,100	\$2,100
Total	\$508,784	\$427,507	\$508,116

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FHWA Metropolitan Planning (PL)	\$371,760	\$120,000	\$130,000
FTA (5303) MPO Planning	\$78,534	\$125,000	\$135,000
TDA Planning/Administration	\$58,490	\$182,507	\$243,116
Total	\$508,784	\$427,507	\$508,116

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 2024 will be on balancing agency strategic initiatives and funding constraints; launching 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 (FTA), Federal Highway Administration (FHWA), 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.

Products, Tasks, and Schedules for FY 2024

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 (Staff)
		Product:	Year-end package submittal to Caltrans
		Completion Date:	8/31/2023
2	5	Task Description:	Identify timeline and process improvements for the annual budget process (Staff)
		Product:	Summary of process improvements, annual budget schedule, and guidelines document
		Completion Date:	11/30/2023
3	20	Task Description:	Transition the current Integrated Master Budget Model 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. (Staff)
		Product:	Enterprise Resource Planning platform
		Completion Date:	12/29/2023
4	5	Task Description:	Coordinate draft and final OWP with local, state, and federal funding agencies to ensure compliance with funding eligibility requirements. (Staff)
		Product:	Annual OWP development and coordination meeting with FHWA, FTA, and Caltrans (November 2023). Response to feedback on draft budget submittals
		Completion Date:	1/31/2024
5	5	Task Description:	Produce quarterly and annual OWP progress reports for review by management, Caltrans, and other funding agencies (Staff)
		Product:	Quarterly and annual reports
		Completion Date:	6/30/2024
6	45	Task Description:	Develop draft and final FY 2025 Program Budget and distribute to the public, member agencies and funding agencies for review and comment (Staff)
		Product:	Draft (March 2023) and final (May 2023) budget documents
		Completion Date:	6/30/2024
7	10	Task Description:	Coordinate with project managers and funding agencies to identify and process accurate and timely budget amendments, as needed (Staff)
		Product:	Budget amendment documents, including OWP Agreement amendments
		Completion Date:	6/30/2024

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.

Project Manager: Julian Podgruszewski, Budgets
Committee(s): Executive Committee
Working Group(s): None

Work Element: **1500800 TDA Funds Management and Oversight**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$79,544	\$105,872	\$167,987
Contracted Services	\$85,475	\$98,296	\$100,495
Total	\$165,019	\$204,168	\$268,482

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TDA Planning/Administration	\$165,019	\$204,168	\$268,482
Total	\$165,019	\$204,168	\$268,482

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 2024 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 2023, SANDAG approved TDA claims, completed TDA and STA audits, and began implantation of recommendations from the TDA performance audit.

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.

Products, Tasks, and Schedules for FY 2024

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:	12/31/2023
2	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:	6/30/2024
3	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:	6/30/2024

Future Activities

Annual estimate of short-term revenues; approve TDA claims; complete TDA and STA audits; and continue implementation of recommendations from the TDA performance audit.

Project Manager: Michelle Smith, Capital Project Office
Committee(s): Transportation Committee
Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$232,027	\$146,730	\$50,023
Other Direct Costs	\$16,345	\$48,000	\$45,400
Contracted Services	\$2,911	\$0	\$0
Total	\$251,283	\$194,730	\$95,423

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Administration	\$251,283	\$194,730	\$95,423
Total	\$251,283	\$194,730	\$95,423

Objective

The objective of this work element is to educate and meaningfully involve the public on TransNet Program activities through media, online engagement, and traditional outreach activities. Emphasis in FY 2024 will be on celebrating the 35th anniversary of the original TransNet measure, increasing awareness of SANDAG's delivery of TransNet commitments, and expanding the engagement of historically underrepresented communities in TransNet Program activities and project delivery.

Previous Accomplishments

Previous accomplishments include outreach efforts on behalf of the TransNet Program, including the new SANDAG website, updating the TransNet branding guidelines to align with the new SANDAG branding, and multiple public outreach efforts on a wide range of TransNet projects and programs, including the North Coast Corridor (NCC), Environmental Mitigation Program, various TransNet grant programs, Los Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor doubletracking, Active Transportation Program and GObyBIKE.

Justification

The SANDAG public information program is essential to ensure all communities have the opportunity for meaningful participation in the agency's planning and delivery process for TransNet activities. This public involvement component uses a variety of traditional and digital outreach activities, in a variety of formats and languages, to inform residents and other stakeholders of the progress on implementing transportation projects funded by the TransNet half-cent sales tax.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	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:	6/30/2024
2	5	Task Description:	Publish TransNet information in SANDAG monthly newsletter, social media, TransNet signage, project fact sheets, and other publications.
		Product:	SANDAG newsletter articles, fact sheets, social media, and project signage
		Completion Date:	6/30/2024
3	15	Task Description:	Coordinate public involvement in the Board and Policy Advisory 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:	6/30/2024
4	15	Task Description:	Enhance and update website information to increase public awareness and education of how TransNet dollars are being invested.
		Product:	New SANDAG webpages and content
		Completion Date:	6/30/2024
5	15	Task Description:	Coordinate with Caltrans 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:	6/30/2024

Future Activities

Continued public information and outreach activities for the TransNet Program, with particular emphasis on Del Mar Bluffs stabilization efforts, the construction of North Coast Corridor program projects, LOSSAN coastal rail doubletracking, and the Bike Early Action Program.

Project Manager: Cortney Murguia, Strategic Communications Admin

Committee(s): Transportation Committee

Working Group(s): Independent Taxpayer Oversight Committee

Work Element: **7300100 Public Engagement and Education Activities**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$255,307	\$402,120	\$51,907
Other Direct Costs	\$7,507	\$17,000	\$130,400
Contracted Services	\$128,030	\$100,000	\$0
Total	\$390,844	\$519,120	\$182,307

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FHWA Metropolitan Planning (PL)	\$200,000	\$200,000	\$161,396
TDA Planning/Administration	\$190,844	\$319,120	\$20,911
Total	\$390,844	\$519,120	\$182,307

Objective

The objective of this work element is to educate and meaningfully involve the public in SANDAG’s various activities through media, online engagement, and traditional outreach activities. Emphasis in FY 2024 will be on expanding the engagement of historically underrepresented communities in agency initiatives, establishing an internal communications program, increasing the use of media strategies to advance the understanding of SANDAG projects, programs, and services throughout the San Diego region; and collaborating with Caltrans, Metropolitan Transit System, and North County Transit District as well as state and federal agencies on public outreach efforts for regional transportation and transit projects, programs, and services.

Previous Accomplishments

Distributed timely and relevant news releases to the media and other interested parties. Coordinated in-person and virtual activities, including ribbon cutting and groundbreaking ceremonies, press conferences, and other outreach events. Produced and distributed educational materials, reports, and videos for various programs.

Justification

The SANDAG public information program is essential to ensure all communities have the opportunity for meaningful participation in the agency’s planning and delivery process for its various programs, projects, and work activities. This public involvement component uses a variety of traditional and digital outreach activities, in a variety of formats and languages, to reach the public with information.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	40	Task Description:	Create comprehensive public involvement plan that aligns efforts with SANDAG priority projects, programs, and initiatives.
		Product:	Public involvement plans, meeting broadcasts, social media, eblasts, newsletters, events, presentations, groundbreakings, workshops, fact sheets, public notices, media advisories, press releases.
		Completion Date:	6/30/2024
2	20	Task Description:	Provide proactive and transparent communication through timely release of information and opportunities for the public to participate.
		Product:	Responding to public inquiries, fact sheets, brochures, reports, web copy and posting, meeting broadcasts, press releases.
		Completion Date:	6/30/2024
3	20	Task Description:	Promote and secure news media coverage to educate and involve stakeholders with agency activities and regional issues.
		Product:	Media advisories, media focused events, social media, press releases, photos, videos.
		Completion Date:	6/30/2024
4	5	Task Description:	Expand and maintain opportunities for public involvement, education, and input on social media.
		Product:	Social media, photos, video, graphic design, scripts.
		Completion Date:	6/30/2024
5	10	Task Description:	Establish internal communications program to ensure transparent, timely, and thorough exchange of information throughout agency.
		Product:	Emails, agency briefings, SharePoint sites.
		Completion Date:	6/30/2024
6	5	Task Description:	Assist Board of Directors members and staff with scheduling and preparing educational materials for public forums and speeches.
		Product:	Speaking points, presentations, events.
		Completion Date:	6/30/2024

Future Activities

Create and execute comprehensive public involvement plan that aligns efforts with SANDAG priority projects, programs, and initiatives. Provide proactive and transparent communication through timely release of information and opportunities for the public to participate. Promote and secure news media coverage to educate and involve stakeholders with agency activities and regional issues. Expand and maintain opportunities for public involvement, education, and input on social media. Assist Board members and staff with scheduling and preparing educational materials for public activities, press conferences, and media interviews. Establish internal communications program to ensure transparent, timely, and thorough exchange of information throughout agency.

Project Manager: Jessica Gonzales Zepeda, Public Outreach
Committee(s): None
Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$98,582	\$227,795	\$211,916
Other Direct Costs	\$35,418	\$45,000	\$120,400
Contracted Services	\$16,628	\$0	\$0
Total	\$150,628	\$272,795	\$332,316

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TDA Planning/Administration	\$75,314	\$136,398	\$156,775
TransNet Administration	\$75,314	\$136,397	\$175,541
Total	\$150,628	\$272,795	\$332,316

Objective

The objective of this work element is to increase public awareness and understanding of SANDAG. Emphasis in FY 2024 will be keeping the public updated on SANDAG priority projects and regional initiatives, spreading awareness and encouraging usage of SANDAG services and programs, and promoting the use of the SANDAG website as a resource for the public.

Previous Accomplishments

Launched and implemented updated SANDAG brand and detailed guidelines. Collaborated on site map and website content to support successful website launch and use as primary resource for information on SANDAG. Enhanced the use of social media to promote SANDAG programs and projects by analyzing data, implementing best practices, and leveraging current trends. Developed and applied email marketing strategy built on best practices.

Justification

As SANDAG implements services and educates the region about programs and projects, a creative public awareness campaign is essential to ensure all communities know about these projects, programs, and services. This effort uses data, best practices, and creative strategy to reach the public with information on how to access services and programs and provide input into the development of plans and projects. Collaboration with our partners at Caltrans, Metropolitan Transit System, and North County Transit District is a key part of this effort.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description: Increase awareness of implementation of the Regional Plan with an emphasis on current achievements, milestones, and opportunities. Product: Speaking points, newsletter articles, brochures, social media, presentations, web copy, events, eblasts. Completion Date: 6/30/2024	
2	15	Task Description: Collaborate with internal teams to enhance existing web tools and transition program content from residual websites to SANDAG.org for a better user experience; including collaboration with Caltrans to convert KeepSanDiegoMoving.com to partner pages on the new SANDAG website. Product: Content strategy, UX design, web analytics, web copy, web placements, project information, photos, videos. Completion Date: 6/30/2024	
3	10	Task Description: Complete update of collateral and promotional materials to reflect SANDAG rebrand. Product: Marketing campaigns and materials; educational collateral; promotional items and activities. Completion Date: 6/30/2024	
4	5	Task Description: Expand use of animation and video in social media to increase engagement. Product: Expanded use of animation and video in social media to increase engagement. Completion Date: 6/30/2024	
5	40	Task Description: Create and execute a comprehensive marketing plan that aligns all SANDAG priority projects, programs, and services under one SANDAG brand. Product: Marketing, communications, and outreach plans; web copy; project information; print, digital, and broadcast copy; brochures; presentations; scripts; web placements; eblasts; social media posts; photos; videos. Completion Date: 6/30/2024	

Future Activities

Create and execute comprehensive public awareness plan that aligns all SANDAG priority projects, programs, and services under the SANDAG brand. Increase awareness of implementation of the Regional Plan with an emphasis on current achievements, milestones, and opportunities. Complete update of collateral and promotional materials to reflect SANDAG rebrand. Collaborate with internal teams to enhance existing web tools and transition program content from residual websites to SANDAG.org for a better user experience; including collaboration with Caltrans to convert KeepSanDiegoMoving.com to partner pages on the new SANDAG website. Expand use of animation and video in social media to increase engagement with the community.

Project Manager: Lisa Starace, Creative Services
Committee(s): None
Working Group(s): None

Work Element: **7300300 Software Development Services**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,336,060	\$806,424	\$798,514
Other Direct Costs	\$24,500	\$26,000	\$20,000
Contracted Services	\$149,997	\$50,000	\$0
Total	\$1,510,557	\$882,424	\$818,514

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TDA Planning/Administration	\$571,357	\$470,664	\$110,517
FHWA Metropolitan Planning (PL)	\$939,200	\$411,760	\$707,997
Total	\$1,510,557	\$882,424	\$818,514

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 SANDAG.org and other public-facing SANDAG websites. Emphasis in FY 2024 will be on the continued development of the new SANDAG.org, assisting and supporting the implementation of the new Enterprise Resource Planning (ERP) system, and building and supporting internal applications that improve workflows.

Previous Accomplishments

Previous accomplishments include the launch of the new SANDAG website; 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); migrated ShiftSanDiego.com and SDForward.com to the new Sitecore Content Management system; created new workflows to hook website forms into SANDAG's SharePoint lists for reporting and commenting; created new and migrate custom reports the old financial system to the new system 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.

Products, Tasks, and Schedules for FY 2024

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 (Staff) Product: Specific applications or existing application enhancements under this task will be reported to management on a quarterly basis Completion Date: 6/30/2024	
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: 6/30/2024	
3	25	Task Description: Provide technical support for the agency's strategic initiative to modernize systems and technology (Staff) Product: Specific products or enhancements produced under this task will be reported to management on a quarterly basis Completion Date: 6/30/2024	
4	25	Task Description: Provide technical support for the development and maintenance of reporting resources (Staff) Product: Specific reports developed or modified under this task will be reported to management on a quarterly basis Completion Date: 6/30/2024	

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

Project Manager: Jeff Harns, Software Development Solutions
Committee(s): None
Working Group(s): None

Work Element: 7300500 Board and Policy Advisory Committee Meeting Transportation-Related Activities

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,161,972	\$1,665,198	\$2,086,143
Other Direct Costs	\$398	\$500	\$17,000
Total	\$1,162,370	\$1,665,698	\$2,103,143

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5307) Transit Planning	\$625,000	\$525,000	\$757,833
FHWA Metropolitan Planning (PL)	\$337,053	\$450,000	\$927,168
TDA Planning/Administration	\$199,919	\$350,000	\$302,959
TransNet Administration	\$398	\$340,698	\$115,183
Total	\$1,162,370	\$1,665,698	\$2,103,143

Objective

The objective of this work element is to support transportation and transit-related efforts by the Board of Directors, Policy Advisory Committees (PACs), 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 2024 will be on facilitating discussions and policy decisions related to the 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 PAC 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	<p>Task Description: Provide administrative support, develop agendas, and conduct Board 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.</p> <p>Product: Regular Board meetings with agendas, reports, and presentations; including informational briefings and communications</p> <p>Completion Date: 6/30/2024</p>	
2	25	<p>Task Description: Provide administrative support, develop agendas, and conduct PAC 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.</p> <p>Product: Regular PAC meetings with agendas, reports, and presentations, including informational briefings and communications; and policy direction to the Board</p> <p>Completion Date: 6/30/2024</p>	
3	15	<p>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.</p> <p>Product: Regular working groups meetings with agendas, reports, and presentations, including informational briefings and communications; and technical and policy feedback for consideration by the Board, PACs, and SANDAG staff on key initiatives.</p> <p>Completion Date: 6/30/2024</p>	
4	15	<p>Task Description: Implement new content management system for agenda production and posting activities to enhance transparency and regional involvement in transportation-related meetings held by the agency; including integration with new SANDAG website and agencywide training to support transition to new processes and software.</p> <p>Product: Procurement of new content management system; agenda production and posting guidelines; and new pages and tools on sandag.org to access meeting materials.</p> <p>Completion Date: 6/30/2024</p>	
5	10	<p>Task Description: Coordinate interpretation, closed captioning, and Zoom access to increase equity and inclusion in all Board, PAC, and working group meetings</p> <p>Product: Interpretation and closed captioning services; online access to public meetings.</p> <p>Completion Date: 6/30/2024</p>	
6	5	<p>Task Description: Develop annual report for Board members to provide updates to member agencies on transportation-related projects and policies that impact cities, transit agencies, tribal governments, and other agencies.</p> <p>Product: Annual report to member agencies.</p> <p>Completion Date: 6/30/2024</p>	

Future Activities

SANDAG will continue to coordinate with member and partner agencies to develop strategies and policies that support an integrated and equitable transportation system in the region. Review and consider process improvements to ensure more efficient and effective means to raise and address issues with various member agencies, receive feedback, and coordinate technical solutions to regional transportation, equity, and quality of life issues.

Project Manager: Tessa Lero, Government Relations

Committee(s): Audit Committee
Borders Committee
Executive Committee
Regional Planning Committee
Transportation Committee

Working Group(s): Mobility Working Group
San Diego Regional Military Working Group
Social Equity Working Group
Social Services Transportation Advisory Council
Sustainable Communities Working Group

Work Element: **7300600 Social Equity Program**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$397,338	\$485,639	\$594,682
Other Direct Costs	\$21,141	\$1,000	\$7,000
Contracted Services	\$48,795	\$65,000	\$149,850
Total	\$467,274	\$551,639	\$751,532

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5307) Transit Planning	\$367,790	\$250,000	\$276,424
TDA Planning/Administration	\$91,948	\$75,000	\$85,131
TransNet Administration	\$7,536	\$226,639	\$389,977
Total	\$467,274	\$551,639	\$751,532

Objective

The objective of this work element is to advance non-discriminatory policies, practices, and outcomes at SANDAG; ensure SANDAG is in compliance with federal and state civil rights legislation, Executive Orders, and regulations; and supports development of social equity capacity with staff across the agency and regional transit agency partners through training, project reviews, and other technical assistance. Emphasis In FY 2024 will be to review and update plans, policies, and procedures; develop and deliver training; and provide research, documents, and resources through the Office of Diversity and Equity's (ODE) Civil Rights Resource Center and Civil Rights Repository SharePoint sites. Staff will begin updating the SANDAG Federal Transit Administration (FTA)-compliance Title VI Program (due in October 2024) and continue providing support for implementing and monitoring existing Americans with Disabilities Act (ADA), Title VI, Environmental Justice (EJ), and language assistance activities.

Previous Accomplishments

Previous accomplishments include the updated SANDAG FTA and FHWA Title VI Programs and Language Assistance Plan along with the support to implement and monitor elements in those plans; ADA review of plans; updated and delivered Social Equity Overview training; participation in the development of the SANDAG Equity Action Plan; review of methodology, data, and findings of equity analyses for a range of projects across the agency; and support and technical assistance to regional transit agencies' social equity compliance efforts.

Justification

This work element ensures that SANDAG policies, projects, and activities promote social equity and help to reduce discriminatory impacts on historically underserved populations across the San Diego region. It helps position SANDAG as a regional leader in advancing equity. It also ensures that SANDAG does not risk losing funding due to lack of compliance with federal civil rights laws and regulations, including but not limited to Title VI of the Civil Rights Act of 1964, the ADA Standards for the 2010 Department of Justice and the 2006 ADA Standards for Transportation Facilities of the Access Board and the proposed Accessibility Standards for Public Rights-of-Way, the ADA Accessibility Standards for accessible Design, EJ and external Equal Employment Opportunity mandates, and federal and state civil rights regulations and guidance.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Update FTA Title VI Program
		Product:	2024 SANDAG Title VI Program draft
		Completion Date:	6/30/2024
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:	6/30/2024
3	5	Task Description:	Investigate and make findings for discrimination complaints
		Product:	Investigative reports; communications with complainants; reports of findings and recommendations
		Completion Date:	6/30/2024
4	20	Task Description:	Support departments to ensure that policies, projects, and operations are compliant with all social equity laws, executive orders, and regulations
		Product:	Training presentations, updated, recorded, and made available on agency intranet
		Completion Date:	6/30/2024
5	30	Task Description:	Support SANDAG priority projects by providing technical assistance and reviews for social equity
		Product:	Technical reviews, communications (email and Teams), and reports; targeted training presentations
		Completion Date:	6/30/2024

Future Activities

Build social equity capacity within ODE with new Social Equity Analyst; begin update of the 2024 SANDAG Title VI Program (mandated by FTA regulations); develop and deliver social equity, social equity analysis, and language assistance training; review plans and project documents for social equity; receive and review complaints alleging possible discrimination; provide technical assistance to staff throughout the agency and regional transit agencies; continue implementation and monitoring of social equity programs and plans.

Project Manager: Catherine Thibault, Diversity and Equity
Committee(s): None
Working Group(s): None

Work Element: **MTS Orange Line Corridor Improvement Study**

Project Expenses				
	Prior Years	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$0
Other Direct Costs	\$0	\$0	\$0	\$0
Contracted Services	\$0	\$375,000	\$375,000	\$750,000
Total	\$0	\$375,000	\$375,000	\$750,000

Multi-Year Project Funding				
	Prior Years	FY 2024	FY 2025	Total
FTA ARP-Planning Supplemental	\$0	\$375,000	\$375,000	\$750,000
Total	\$0	\$375,000	\$375,000	\$750,000

Objective

This San Diego Metropolitan Transit System (MTS) is leading the Orange Line Corridor Improvement Study with the support of a consultant. This grant will provide the funding for two different planning and engineering studies along the Orange Line corridor: (1) a feasibility study of stations, connecting track, and other infrastructure at the Baltimore Junction (Baltimore Junction Area Planning Study); and (2) a study of grade separation opportunities near Euclid Avenue to assist in identifying safety and transit service improvements. The objective of this grant-funded work element is to identify safety and operational enhancements along the Orange Line, which will: (a) allow for the possibility of increased service; (b) improve travel times and reliability; and (c) improve safety. The Orange Line is one of four light rail lines operating in MTS’s jurisdiction. It connects low-income and minority populations with the Downtown San Diego job and educational centers, as well as provides a one-seat connection to over 152,000 jobs throughout San Diego County.

Previous Accomplishments

The American Rescue Plan Act of 2021 Route Planning Restoration Program Discretionary grant was awarded to MTS in June 2022. The work order began in January 2023 and was submitted for Board approval in March 2023. The Baltimore Junction Study began in April 2023.

Justification

The two studies in this project will inform MTS on how to best proceed with long-term, significant infrastructure investments on the Orange Line. From MTS’s service area, the Orange Line serves a number of communities of concern that have been historically under-invested. Following these studies, the future implementation of these projects would thereby enable MTS to improve service (including frequency and speed), along the Orange Line corridor.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	100	Task Description:	MTS will utilize the same consultant to create a project study report for the Euclid Avenue Grade Separation. MTS and the consultant will be the only parties coordinating this effort, unless others are required. Complete the Baltimore Junction Study by November 2023.
		Product:	Project Study Reports
		Completion Date:	01/30/2024

Future Activities

Future activities include the completion of the work order in September 2025.

- Project Manager:** Kena Teon, MTS Grants Administrator
- Committee(s):** None
- Working Group(s):** None

Project Expenses				
	Prior Years	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$0
Other Direct Costs	\$0	\$0	\$0	\$0
Contracted Services	\$0	\$300,000	\$0	\$300,000
Total	\$0	\$300,000	\$0	\$300,000

Multi-Year Project Funding				
	Prior Years	FY 2024	FY 2025	Total
FTA Transit Oriented Development Planning Pilot Program 20005(b)	\$0	\$240,000	\$0	\$240,000
SANDAG – REAP		\$60,000		\$60,000
Total	\$0	\$300,000	\$0	\$300,000

Objective

The objective of this work element is to expand the potential for mixed use and residential development adjacent to the Escondido Transit Center (ETC), which would potentially increase housing in this area by 1,200 units. The North County Transit District (NCTD) Escondido Land Swap Study will expand the potential development to transition the transit center area to a more active, vibrant community space that extends into the downtown area. City of Escondido staff are currently evaluating opportunities for microtransit to connect the ETC to Downtown Escondido, as well as improve active transportation pathways to make ETC accessible. These efforts could extend to the study area adjacent to ETC. Emphasis in FY 2024 will be on initiating work on the redevelopment of up to seven transit stations/centers with various developers across five cities.

Previous Accomplishments

A Request for Proposals was advertised for the ETC redevelopment. It is anticipated that a developer will be selected and that the site will undergo redevelopment by 2030.

Justification

Transit oriented development is an opportunity to achieve numerous goals through redevelopment. Accomplishment of existing initiatives could result in up to 3,000 additional multi-family units in North County. This initiative could add to that potential through developing a plan for more efficient utilization of land and the identification of new parcels as developable in the future. The result of this study could lead to an additional 1,200 units in the City of Escondido. The City of Escondido is the most diverse city in North County with 106,267 racially diverse individuals across its 151,688 residents (San Diego North Economic Development Council, 2022) and provides the lowest median home cost in the county (City of Escondido, 2023). By design, multi-unit housing is more affordable than single family housing, increasing the accessibility of these potential units. By building housing adjacent to transit, there is an opportunity to initiate a cultural shift from a car dependent culture to one that is more active, reduces vehicle miles traveled and greenhouse gas emissions, and it is more accessible and sustainable.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	60	Task Description:	Research and review existing documentation pertaining to identified city and NCTD owned land adjacent to ETC, including planning studies, surveys, and other available documentation to define a project baseline and a minimum of two alternative development scenarios. Consultant will develop a highest and best use analysis for the subject parcels, which shall inform alternative development. Alternatives shall describe potential scenarios to relocate operational activities in order to maximize development opportunities for mixed use developments adjacent to the transit center. Any alternatives analyzed shall consider existing circulation and active transportation pathways, current or planned in the short term.
		Product:	Draft Technical Analysis I
		Completion Date:	8/30/2023
2	25	Task Description:	Consider additional alternatives or modifications to the existing alternatives with a revised assumption that the city's public works facilities could be relocated to alternative locations in order to maximize developable square footage.
		Product:	Draft Technical Analysis II -Expanded Alternative Development
		Completion Date:	10/30/2023
3	15	Task Description:	Develop and finalize a Project Summary Report (PSR) with the findings and recommendations of the two technical reports described above. The PSR will demonstrate a well-reasoned and well-researched, comprehensive site evaluation based upon a combination of site visits, interviews, and document reviews.
		Product:	PSR
		Completion Date:	12/30/2023

Future Activities

By FY 2025, it is anticipated that ten transit stations/centers will be undergoing entitlement with the applicable jurisdiction and one site, Oceanside Transit Center will be under construction. Redevelopment of these sites could result in up to 3,000 additional multi-family units with a mix of market rate and affordable housing.

Project Manager: Lillian Doherty
Committee(s): Regional Planning Committee
Working Group(s): Sustainable Communities Working Group

FY 2024 Overall Work Program Program Revenues

Project No.	Project Title	FY 2024 Total Project Funding	FTA (5303) MPO Planning	FTA (5307) Transit Planning	FHWA Planning	CMAQ	Federal Other	State Other	TDA Planning Admin	TransNet Program	Local Other		
2300000	Data Science, Analytics, and Modeling	12,970,703	-	3,120,061	1,921,116	-	-	-	1,610,091	6,319,434	T1/ T11	-	
2302600	Automated Passenger Counting (APC) Performance Monitor Dashboard	35,085	-	-	-	-	31,061	F26	4,024	-	-	-	
3311700	Transportation Performance Monitoring and Reporting	741,127	-	-	-	-	-	-	-	741,127	T1/T2	-	
7500000	SANDAG Service Bureau	61,300	-	-	-	-	-	-	-	-	-	61,300	
3100600	Air Quality Planning and Transportation Conformity	198,111	155,994	-	-	-	-	-	42,117	-	-	-	
3102008	Amendment to the 2021 Regional Plan	595,757	-	-	-	-	-	-	95,757	-	-	500,000	
3102700	NEW - Regional Transportation Safety Program	2,307,883	-	-	-	-	2,107,883	F28	-	200,000	T1	-	
3102800	NEW - Federal Performance Management and Congestion Management Process	89,471	79,209	-	-	-	-	-	10,262	-	-	-	
3103000	2025 Regional Plan Development	8,924,761	1,135,182	2,344,867	-	-	-	857,484	S1	4,512,229	75,000	T1	-
3201701	Climate Action Planning Program FY 2022 (SB1 FY2021/22)	113,288	-	-	-	-	-	100,294	S19	12,994	-	-	-
3322900	NEW – Central Mobility Hub and Connections	1,000,000	-	-	-	-	1,000,000	F2	-	-	-	-	-
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	245,698	-	-	-	-	-	217,516	S19	28,181	-	-	-
3401500	San Diego and Imperial Counties Sustainable Freight Implementation Strategy (SB1 Competitive FY21/22)	52,810	-	-	-	-	44,272	F26	-	8,537	-	-	-
3401600	Clairemont Complete Corridors (FTA FY21/22)	243,570	-	-	-	-	213,506	F26	-	30,064	-	-	-
3401700	Next Generation Rapid Routes Advanced Planning (FTA FY21/22)	672,626	-	-	-	-	672,626	F27	-	-	-	-	-
3401800	Complete Corridor Air Planning: Regional Advanced Air Mobility Strategy (FHWA FY22/23)	273,137	-	-	-	-	218,510	F1	-	54,627	-	-	-
3401900	On the Move: Innovative Transit Priority Solutions for Complete Streets (FTA FY22/23)	310,252	-	-	-	-	274,666	F26	-	35,586	-	-	-
3430200	NEW - Smart Corridors	943,975	-	-	-	-	600,000	F2	-	-	343,975	T11	-
3100400	Regional Plan Implementation	1,782,519	541,646	-	367,158	-	-	-	205,991	667,724	T1/ T11	-	
3100404	NEW - Borders: Binational, Tribal, Interregional, and Military Collaboration	267,483	-	-	232,701	-	-	-	34,782	-	-	-	-
3100406	Regional Plan Outreach FY 2024	1,175,164	-	-	-	-	-	1,040,373	S19	134,791	-	-	-
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	315,923	-	-	-	-	-	-	-	315,923	T4/T1/ T5	-	-
3300200	Active Transportation Planning and Programs	1,452,754	-	-	300,000	F60	400,000	F2	-	667,424	85,331	T1	-
3310714	Public Private Partnership Program	766,187	-	-	-	-	-	-	-	766,187	T11	-	-
3320100	Transit Planning	597,796	-	-	-	-	-	337,455	S1	236,729	23,612	T1	-
3320200	Specialized Transportation Grant Program	379,287	-	-	-	-	279,287	F21	-	100,000	T6	-	-
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	7,319,444	-	-	-	-	7,159,504	F21	-	-	-	159,940	L2
3321900	Regional Housing Acceleration Program - REAP 1.0	2,395,273	-	-	-	-	-	2,395,273	S22	-	-	-	-
3321901	Regional Housing Acceleration Program - REAP 2.0	23,070,386	-	-	-	-	-	23,070,386	S22	-	-	-	-
3322100	Access for All	3,045,022	-	-	-	-	-	-	-	-	-	3,045,022	L2
3322300	San Ysidro Mobility Hub Planning	1,545,000	-	-	-	-	305,000	F23	-	-	-	1,240,000	L2
3322301	Blue Line Express Feasibility Study	2,071,690	-	-	-	-	2,071,690	F2	-	-	-	-	-
3322400	5310 Program - COVID-19 Relief	63,276	-	-	-	-	63,276	F21	-	-	-	-	-
3322500	Purple Line Conceptual Studies	1,245,212	-	-	-	-	1,245,212	F2	-	-	-	-	-
3322600	Digital Equity Action Plan Implementation	299,498	-	-	-	-	-	150,000	S22	-	149,498	T11	-
3322601	CASF Get Connected Program	60,802	-	-	-	-	-	60,802	S22	-	-	-	-
3322700	San Diego Regional Zero-Emission Vehicle Incentive Program (FTA FY22/23)	217,248	-	-	-	-	190,994	F5	-	26,254	-	-	-
3330700	Regional Intelligent Transportation System Planning	923,520	-	-	-	-	-	-	-	923,520	T2	-	-
3331400	Caltrans Electrical Design Consult	8,243	-	-	-	-	-	8,243	S22	-	-	-	-

Project No.	Project Title	FY 2024 Total Project Funding	FTA (5303) MPO Planning	FTA (5307) Transit Planning	FHWA Planning	CMAQ	Federal Other	State Other	TDA Planning Admin	TransNet Program	Local Other
3331500	Design and Construction Support: CP Broadway to CP Gaslamp	59,975	-	-	-	-	-	-	-	-	59975.45 L2
3430100	Research and Development	337,033	-	-	-	-	-	-	337,033	-	-
3501000	Flexible Fleet Pilots	1,204,313	-	-	-	-	1,059,973 F2	144,340 S11	-	-	-
3501001	eBike Incentive Program	55,805	-	-	-	55,805	-	-	-	-	-
3502000	Regional Electric Vehicle Charger Incentives Program: CALeVIP	2,467,809	-	-	-	-	-	-	-	1,967,809 T2	500,000 L2
3503000	Next Operating System (Next OS) Planning	1,064,956	-	-	-	-	1,064,956 F2	-	-	-	-
3504100	San Diego Regional MD/HD ZEV Blueprint	78,286	-	-	-	-	-	78,286 S91	-	-	-
3505000	Early Action Transit Pilot	6,643,840	-	-	-	6,643,840	-	-	-	-	-
3505001	Transit Fare Subsidy Impact Study	235,842	-	-	-	-	-	-	235,842	-	-
1500000	Project Monitoring and Oversight	473,061	-	-	-	-	-	465,061 S1	8,000	-	-
1500100	TransNet Financial Management	1,752,800	-	-	-	-	-	-	-	1,752,800 T1	-
1500300	Funds Management and Oversight	391,741	-	-	285,000	-	-	-	45,868	60,872 T1	-
1500400	Overall Work Program and Budget Programs Management	508,116	135,000	-	130,000	-	-	-	243,116	-	-
1500800	TDA Funds Management and Oversight	268,482	-	-	-	-	-	-	268,482	-	-
7300000	TransNet Program: Public Engagement and Education	95,423	-	-	-	-	-	-	-	95,423 T1	-
7300100	Public Engagement and Education Activities	182,307	-	-	161,396	-	-	-	20,911	-	-
7300200	Public Awareness	332,316	-	-	-	-	-	-	156,775	175,542 T1	-
7300300	Software Development Services	818,514	-	-	707,997	-	-	-	110,517	-	-
7300500	Transportation-Related Public Meeting Activities	2,103,143	-	757,833	927,168	-	-	-	309,583	108,559 T1	-
7300600	Social Equity Program	751,532	-	276,424	-	-	-	-	85,131	389,977 T1	-
FY 2024 Overall Work Program Total		\$98,606,577	\$2,047,031	\$6,499,185	\$5,032,536	\$6,699,645	\$19,002,416	\$28,925,513	\$9,571,701	\$15,262,312	\$5,566,238

FY 2024 Overall Work Program

Excerpt Program Revenues – Projects with Consolidated Planning Grant Funding

Project No.	Project Title	FY 2024 Total Project Funding	FTA (5307) Transit Planning	FTA (5303) MPO Planning	FHWA Planning	FHWA Planning - CS	FTA 5304	FHWA - SPR	SB 1 Sustainable Communities	TDA Planning / Admin	Other Federal, Local or State	Local Match
1500300	Funds Management and Oversight	391,741	-	-	285,000	-	-	-	-	45,868	60,872	T1 36,925
1500400	Overall Work Program and Budget Programs Management	508,116	-	135,000	130,000	-	-	-	-	243,116	-	34,334
2300000	Data Science, Analytics, and Modeling	12,970,703	3,120,061	-	1,921,116	-	-	-	-	1,610,091	6,319,434	T1/T1 1 1,028,916
2302600	Automated Passenger Counting (APC) Performance Monitor Dashboard	35,085	-	-	-	-	31060.75	-	-	4,024	-	4,024
3100400	Regional Plan Implementation	1,782,519	-	541,646	367,158	-	-	-	-	205,991	667,724	S1/T1/T1 1 117,745
3100404	Tribal Consultation Program	267,483	-	-	232,701	-	-	-	-	34,782	-	30,149
3100406	Regional Plan Outreach FY 2024	1,175,164	-	-	-	-	-	-	1,040,373	134,791	-	134,791
3100600	Air Quality Planning and Transportation Conformity	198,111	-	155,994	-	-	-	-	-	42,117	-	20,211
3102800	NEW - Federal Performance Management and Congestion Management Process	89,471	-	79,209	-	-	-	-	-	10,262	-	10,262
3103000	2025 Regional Plan Development	8,924,761	2,344,867	1,135,182	-	-	-	-	-	4,512,229	932,484	S1/T1 733,292
3201701	Climate Action Planning Program FY 2022 (SB1 Formula FY21/22)	113,288	-	-	-	-	-	-	100,294	12,994	-	12,994
3300200	Active Transportation Planning and Programs	1,452,754	-	-	161,354	138,646	-	-	-	667,424	485,331	F2/T1 90,692
3322700	San Diego Regional Zero-Emission Vehicle Incentive Program (FTA FY22/23)	217,248	-	-	-	-	190,994	F5	-	26,254	-	24,745
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy (SB1 Competitive FY21/22)	245,698	-	-	-	-	-	-	217,516	28,181	-	28,182
3401500	Clairemont Complete Corridors (FTA FY21/22)	52,810	-	-	-	-	44,272	F26	-	8,537	-	5,736
3401600	Next Generation Rapid Routes Advanced Planning (FTA FY21/22)	243,570	-	-	-	-	213,506	F26	-	30,064	-	27,662
3401800	Complete Corridor Air Planning: Regional Advanced Air Mobility Strategy (FHWA FY22/23)	273,137	-	-	-	-	-	-	218,510	54,627	-	54,627
3401900	On the Move: Innovative Transit Priority Solutions for Complete Streets (FTA FY22/23)	310,252	-	-	-	-	274,666	F26	-	35,586	-	35,586
7300100	Public Engagement and Education Activities	182,307	-	-	161,396	-	-	-	-	20,911	-	20,911
7300300	Software Development Services	818,514	-	-	707,997	-	-	-	-	110,517	-	91,729
7300500	Transportation-Related Public Meeting Activities	2,103,143	757,833	-	927,168	-	-	-	-	309,583	108,559	T1 309,583
Total Budget CPG Funded Projects		\$32,355,87	\$6,222,761	\$2,047,031	\$4,893,890	\$138,646	\$754,499	\$218,510	\$1,358,183	\$8,147,951	\$8,574,404	

OWP NO.	Project Title	FY 2024 Project Funding	FTA (5303) MPO Planning	FTA (5307) Transit Planning	FHWA Planning	FTA 5304	Federal Other	SB 1 Sustainable Communities	TDA Planning/ Admin	Other Local or State	In-Kind Match (not included in project total)
Regional Overall Work Program*											
WE-MTS-OL	MTS Orange Line Corridor Improvement Study		375,000	-	-	-	-	-	-	375,000	FA
WE-NCTD-ELS	NCTD Escondido Land Swap Study project		300,000	-	-	-	-	-	-	60,000	FTS22
Total Overall Work Program CPG Funded Projects			\$675,000	-	-	-	-	-	-	\$60,000	

*Consolidated Planning Grants not part of SANDAG budget, only for reporting purposes

FY 2024 Overall Work Program Program Revenues Notes and Explanations¹

Federal Transportation Planning Funds

FTA (5303) MPO Planning (CPG) and 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

- F1** FHWA State Planning and Research Part I - Strategic Partnerships Grants
- F2** Regional Surface Transportation Program
- F5** FTA 5304 Sustainable Communities
- F21** FTA 5310 Enhanced Mobility of Seniors & Individuals with Disabilities
- F23** FTA Transit Oriented Development Planning Pilot Program
- F26** FTA 5304 Strategic Partnerships Transit
- F27** U.S. Dept of Transportation - Build America Bureau
- F28** Safe Streets and Roads for All
- F60** FHWA Metropolitan Planning - Complete Streets
- F(A)** FTA ARP-Planning Supplemental
- F(T)** FTA Transit Oriented Development Planning Pilot Program 20005(b)

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
- S91** California Energy Commission - State Blueprint Grant

TransNet Program

- 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

Local Other

- L2** Other Local Funds
- L10** SANDAG Contingency Reserve Fund
- O1** Services to other agencies: SANDAG Service Bureau Fees

Federal Transportation Planning 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 (Chapter 4).

¹ Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs

FY 2024 Overall Work Program Program Expenses

Project No.	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
2300000	(A)	Data Science, Analytics, and Modeling	12,970,703	8,953,333	5,645,728	3,307,605	1,107,400	2,809,970	100,000	-
2302600	(A)	Automated Passenger Counting (APC) Performance Monitor Dashboard	35,085	35,085	22,109	12,976	-	-	-	-
3311700	(A)	Transportation Performance Monitoring and Reporting	741,127	410,736	266,295	144,441	9,000	316,391	5,000	-
7500000	(A)	SANDAG Service Bureau	61,300	61,300	38,628	22,672	-	-	-	-
3100600	(A)	Air Quality Planning and Transportation Conformity	198,111	198,111	124,840	73,272	-	-	-	-
3102008	(M)	Amendment to the 2021 Regional Plan	595,757	267,722	168,705	99,018	-	328,035	-	-
3102700	(M)	NEW - Regional Transportation Safety Program	2,307,883	655,383	412,988	242,394	152,500	1,500,000	-	-
3102800	(M)	NEW - Federal Performance Management and Congestion Management Process	89,471	89,471	56,380	33,091	-	-	-	-
3103000	(M)	2025 Regional Plan Development	8,924,761	7,169,846	4,526,187	2,643,658	47,500	1,707,415	-	-
3201701	(M)	Climate Action Planning Program FY 2022	113,288	35,280	22,232	13,048	-	78,008	-	-
3322900	(M)	NEW – Central Mobility Hub and Connections	1,000,000	-	-	-	-	1,000,000	-	-
3401400	(M)	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	245,698	116,433	73,370	43,063	-	129,265	-	-
3401500	(M)	Clairemont Complete Corridors	52,810	52,810	33,278	19,532	-	-	-	-
3401600	(M)	Next Generation Rapid Routes Advanced Planning	243,570	83,570	54,556	29,014	-	135,000	-	25,000
3401700	(M)	Rail Regional Infrastructure Accelerator	672,626	52,743	33,236	19,507	10,000	609,883	-	-
3401800	(M)	Complete Corridor Air Planning: Regional Strategy for Advanced Air Mobility Services	273,137	151,137	95,239	55,898	-	122,000	-	-
3401900	(M)	On the Move: Innovative Transit Priority Solutions for Complete Streets	310,252	176,359	111,133	65,227	-	-	-	133,893
3430200	(M)	NEW - Smart Corridors	943,975	578,975	379,953	199,023	5,000	360,000	-	-
3100400	(A)	Regional Plan Implementation	1,782,519	1,440,519	907,741	532,778	-	342,000	-	-
3100404	(A)	Tribal Consultation Program	267,483	233,069	146,868	86,201	4,414	-	-	30,000
3100406	(A)	Regional Plan Outreach FY 2024	1,175,164	870,648	560,060	310,589	16,516	288,000	-	-
3300100	(A)	TransNet Smart Growth Incentive and Active Transportation Grant Programs	315,923	277,975	175,166	102,810	37,948	-	-	-
3300200	(A)	Active Transportation Planning and Programs	1,452,754	550,754	347,057	203,697	2,000	900,000	-	-
3310714	(A)	Public Private Partnership Program	766,187	439,507	276,955	162,552	-	326,680	-	-
3320100	(A)	Transit Planning	597,796	345,497	217,715	127,783	18,000	-	-	234,299
3320200	(A)	Specialized Transportation Grant Program	379,287	361,092	227,542	133,550	1,360	16,835	-	-
3321400	(M)	Enhanced Mobility for Seniors and Disabled Pass Through	7,319,444	-	-	-	4,697,584	-	-	2,621,859
3321900	(M)	Regional Housing Acceleration Program - REAP 1.0	2,395,273	405,607	255,593	150,014	2,008	839,480	-	1,148,178
3321901	(M)	Regional Housing Acceleration Program - REAP 2.0	23,070,386	1,380,386	877,968	502,418	5,000	910,000	-	20,775,000
3322100	(M)	Access for All	3,045,022	251,624	158,560	93,063	-	-	-	2,793,398
3322300	(M)	San Ysidro Mobility Hub Planning	1,545,000	-	-	-	20,000	1,525,000	-	-
3322301	(M)	Blue Line Express Feasibility Study	2,071,690	856,690	539,842	316,848	1,000	1,214,000	-	-
3322400	(M)	5310 Program - COVID-19 Relief	63,276	56,814	35,801	21,013	350	-	-	6,112
3322500	(M)	Purple Line Conceptual Studies	1,245,212	469,212	295,673	173,539	-	776,000	-	-
3322600	(M)	Digital Equity Action Plan Implementation	299,498	295,898	191,873	104,025	3,600	-	-	-
3322601	(M)	CASF Get Connected Program	60,802	3,302	2,081	1,221	-	-	-	57,500
3322700	(M)	San Diego Regional Zero-Emission Vehicle Incentives Program	217,248	70,248	44,267	25,981	2,000	145,000	-	-
3330700	(A)	Regional Intelligent Transportation System Planning	923,520	523,520	329,896	193,625	-	400,000	-	-
3331400	(A)	Caltrans Electrical Design Consult	8,243	8,243	5,194	3,049	-	-	-	-
3331500	(M)	Design and Construction Support: CP Broadway to CP Gaslamp	59,975	59,975	37,793	22,182	-	-	-	-
3430100	(A)	Research and Development	337,033	282,033	177,723	104,310	5,000	-	-	50,000
3500000	(M)	2021 Regional Transportation Plan - 5 Big Moves (Group Program)	-	-	-	-	-	-	-	-

Project No.	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
3501000	(M)	Flexible Fleet Pilots	1,204,313	270,513	171,817	98,696	-	-	-	933,800
3501001	(M)	eBike Incentive Program	55,805	55,805	35,165	20,640	-	-	-	-
3502000	(M)	Regional Electric Vehicle Charger Incentive Program: CALeVIP	2,467,809	374,497	235,989	138,508	-	174,216	-	1,919,096
3503000	(M)	Next Operating System (Next OS) Planning	1,064,956	419,956	299,672	120,284	-	645,000	-	-
3504100	(M)	San Diego Regional MD/HD ZEV Blueprint	78,286	14,857	9,362	5,495	-	63,429	-	-
3505000	(M)	Early Action Transit Pilot	6,643,840	-	-	-	100,000	-	-	6,543,840
3505001	(M)	Transit Fare Subsidy Impact Study	235,842	104,842	68,773	36,069	5,000	126,000	-	-
1500000	(A)	Project Monitoring and Oversight	473,061	465,061	293,058	172,004	8,000	-	-	-
1500100	(A)	TransNet Financial Management	1,752,800	1,397,608	880,700	516,907	48,703	306,489	-	-
1500300	(A)	Funds Management and Oversight	391,741	318,635	200,787	117,847	73,106	-	-	-
1500400	(A)	Overall Work Program and Budget Programs Management	508,116	506,016	318,865	187,151	2,100	-	-	-
1500800	(A)	TDA Funds Management and Oversight	268,482	167,987	105,857	62,130	-	100,495	-	-
7300000	(A)	TransNet Program: Public Engagement and Education	95,423	50,023	31,522	18,501	45,400	-	-	-
7300100	(A)	Public Engagement and Education Activities	182,307	51,907	32,709	19,198	130,400	-	-	-
7300200	(A)	Public Awareness	332,316	211,916	133,539	78,378	120,400	-	-	-
7300300	(A)	Software Development Services	818,514	798,514	503,182	295,332	20,000	-	-	-
7300500	(A)	Board and Policy Advisory Committee Meeting Transportation-Related Activities	2,103,143	2,086,143	1,314,580	771,563	17,000	-	-	-
7300600	(A)	Social Equity Program	751,532	594,682	374,738	219,944	7,000	149,850	-	-
Total Overall Work Program Expenses			\$98,606,577	\$36,159,872	\$22,886,536	\$13,273,336	\$6,725,289	\$18,344,441	\$105,000	\$37,271,976

FY 2024 Overall Work Program – Excerpt Program Expenses Projects with Consolidated Planning Grant Funding

Project No.	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	391,741	318,635	200,787	117,847	73,106	-	-	-	-
1500400	Overall Work Program and Budget Programs Management	508,116	506,016	318,865	187,151	2,100	-	-	-	-
2300000	Data Science, Analytics, and Modeling	12,970,703	8,953,333	5,645,728	3,307,605	1,107,400	2,809,970	100,000	-	-
2302600	Automated Passenger Counting (APC) Performance Monitor Dashboard	35,085	35,085	22,109	12,976	-	-	-	-	-
3100400	Regional Plan Implementation	1,782,519	1,440,519	907,741	532,778	-	342,000	-	-	-
3100404	Tribal Consultation Program	267,483	233,069	146,868	86,201	4,414	-	-	30,000	-
3100406	Regional Plan Outreach FY 2024	1,175,164	870,648	560,060	310,589	16,516	288,000	-	-	-
3102800	NEW - Federal Performance Management and Congestion Management Process	89,471	89,471	56,380	33,091	-	-	-	-	-
3103000	2025 Regional Plan Development	8,924,761	7,169,846	4,526,187	2,643,658	47,500	1,707,415	-	-	-
3201701	Climate Action Planning Program FY 2022	113,288	35,280	22,232	13,048	-	78,008	-	-	-
3300200	Active Transportation Planning and Programs	1,452,754	550,754	347,057	203,697	2,000	900,000	-	-	-
3401400	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	245,698	116,433	73,370	43,063	-	129,265	-	-	-
3401500	Clairemont Complete Corridors	52,810	52,810	33,278	19,532	-	-	-	-	-
3401600	Next Generation Rapid Routes Advanced Planning	243,570	83,570	54,556	29,014	-	135,000	-	25,000	-
3401800	Complete Corridor Air Planning: Regional Strategy for Advanced Air Mobility Services	273,137	151,137	95,239	55,898	-	122,000	-	-	-
3401900	On the Move: Innovative Transit Priority Solutions for Complete Streets	310,252	176,359	111,133	65,227	-	-	-	-	-
7300100	Public Engagement and Education Activities	182,307	51,907	32,709	19,198	130,400	-	-	-	-
7300300	Software Development Services	818,514	798,514	503,182	295,332	20,000	-	-	-	-
7300500	Transportation-Related Public Meeting Activities	2,103,143	2,086,143	1,314,580	771,563	17,000	-	-	-	-
Total Overall Work Program Expenses		\$31,940,515	\$23,719,529	\$01,972,060	\$8,747,468	\$1,420,436	\$6,511,657	\$100,000	\$55,000	-

FY 2024 Overall Work Program Contracted Services

OWP No.	Contract Type Scope	Current Budget Year Amount
2300000	Data Science, Analytics, and Modeling	
2300000	Personnel Services: Specialized recruitment services	54,000
2300000	Professional Services - Other: ODP - Professional Support Services	45,000
2300000	Software application development: SpaceCore and Building Outline Update	90,000
2300000	Professional Services - Other: Onboard Transit Passenger Survey	500,000
2300000	Professional Services - Other: Small Sample Household Travel Survey	500,000
2300000	Professional Services - Other: New RFP - Automated Passenger Counting	90,000
2300000	Professional Services - Other: Modeling Professional Services for; transportation model development, transportation model application, and socioeconomic modeling.	750,000
2300000	Professional Services - Other: ESRI - TNED Task Order 2 - Implementation Phase	400,000
2300000	Model Development: PRB Forecast and Estimates support - Contract # S10440417	133,470
2300000	Software Consulting Services: Azure DB, Data Lake & Power BI services	135,000
2300000	Model Development: UrbanSim Development for Series 16 use	112,500
2300000	Total Data Science, Analytics, and Modeling	\$2,809,970
3311700	Transportation Performance Monitoring and Reporting	
3311700	Climate Planning Services: USD EPIC contract S840803 TO1 to perform climate data collection for regional and local greenhouse gas inventories and data monitoring of CAPs/regional targets.	101,466
3311700	Active Transportation Analysis: SANDAG's Active Transportation Monitoring and Project Evaluation measures the progress of SANDAG's Bikeways Early Action Program (EAP) in meeting 5 Goals - Mobility, Access, Safety, Experience, and Economics, each is measured using available sources and field data collection, annually. These metrics will assist SANDAG by providing a longitudinal study of our Program's effect on each community where an EAP project is built. A similar work effort, analysis, and reporting is conducted for SANDAG's Smart Growth Incentive Program and Active Transportation Grant Program projects. Lastly, the continuous counters on the Regional Bike Network are maintained, validated, and their data reported out via this Contract too.	214,925
3311700	Total Transportation Performance Monitoring and Reporting	\$316,391
3102008	Amendment to the 2021 Regional Plan	
3102008	Professional Services - Other: This would be a task order amendment to fund optional tasks in Contract S830996 task order 4 with ICF Jones and Stokes. Task order already negotiated.	328,035
3102008	Total Amendment to the 2021 Regional Plan	\$328,035
3102700	Regional Transportation Safety Program	
3102700	Professional Services - Other: hire CBO's under new on-call contract to conduct public outreach for the project.	40,000
3102700	Planning Assessments and Analysis: Development of Regional and Local level Vision Zero Plans	1,460,000
3102700	Total Regional Transportation Safety Program	\$1,500,000
3103000	2025 Regional Plan Development	
3103000	Planning Assessments and Analysis: RP Planning consultant (existing contract being procured in FY 2023)	660,415
3103000	Legal Services: Legal services support (Existing contract with Sohagi)	180,000
3103000	Environmental Services: EIR Consultant services	360,000
3103000	Communications/Public Outreach: Communications consultant (on-call TO)	400,000
3103000	Climate Planning Services: USD EPIC Contract S840803 (TO1) to prepare Regional GHG Inventory for 2025 RP and EIR (existing contract)	107,415
3103000	Total 2025 Regional Plan Development	\$1,707,415
3201701	Climate Action Planning Program FY 2022	
3201701	Professional Services - Other: USD EPIC - Complete regional climate resilience roadmap and support climate action planning	78,008
3201701	Total Climate Action Planning Program FY 2022	\$78,008
3322900	NEW – Central Mobility Hub and Connections	
3322900	Professional Services - Other: Develop a conceptual plan for the Downtown Central Mobility Hub and multimodal connecting corridors needed to reduce car reliance, VMT, and emissions while advancing social equity and enhancing quality of life for everyone living, working, or spending time in the region's urban core.	1,000,000
3322900	Total NEW – Central Mobility Hub and Connections	\$1,000,000
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	
3401400	Planning Assessments and Analysis: Draft Cost, Scheduling, and Funding Inventory Memorandum	129,265
3401400	Total San Diego and Imperial Counties Sustainable Freight Implementation Strategy	\$129,265
3401600	Next Generation Rapid Routes Advanced Planning	
3401600	Transit Planning Services: Existing contract with HNTB to support BRT planning. Finalized as on call task order in July 2022.	135,000
3401600	Total Next Generation Rapid Routes Advanced Planning	\$135,000
3401700	Rail Regional Infrastructure Accelerator	
3401700	Professional Services - Other: P3 On-Call Services	609,883
3401700	Total Rail Regional Infrastructure Accelerator	\$609,883
3401800	Complete Corridor Air Planning: Regional Advanced Air Mobility Strategy	

OWP No.	Contract Type Scope	Current Budget Year Amount
3401800	Planning Assessments and Analysis: Consultant support for a Caltrans Planning Grant to develop a regional strategy for the integration of advanced air mobility (AAM) technologies into our transportation system	122,000
3401800	Total Complete Corridor Air Planning: Regional Advanced Air Mobility Strategy	\$122,000
3430200	Smart Corridors	
3430200	General Engineering & Planning Services (GEC): Preliminary design and engineering work for 2 Managed Lanes corridors.	270,000
3430200	Legal Services: Leverage on-call external legal support to provide strategic advising for negotiating predevelopment agreement	90,000
3430200	Total Smart Corridors	\$360,000
3100400	Regional Plan Implementation	
3100400	Construction Management Engineering: Consultant and/or technology provider for wireless EV charging	135,000
3100400	Planning Assessments and Analysis: RTIP Social Equity Methodology and Analysis	180,000
3100400	Professional Services - Other: Grant writing support (existing contracts)	27,000
3100400	Total Regional Plan Implementation	\$342,000
3100405	Regional Plan Outreach FY 2024	
3100405	Communications/Public Outreach: 12 CBO contracts (existing contracts)	288,000
3100405	Total Regional Plan Outreach FY 2024	\$288,000
3300200	Active Transportation Planning and Programs	
3300200	Active Transportation Analysis: Continue development of regional active transportation network; Develop comprehensive update to regional active transportation plan.	720,000
3300200	Public Outreach Services: Contract with community-based organization (CBO) network to assist with outreach for regional active transportation plan	180,000
3300200	Total Active Transportation Planning and Programs	\$900,000
3310714	Public Private Partnership Program	
3310714	Professional Services - Other: Contract# S649476, Vendor: Sperry	137,680
3310714	General Engineering & Planning Services (GEC): Strategic advising on organizational structure and implementation strategy for the Beep autonomous, connected shuttle and electric vehicle mobility hub network.	189,000
3310714	Total Public Private Partnership Program	\$326,680
3320200	Specialized Transportation Grant Program	
3320200	Professional Services - Other: The SANDAG Specialized Transportation Grant Program has a number of vehicles that have or will meet their minimum useful life soon. Therefore, we are in need of auction services to facilitate the appropriate disposal of various assets.	16,835
3320200	Total Specialized Transportation Grant Program	\$16,835
3321900	Regional Housing Acceleration Program - REAP 1.0	
3321900	Planning Assessments and Analysis: Dyett & Bhatia HPPT (data tool/packages)	7,793
3321900	Planning Assessments and Analysis: Ascent TA Service Task order	414,433
3321900	Planning Assessments and Analysis: Antidisplacement strategies	122,087
3321900	Planning Assessments and Analysis: Housing Task Order (new) New housing planning TO	295,167
3321900	Total Regional Housing Acceleration Program - REAP 1.0	\$839,480
3321901	Regional Housing Acceleration Program - REAP 2.0	
3321901	Planning Assessments and Analysis: Local jurisdiction technical assistance	65,000
3321901	Planning Assessments and Analysis: Data and Planning Tools	20,000
3321901	Planning Assessments and Analysis: State Grant support and coordination	25,000
3321901	Planning Assessments and Analysis: San Ysidro Mobility Hub	300,000
3321901	Communications/Public Outreach: Housing educational campaign	500,000
3321901	Total Regional Housing Acceleration Program - REAP 2.0	\$910,000
3322300	San Ysidro Mobility Hub Planning	
3322300	Communications/Public Outreach: Procurement to support stakeholder and public outreach for the San Ysidro Mobility Hub project. Consultant will support development and implementation of a public outreach plan as well as manage project communication platforms and creation of various collateral.	100,000
3322300	Planning Assessments and Analysis: Consultant support for San Ysidro Mobility Hub - Phase II planning activities. Procurement will initiate planning work to advance the San Ysidro Mobility Hub - building from the near-term improvements identified in Phase I. Major tasks in task order will include project management, existing conditions analysis, Mobility Hub design concept alternatives development, land use and mobility strategies, final Mobility Hub design concept development, cost estimations, implementation strategies, and final summary reporting.	1,000,000
3322300	Planning Assessments and Analysis: Procurement to support the Blue Line TOD: San Ysidro and Palomar Station Study. This procurement will have started in FY23. Work performed in FY23 include project management and existing conditions analysis. Work performed in FY24 will include market analysis, TOD opportunity site identification, land use and mobility strategies, implementation strategies, conceptual site plans, and final reporting.	425,000
3322300	Total San Ysidro Mobility Hub Planning	\$1,525,000
3322301	Blue Line Express Feasibility Study	
3322301	Transit Planning Services: Procurement to support planning analysis activities for the Blue Line Express Feasibility Study. Consultant will support SANDAG via Task Order to include project management, stakeholder and working group engagement, existing conditions and corridor performance assessment, alternatives development and analysis, study recommendations development, and summary reporting.	714,000

OWP No.	Contract Type Scope	Current Budget Year Amount
3322301	Professional Services - Other: Cross Border Trolley study	500,000
3322301	Total Blue Line Express Feasibility Study	\$1,214,000
3322500	Purple Line Conceptual Studies	
3322500	Transit Planning Services: Planning consultant will conduct a feasibility assessment for the identified Purple Line commuter rail alignment, including station design concepts. This scope will include refining cost estimates and identifying segment phasing, as well as developing workplan scenarios.	636,000
3322500	Communications/Public Outreach: Public engagement consulting services	40,000
3322500	Transit Planning Services: Additional traffic studies	100,000
3322500	Total Purple Line Conceptual Studies	\$776,000
3322700	San Diego Regional Zero-Emission Vehicle Incentive Program	
3322700	Planning Assessments and Analysis: Vendor services for ZEV incentive program development.	145,000
3322700	Total San Diego Regional Zero-Emission Vehicle Incentive Program	\$145,000
3330700	Regional Intelligent Transportation System Planning	
3330700	Systems Engineering Planning and Support: Advance the planning of the Next Gen. 511 by completing the 511 Systems Requirements	100,000
3330700	General Engineering & Planning Services (GEC): Develop the Next Generation of Manage Lanes Concept of Operations to support advancement of Complete Corridors concept in Regional Plan.	200,000
3330700	Professional Services - Other: Connected and Automated Vehicles Implementation Plan	100,000
3330700	Total Regional Intelligent Transportation System Planning	\$400,000
3502000	Regional Electric Vehicle Charger Incentive Program: CALeVIP	
3502000	Professional Services - Other: CSE - Administration of charger rebate program	174,216
3502000	Total Regional Electric Vehicle Charger Incentive Program: CALeVIP	\$174,216
3503000	Next Operating System (Next OS) Planning	
3503000	Strategic Planning and Analysis: Complete Broadband Master Plan	365,000
3503000	Strategic Planning and Analysis: Complete Next OS Business Plan	110,000
3503000	Strategic Planning and Analysis: Next OS SIS Implementation Plan	170,000
3503000	Total Next Operating System (Next OS) Planning	\$645,000
3504100	San Diego Regional MD/HD ZEV Blueprint	
3504100	Professional Services - Other: Fehr & Peers - develop regional zero emission blueprint for trucks and buses	63,429
3504100	Total San Diego Regional MD/HD ZEV Blueprint	\$63,429
3505001	Transit Fare Subsidy Impact Study	
3505001	Transit Planning Services: Fare Study	126,000
3505001	Total Transit Fare Subsidy Impact Study	\$126,000
1500100	TransNet Financial Management	
1500100	Financial Advisor: Ongoing TransNet monthly retainer for financial advisor services.	184,500
1500100	Auditing Services: Financial auditing services for San Diego County Regional Transportation Commission	48,444
1500100	Legal Services: Bond counsel for bond issuances (payments outside cost of issuance)	15,000
1500100	Professional Services - Other: Professional disclosure and dissemination	4,095
1500100	Financial Advisor: Financial reporting on annual basis for GASB 53	3,150
1500100	Financial Advisor: Provide financial reporting on annual basis for GASB 42	3,150
1500100	Financial Advisor: Provide weekly interest rate reset calculations for swaps	6,750
1500100	Communications/Public Outreach: 2024 ITOC annual report copyright editing	9,000
1500100	Software Consulting Services: ICD Treasury Management annual license	32,400
1500100	Total TransNet Financial Management	\$306,489
1500800	TDA Funds Management and Oversight	
1500800	Auditing Services: Financial auditing services for the state-mandated Transportation Development Act audits.	100,495
1500800	Total TDA Funds Management and Oversight	\$100,495
7300600	Social Equity Program	
7300600	Professional Services - Other: ADA Consulting placeholder for Public Affairs	90,000
7300600	Professional Services - Other: ADA consulting services to ensure SANDAG projects are in full compliance with both federal and state ADA laws.	14,400
7300600	Professional Services - Other: Provide Civil Rights and Environmental Justice technical assistance as needed to ensure all SANDAG programs, projects, and activities meet or exceed the requirements contained in, but not limited to, the Civil Rights Act of 1964, Civil Rights Act of 1987, Environmental Justice Executive Order and subsequent regulations and guidance, State of California Code 11135 and 65040.12, and the California Unruh Act.	45,450
7300600	Total Social Equity Program	\$149,850
Total Overall Work Program – Contracted Services		\$18,344,441

FY 2024 Overall Work Program Contingency Reserve

Overall Work Program Fund Reserve <i>in thousands</i>	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2023 Budgeted Changes				
Beginning Balance	-	10,576	-	-
Changes in Commitment	3,569	(3,569)	-	-
Expenditures	(3,869)	-	-	-
Projected Deposit	-	683	-	-
FY 2023 Projected Ending Balance	-	\$7,690	\$76,902	10%
FY 2024 Changes				
Changes in Commitment	-	-	-	-
Expenditures	-	-	-	-
Projected Deposit	-	1,728	-	-
FY 2024 Projected Ending Balance	-	\$9,418	\$98,624	10%

FY 2024 Overall Work Program

FY 2022-2024 Expenditure Comparison

Project No.	Project Title	FY 2022 Actual	FY 2023 Estimated	FY 2024 Budgeted
2300000	Data Science, Analytics, and Modeling	1,465,914	15,020,302	12,970,703
2300400	Economic and Demographic Analysis and Modeling	765,770	-	-
2300600	Enterprise Geographic Information Systems	574,599	-	-
2301100	Transportation Surveys and Other Primary Data Collection	1,072,054	-	-
2301200	Regional Economic and Finance Services and Research Services	205,002	2,469,728	-
2301400	Regional Census Data Center Operations	146,425	-	-
2301700	Regional Land Inventory System	577,720	-	-
2302100	Transportation Modeling Development	1,621,583	-	-
2302200	Data Dissemination	415,869	-	-
2302300	Data Acquisition, Management, and Governance	1,662,296	3,694,909	-
2302600	Automated Passenger Counting (APC) Performance Monitor Dashboard	-	328,618	35,085
3311700	Transportation Performance Monitoring and Reporting	83,946	402,377	741,127
7500000	SANDAG Service Bureau	35,242	451,197	61,300
3100600	Air Quality Planning and Transportation Conformity	116,890	163,746	198,111
3102008	Amendment to the 2021 Regional Plan	-	1,500,000	595,757
3102700	NEW - Regional Transportation Safety Program	-	-	2,307,883
3102800	NEW - Federal Performance Management and Congestion Management Process	-	-	89,471
3103000	2025 Regional Plan Development	-	1,246,455	8,924,761
3201701	Climate Action Planning Program FY 2022	126,412	225,564	113,288
3320200	Specialized Transportation Grant Program	165,769	323,928	-
3322900	NEW – Central Mobility Hub and Connections	-	-	1,000,000
3401300	San Diego Regional Rail Higher-Speed and Reliability Advanced Planning Study	68,601	20,219	-
3401400	San Diego and Imperial Counties Sustainable Freight Implementation Strategy	106,838	326,590	245,698
3401500	Clairemont Complete Corridors	3,584	342,212	52,810
3401600	Next Generation Rapid Routes Advanced Planning	8,302	368,131	243,570
3401700	Rail Regional Infrastructure Accelerator	21,167	1,016,630	672,626
3401800	Complete Corridor Air Planning: Regional Strategy for Advanced Air Mobility Services	-	100,444	273,137
3401900	On the Move: Innovative Transit Priority Solutions for Complete Streets	-	207,503	310,252
3430200	NEW - Smart Corridors	-	-	943,975
3100400	Regional Plan Implementation	1,263,715	3,805,601	1,782,519
3100404	Tribal Consultation Program	-	399,375	267,483
3100405	Regional Plan Outreach FY 2023	-	1,175,695	-
3100406	Regional Plan Outreach FY 2024	-	-	1,175,164
3102600	Mission Valley Revitalization Mobility Study	91,810	467,739	-
3300100	TransNet Smart Growth Incentive and Active Transportation Grant Programs	226,669	246,926	315,923
3300200	Active Transportation Planning and Programs	690,368	636,673	1,452,754
3310714	Public Private Partnership Program	590,044	692,355	766,187
3320100	Transit Planning	941,017	498,172	597,796
3320200	Specialized Transportation Grant Program	165,769	323,928	379,287
3321400	Enhanced Mobility for Seniors and Disabled Pass Through	1,502,253	2,475,229	7,319,444
3321900	Regional Housing Acceleration Program - REAP 1.0	1,585,132	4,896,202	2,395,273
3321901	Regional Housing Acceleration Program - REAP 2.0	-	2,010,488	23,070,386
3322100	Access for All	115,808	1,487,078	3,045,022
3322300	San Ysidro Mobility Hub Planning	43,697	1,084,800	1,545,000
3322301	Blue Line Express Feasibility Study	-	829,979	2,071,690
3322400	5310 Program - COVID-19 Relief	721,876	150,343	63,276
3322500	Purple Line Conceptual Studies	-	1,779,895	1,245,212
3322600	Digital Equity Action Plan Implementation	26,309	258,267	299,498
3322601	CASF Get Connected Program	-	-	60,802
3322700	San Diego Regional Zero-Emission Vehicle Incentives Program	-	152,251	217,248
3330700	Regional Intelligent Transportation System Planning	519,555	243,881	923,520
3331400	Caltrans Electrical Design Consult	-	150,000	8,243
3331500	Design and Construction Support: CP Broadway to CP Gaslamp	-	-	59,975

Project No.	Project Title	FY 2022 Actual	FY 2023 Estimated	FY 2024 Budgeted
3430100	Research and Development	-	1,229,107	337,033
3500000	2021 Regional Transportation Plan - 5 Big Moves (Group Program)	-	-	-
3501000	Flexible Fleet Pilots	446,203	1,596,136	1,204,313
3501001	eBike Incentive Program	11,257	497,536	55,805
3502000	Regional Electric Vehicle Charger Incentive Program: CALeVIP	1,739,257	2,328,292	2,467,809
3503000	Next Operating System (Next OS) Planning	743,539	1,540,432	1,064,956
3504100	San Diego Regional MD/HD ZEV Blueprint	4,316	98,966	78,286
3505000	Early Action Transit Pilot	1,090,640	8,309,360	6,643,840
3505001	Transit Fare Subsidy Impact Study	-	222,581	235,842
1500000	Project Monitoring and Oversight	343,964	317,367	473,061
1500100	TransNet Financial Management	1,509,446	2,431,966	1,752,800
1500300	Funds Management and Oversight	303,761	367,117	391,741
1500400	Overall Work Program and Budget Programs Management	508,784	427,507	508,116
1500800	TDA Funds Management and Oversight	165,019	204,168	268,482
7300000	TransNet Program: Public Engagement and Education	251,283	194,730	95,423
7300100	Public Engagement and Education Activities	390,844	519,120	182,307
7300200	Public Awareness	150,628	272,795	332,316
7300300	Software Development Services	1,235,381	882,424	818,514
7300500	Board and Policy Advisory Committee Meeting Transportation-Related Activities	1,162,370	1,665,698	2,103,143
7300600	Social Equity Program	467,274	551,639	751,532
Total Overall Work Program		\$28,251,971	\$75,630,371	\$98,606,577



CHAPTER 3

Regional Operations and Services

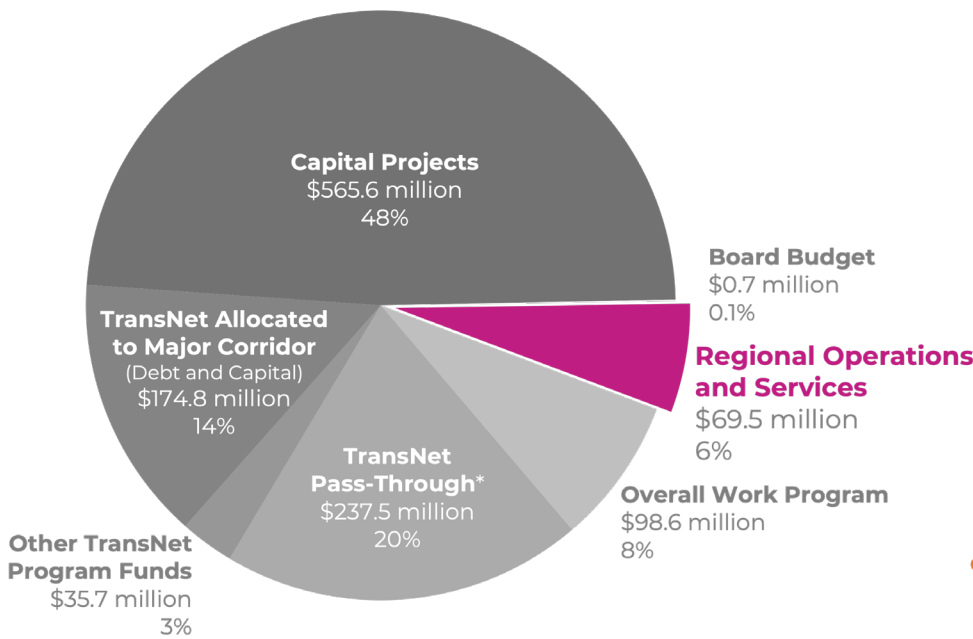
This chapter describes regional operations and services—such as toll facilities and other transportation systems—and member agency assessments.

Regional Operations and Services

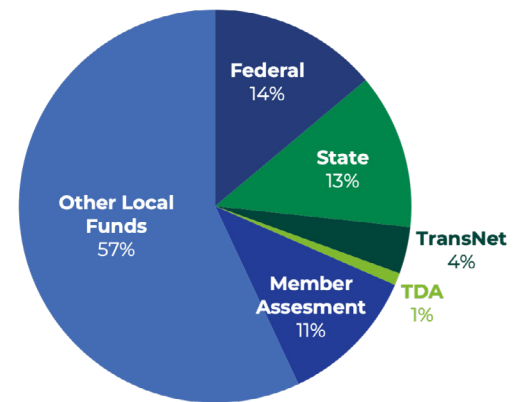
Included in this chapter are operations of the State Route 125 toll facilities, Freeway Service Patrol program, the Interstate 15 FasTrak® Value Pricing Program, Intelligent Transportation Systems Operations, and Transportation Demand Management. Mobility programs, the Automated Regional Justice Information System (ARJIS), and property management activities are also covered. We also 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 the work elements and budgets for this distinct group of projects in much the same way that chapter 2 describes our OWP work elements.

Also, this chapter shows the three forms of member agency assessments that are part of the annual budget: SANDAG member assessments, Criminal Justice member assessments, and the ARJIS member assessments and user fees. SANDAG and Criminal Justice assessments are based on population estimates updated per the California Department of Finance each May. These assessments increase annually based on the Consumer Price Index (CPI), 7.26% for FY 2024. ARJIS will be introducing a new fee structure that will combine the member and member affiliate assessments and user fees that will be based on projected program cost allocated based on population.

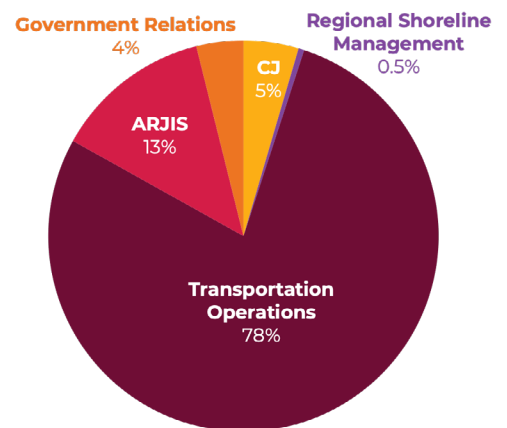
Total Budget Breakdown



Revenue



Expenses



Major Work Efforts

- ▶ ARJIS maintenance and support – enhancement to cybersecurity platform and completing Phase 2 of crime mapping dashboard
- ▶ Criminal Justice – distribution of timely, relevant, and informative publications and live dashboards to the community
- ▶ Freeway Service Patrol
- ▶ Motorist Aid Call Box program
- ▶ I-15 FasTrak® Value Pricing Program
- ▶ SR 125 Facility Operations
- ▶ 511 Advanced Traveler Information Service
- ▶ Transportation Demand Management programs—commuter programs and services that promote transportation alternatives to driving alone

40 Total Regional Operations and Services Projects

Chapter 3

Regional Operations and Services

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Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$259,367	\$243,766	\$258,708
Other Direct Costs	\$469	\$115	\$2,878
Total	\$259,836	\$243,881	\$261,586

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Criminal Justice Member Assessments	\$259,836	\$243,881	\$261,586
Total	\$259,836	\$243,881	\$261,586

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 2024 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Prepare CJ flashes, bulletins, and other products such as SAM outcomes, regional crime and arrest data, and other regional public safety information
		Product:	Eight CJ bulletins and faxes
		Completion Date:	6/30/2024
2	20	Task Description:	Gather, manage, and quality control crime-related databases and information
		Product:	Current and historical databases
		Completion Date:	6/30/2024
3	15	Task Description:	Support and staff the PSC
		Product:	Agenda, reports, and PSC follow-up materials
		Completion Date:	6/30/2024
4	5	Task Description:	Identify, summarize, and respond to requests for proposals
		Product:	Minimum of three grant proposals
		Completion Date:	6/30/2024
5	20	Task Description:	Quality control new processes, and products to compile and analyze NIBRS data.
		Product:	Updated Crime Database, policies, and products.
		Completion Date:	6/30/2024
6	15	Task Description:	Support policymakers, practitioners, and community members with crime-related and SAM data
		Product:	Presentations
		Completion Date:	6/30/2024

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.

Project Manager: Octavio Rodriguez Ferreira, Applied Research
Committee(s): Public Safety Committee
Working Group(s): Chiefs'/Sheriff's Management Committee

Work Element: 2340100 CJAM – Substance Abuse Monitoring

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$85,564	\$101,471	\$103,603
Other Direct Costs	\$2,050	\$7,037	\$7,170
Contracted Services	\$15,715	\$27,455	\$28,279
Total	\$103,329	\$135,963	\$139,052

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
SANDAG Member Assessments	\$18,750	\$18,750	\$18,750
County of San Diego	\$39,579	\$72,213	\$75,302
CA Border Alliance Group	\$45,000	\$45,000	\$45,000
Total	\$103,329	\$135,963	\$139,052

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 2024 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024

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.

Project Manager: Octavio Rodriguez Ferreira, Applied Research
Committee(s): Public Safety Committee
Working Group(s): Chiefs/Sheriff’s Management Committee

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 2024 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024

Future Activities

Future activities are contingent on continued dedicated grant funding.

Project Manager: Octavio Rodriguez Ferreira, Applied Research
Committee(s): Public Safety Committee
Working Group(s): Chiefs'/Sheriff's Management Committee

Work Element: **2347200 CJAM - 2022 County Prop 47 Evaluation**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025-2026 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$84,969	\$155,015	\$150,000	\$389,984
Total	\$0	\$0	\$84,969	\$155,015	\$150,000	\$389,984

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025 -2026	Total
Criminal Justice - Misc. Revenue	\$0	\$0	\$84,969	\$155,015	\$150,000	\$389,984
Total	\$0	\$0	\$84,969	\$155,015	\$150,000	\$389,984

Work Element: **2347300 CJAM - Southern District USAO Project Safe Neighborhoods 2022**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$6,708	\$7,401	\$4,134	\$18,243
Pass-Through to Other Agencies	\$0	\$0	\$0	\$82,202	\$82,202	\$164,404
Total	\$0	\$0	\$6,708	\$89,603	\$86,336	\$182,647

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
U.S. Department of Justice	\$0	\$0	\$6,708	\$89,603	\$86,336	\$182,647
Total	\$0	\$0	\$6,708	\$89,603	\$86,336	\$182,647

Work Element: **2347400 CJAM – Central District USAO Project Safe Neighborhoods 2022**

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$35,975	\$23,921	\$22,146	\$82,042
Pass-Through to Other Agencies	\$0	\$0	\$0	\$402,368	\$402,368	\$804,736
Total	\$0	\$0	\$35,975	\$426,289	\$424,514	\$886,778

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
U.S. Department of Justice	\$0	\$0	\$35,975	\$426,289	\$424,514	\$886,778
Total	\$0	\$0	\$35,975	\$426,289	\$424,514	\$886,778

Work Element: 2347500 CJAM - Northern District USAO Project Safe Neighborhoods 2022

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$13,884	\$18,443	\$7,529	\$39,856
Pass-Through to Other Agencies	\$0	\$0	\$0	\$179,640	\$179,640	\$359,280
Total	\$0	\$0	\$13,884	\$198,083	\$187,169	\$399,136

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
U.S. Department of Justice	\$0	\$0	\$13,884	\$198,083	\$187,169	\$399,136
Total	\$0	\$0	\$13,884	\$198,083	\$187,169	\$399,136

Work Element: 2353600 CJAM - Project Safe Neighborhood Research Partner

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$14,887	\$18,068	\$18,527	\$51,481
Total	\$0	\$14,887	\$18,068	\$18,527	\$51,481

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$14,887	\$18,068	\$18,527	\$51,481
Total	\$0	\$14,887	\$18,068	\$18,527	\$51,481

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

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$16,765	\$824	\$949	\$18,538
Pass-Through to Other Agencies	\$0	\$0	\$55,615	\$111,230	\$166,845
Total	\$0	\$16,765	\$56,439	\$112,179	\$185,383

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$16,765	\$56,439	\$112,179	\$185,383
Total	\$0	\$16,765	\$56,439	\$112,179	\$185,383

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$5,883	\$53,722	\$28,598	\$88,203
Pass-Through to Other Agencies	\$0	\$0	\$411,981	\$411,981	\$823,962
Total	\$0	\$5,883	\$465,703	\$440,579	\$912,165

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$5,883	\$465,703	\$440,579	\$912,165
Total	\$0	\$5,883	\$465,703	\$440,579	\$912,165

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$592	\$22,953	\$14,802	\$38,347
Pass-Through to Other Agencies	\$0	\$0	\$184,365	\$184,365	\$368,730
Total	\$0	\$592	\$207,318	\$199,167	\$407,077

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$592	\$207,318	\$199,167	\$407,077
Total	\$0	\$592	\$207,318	\$199,167	\$407,077

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$7,131	\$21,109	\$14,396	\$42,636
Pass-Through to Other Agencies	\$0	\$0	\$194,523	\$194,523	\$389,046
Total	\$0	\$7,131	\$215,632	\$208,919	\$431,682

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$7,131	\$215,632	\$208,919	\$431,682
Total	\$0	\$7,131	\$215,632	\$208,919	\$431,682

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$33,291	\$195,118	\$124,024	\$352,433
Pass-Through to Other Agencies	\$0	\$0	\$33,500	\$33,500	\$67,000
Total	\$0	\$33,291	\$228,618	\$157,524	\$419,433

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Department of Justice	\$0	\$33,291	\$228,618	\$157,524	\$419,433
Total	\$0	\$33,291	\$228,618	\$157,524	\$419,433

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 2024 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024

Future Activities

Future activities are contingent on continued dedicated grant funding.

- Project Manager:** Octavio Rodriguez Ferreira, Applied Research
- Committee(s):** Public Safety Committee
- Working Group(s):** Chiefs'/Sheriff's Management Committee

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

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$3,560,568	\$205,702	\$226,166	\$224,313	\$658,034	\$4,874,783
Other Direct Costs	\$75,080	\$0	\$0	\$0	\$0	\$75,080
Contracted Services	\$5,132	\$0	\$0	\$0	\$0	\$5,132
Total	\$3,640,780	\$205,702	\$226,166	\$224,313	\$658,034	\$4,954,995

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
County Dept. of Probation	\$3,561,158	\$205,702	\$226,166	\$224,313	\$658,034	\$4,875,373
Criminal Justice - Other Local Funds	\$79,622	\$0	\$0	\$0	\$0	\$79,622
Total	\$3,640,780	\$205,702	\$226,166	\$224,313	\$658,034	\$4,954,995

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

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$154,899	\$1,542	\$32,152	\$30,437	\$219,030
Other Direct Costs	\$52	\$0	\$0	\$0	\$52
Contracted Services	\$4,635	\$0	\$0	\$0	\$4,635
Total	\$159,586	\$1,542	\$32,152	\$30,437	\$223,717

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	Total
County Dept. of Probation	\$159,586	\$1,542	\$32,152	\$30,437	\$223,717
Total	\$159,586	\$1,542	\$32,152	\$30,437	\$223,717

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

Project Expenses

	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$155,214	\$109,370	\$122,168	\$118,406	\$505,158
Other Direct Costs	\$4,267	\$7,401	\$8,200	\$4,700	\$24,568
Total	\$159,481	\$116,771	\$130,368	\$123,106	\$529,726

Multi-Year Project Funding

	Prior Years	FY 2022	FY 2023	FY 2024	Total
U.S. Dept. of Education	\$159,481	\$116,771	\$130,368	\$123,106	\$529,726
Total	\$159,481	\$116,771	\$130,368	\$123,106	\$529,726

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$8,818	\$26,737	\$44,167	\$72,670	\$152,392
Total	\$8,818	\$26,737	\$44,167	\$72,670	\$152,392

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Criminal Justice – Misc. Revenue	\$8,818	\$26,737	\$44,167	\$72,670	\$152,392
Total	\$8,818	\$26,737	\$44,167	\$72,670	\$152,392

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$6,412	\$33,114	\$95,618	\$155,730	\$290,874
Total	\$6,412	\$33,114	\$95,618	\$155,730	\$290,874

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
County of San Diego	\$6,412	\$33,114	\$95,618	\$155,730	\$290,874
Total	\$6,412	\$33,114	\$95,618	\$155,730	\$290,874

Note: Funding is from the District Attorney's office.

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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$488	\$37,526	\$29,085	\$51,460	\$118,559
Total	\$488	\$37,526	\$29,085	\$51,460	\$118,559

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Criminal Justice – Misc. Revenue	\$488	\$37,526	\$29,085	\$51,460	\$118,559
Total	\$488	\$37,526	\$29,085	\$51,460	\$118,559

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

Work Element: 2353400 CJAM – Chula Vista Prop 64 Evaluation

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$33,802	\$43,477	\$40,259	\$117,538
Total	\$0	\$33,802	\$43,477	\$40,259	\$117,538

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Criminal Justice – Misc. Revenue	\$0	\$33,802	\$43,477	\$40,259	\$117,538
Total	\$0	\$33,802	\$43,477	\$40,259	\$117,538

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

Work Element: 2353500 CJAM – La Mesa Prop 64 Evaluation

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$488	\$16,270	\$34,041	\$42,629	\$93,428
Total	\$488	\$16,270	\$34,041	\$42,629	\$93,428

Multi-Year Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Criminal Justice – Misc. Revenue	\$488	\$16,270	\$34,041	\$42,629	\$93,428
Total	\$488	\$16,270	\$34,041	\$42,629	\$93,428

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

Work Element: 2354300 CJAM – Chula Vista Violence Reduction Project

Project Expenses						
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	FY 2025 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$52,104	\$27,918	\$76,820	\$156,842
Total	\$0	\$0	\$52,104	\$27,918	\$76,820	\$156,842

Multi-Year Project Funding						
	Prior Years	FY 2022	FY 2023	FY 2024	FY 2025	Total
Criminal Justice – Misc. Revenue	\$0	\$0	\$52,104	\$27,918	\$76,820	\$156,842
Total	\$0	\$0	\$52,104	\$27,918	\$76,820	\$156,842

Work Element: **3200200 Regional Shoreline Management Planning**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$79,556	\$125,007	\$158,812
Other Direct Costs	\$120	\$3,650	\$8,900
Contracted Services	\$154,765	\$158,872	\$163,215
Total	\$234,441	\$287,529	\$330,927

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Contribution from Local Cities or Member Agencies	\$154,764	\$158,872	\$163,215
SANDAG Member Assessments	\$79,677	\$128,657	\$167,712
Total	\$234,441	\$287,529	\$330,927

Objective

The objectives of this work element are to facilitate the region's adaptation to sea level rise, assess infrastructure at risk from sea level rise, develop the necessary planning studies for a potential beach nourishment project, continue the Regional Shoreline Monitoring Program, and facilitate the Shoreline Preservation Working Group. Emphasis in FY 2024 will be: (1) feasibility and cost benefit study for a beach nourishment project; (2) complete fall and spring sand monitoring studies; and (3) develop regional and interregional collaboration.

Previous Accomplishments

SANDAG has administered two regional beach sand projects (2001 and 2012). Shoreline monitoring, completed by SANDAG, in FY 2023 has indicated that it is time for another nourishment effort. In FY 2023 SANDAG has executed a memorandum of understanding with coastal jurisdictions to take the necessary first steps toward a new nourishment effort.

Justification

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. The program is guided by the SANDAG approved Shoreline Preservation Strategy, Coastal Regional Sediment Management Plan, and Sand Retention Strategy.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Continue to monitor the regions beach sand resources through contracted services and monthly beach photo monitoring to track coastal changes over time
		Product:	Monthly photo documentation fall and spring survey reports
		Completion Date:	6/30/2024
2	30	Task Description:	Implementation of planning study for possible regional beach nourishment project.
		Product:	Feasibility study and cost benefit analysis
		Completion Date:	6/30/2024
3	20	Task Description:	Development of a regional sand opportunistic use permit (SCOUP) to ease the regulatory burden on local jurisdictions trying to place sand on the beach.
		Product:	Report outlining the steps to develop a regional SCOUP.
		Completion Date:	6/30/2024
4	10	Task Description:	Development of interregional collaboration on shoreline management issues through participation as a member of the California Shore and Beach Preservation Association, American Shore and Beach Preservation Association, California Coastal Coalition, and San Diego Climate collaborative.
		Product:	Reports to Shoreline Preservation Working group and Regional Planning Committee; conference materials and handouts, meeting notes, and newsletters
		Completion Date:	6/30/2024
5	15	Task Description:	Collaborate, coordinate, and peer exchange solutions among coastal jurisdictions and stakeholders to address issues related to beach sand preservation and sea level adaptation strategies.
		Product:	Quarterly working group meetings, reports, and presentations.
		Completion Date:	6/30/2024

Future Activities

Continuation of regional sand monitoring and management studies, evaluation of adaptation strategies for sea level rise, and incorporation of updated shoreline preservation strategies into the 2025 Regional Plan's Sustainable Communities Strategy.

Project Manager: Keith Greer, NEPA/CEQA and Environmental Mitigation
Committee(s): Regional Planning Committee
Working Group(s): Shoreline Preservation Working Group

Work Element: 3310200 Motorist Aid Services – Freeway Service Patrol

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$224,978	\$314,404	\$301,301
Other Direct Costs	\$64,457	\$112,450	\$193,914
Contracted Services	\$4,861,187	\$5,465,070	\$5,624,202
Total	\$5,150,622	\$5,891,924	\$6,119,417

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Caltrans Freeway Service Patrol	\$2,892,703	\$2,500,000	\$2,500,000
California State DMV Vehicle Registration Fee	\$1,015,120	\$1,291,924	\$1,519,417
SB1 Freeway Service Patrol	\$1,242,799	\$2,100,000	\$2,100,000
Total	\$5,150,622	\$5,891,924	\$6,119,417

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 2024 will be to procure new tow service agreements and a new Motorist Aid awareness campaign.

Previous Accomplishments

By the end of FY 2023 the Freeway Service Patrol (FSP) is projected to have assisted more than 100,000 motorists. A contract to extend Fleet Management services and a contract to revise the gasoline sliding scale were both executed.

Justification

The FSP program is an established incident management program operating in metropolitan areas throughout the state, it 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024
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 California Highway Patrol (CHP) dispatch system, 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:	6/30/2024

Future Activities

The FSP program will procure new service agreements for tow operation services and continue to provide congestion relief and good customer service. FSP will improve safety by assisting stranded motorists on the region's urban freeways.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$1,138,013	\$2,054,608	\$2,534,671
Other Direct Costs	\$814,190	\$1,620,400	\$1,631,700
Materials and Equipment	\$34,992	\$52,000	\$90,000
Contracted Services	\$530,823	\$1,679,701	\$1,624,250
Pass-Through to Other Agencies	\$1,502,652	\$1,790,000	\$1,790,000
Total	\$4,020,670	\$7,196,709	\$7,670,621

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FasTrak® Revenues and Violation Fines & Forfeitures	\$4,020,670	\$7,196,709	\$7,670,621
Total	\$4,020,670	\$7,196,709	\$7,670,621

Objective

The objectives of this work element are to maximize utilization of the 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 2024 will be to sustain and further improve the efficiencies of I-15 Express Lanes through the implementation of upgraded transponders on all vehicles utilizing the expressway. This will result in optimized utilization and contribute to a more efficient transportation system.

Previous Accomplishments

The I-15 Express Lanes have a history of steady growth in traffic volume and revenue, with a track record of consistent, dependable performance, prior to the impact of the COVID-19 pandemic. The aim is to continue this trend by enhancing and maintaining these performance levels.

Justification

San Diego Forward: The 2015 Regional Plan and the 2021 Regional Plan 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 incentivizes 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Program management, including tracking revenue, expenditures and program costs; overseeing contracted service operations and collection processes; and performing peer presentations and sharing of information on the project.
		Product:	Quarterly/monthly reports and presentations
		Completion Date:	6/30/2024
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:	6/30/2024
3	25	Task Description:	Partner with Caltrans and the Metropolitan Transit System to support facility operations and optimize corridor performance through effective operations.
		Product:	Cost sharing, annual transit subsidy payment, and implementation of operational improvement strategies
		Completion Date:	6/30/2024
4	25	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:	6/30/2024

Future Activities

Ongoing operations are aimed at enhancing the smooth and efficient functioning of I-15 through proactive management of maintenance requirements, strategic pricing initiatives, and effective enforcement. The goal is to maintain and improve the performance and utilization of the highway by implementing tactics that drive revenue and optimize usage. By prioritizing these efforts, the aim is to continuously improve the overall functioning and utilization of I-15.

Project Manager: Lucinda Broussard, Regional Transportation Services Admin
Committee(s): Transportation Committee
Working Group(s): None

Work Element: 3310500 511 Advanced Traveler Information Service

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$5,255	\$54,550	\$23,267
Other Direct Costs	\$98,681	\$80,000	\$83,000
Contracted Services	\$0	\$120,000	\$120,000
Total	\$103,936	\$254,550	\$226,267

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Major Corridors Program	\$89,871	\$138,988	\$109,343
California State DMV Vehicle Registration Fee	\$14,065	\$115,562	\$116,924
Total	\$103,936	\$254,550	\$226,267

Objective

The objective of this work element is to operate and maintain the region’s 511 Advanced Traveler Information Service. Emphasis in FY 2024 will be to continue to monitor and improve motorist front facing service and continue coordination with the Next Operating System (Next OS) team for future 511 integration.

Previous Accomplishments

In FY 2023, the advanced traveler information service is projected to field over 80,000 calls and host more than 140,000 website visits. The program also upgraded Spanish language features as well as enhanced tracking.

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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024
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:	6/30/2024

Future Activities

Continue coordinated efforts with the Next OS team.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$390,787	\$540,876	\$499,602
Other Direct Costs	\$55,835	\$145,075	\$243,240
Materials and Equipment	\$347,506	\$846,000	\$485,000
Contracted Services	\$75,979	\$5,000	\$150,000
Pass-Through to Other Agencies	\$2,342	\$30,000	\$31,000
Total	\$872,449	\$1,566,951	\$1,408,842

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Congestion Management Air Quality (CMAQ)	\$844,181	\$1,546,951	\$1,393,398
FasTrak Revenues	\$22,300	\$13,332	\$8,776
TransNet New MC Transit Ops	\$5,400	\$6,668	\$6,668
TDA Planning/Administration	\$568	\$0	\$0
Total	\$872,449	\$1,566,951	\$1,408,842

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 2024 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 regionwide; 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 2023 accomplishments include the administration of the GRH and Bike Parking programs through Salesforce; expansion of the Bike Parking Program; the upgraded customer experience by showing real time bike locker availability online; ongoing maintenance of those facilities; a new online interactive Park & Ride map; and 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	10	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:	6/30/2024
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:	6/30/2024
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:	6/30/2024
4	20	Task Description:	Assist the public, iCommute program participants, partners, and stakeholders via phone or web inquiries.
		Product:	Salesforce records and reports
		Completion Date:	6/30/2024
5	10	Task Description:	Manage the TDM program and conduct performance monitoring and reporting on program progress.
		Product:	Monthly and quarterly reports
		Completion Date:	6/30/2024
6	20	Task Description:	Quick build 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:	6/30/2024

Future Activities

Future activities include expanding the Bike Parking program to more areas; bike locker maintenance; growing participation in the GRH program and process improvements; conducting Park & Ride coordination; and customer service.

Project Manager: Osvaldo Arias, TDM and Motorist Aid

Committee(s): Transportation Committee

Working Group(s): None

Work Element: 3310704 Transportation Demand Management – Regional Vanpool Program

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$197,413	\$257,828	\$260,630
Other Direct Costs	\$181	\$16,000	\$10,000
Contracted Services	\$1,753,218	\$3,082,700	\$3,657,200
Total	\$1,950,812	\$3,356,528	\$3,927,830

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Congestion Management Air Quality (CMAQ)	\$1,950,812	\$3,356,528	\$3,927,830
Total	\$1,950,812	\$3,356,528	\$3,927,830

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 2024 will be to continue to increase vanpools in the program; complete the research other ridership tracking technologies to streamline monthly and annual reporting to the FTA; and release a request for proposals (RFP) for vendors for the Vanpool program.

Previous Accomplishments

Accomplishments in FY 2023 was increasing the monthly subsidy from \$400 to \$500 and for Zero Emission vanpools from \$500 to \$600 in the program. The annual NTD report and audit was provided to the FTA.

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.

Products, Tasks, and Schedules for FY 2024

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:	3/2/2024
2	15	Task Description:	RFP: new ridership system/ vanpool vendor
		Product:	New database for ridership tracking and vanpool data; New vendors for the Vanpool program
		Completion Date:	6/30/2024
3	65	Task Description:	Administer the regional Vanpool program including vendor management, outreach and education, customer service, and performance monitoring and reporting. Research other trip tracking systems.
		Product:	Reports on vanpool participation and vehicle miles reduced; regular coordination meetings with vendors; outreach and customer support for vanpool participants
		Completion Date:	6/30/2024

Future Activities

Continue efforts to increase the number of vanpools in the program to pre-pandemic numbers.

Project Manager: Michelle Porter, TDM and Motorist Aid

Committee(s): Transportation Committee

Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$540,412	\$757,269	\$607,288
Other Direct Costs	\$25,819	\$237,500	\$0
Contracted Services	\$1,522,646	\$1,444,996	\$0
Pass-Through to Other Agencies	\$30,221	\$118,000	\$0
Total	\$2,119,098	\$2,557,765	\$607,288

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
FTA (5303) MPO Planning	\$2,119,098	\$2,557,765	\$607,288
Total	\$2,119,098	\$2,557,765	\$607,288

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 2024 will focus on a rebranding of the TDM program to Sustainable Transportation Services. Additionally, Bike to Work Day will be rebranded to Bike Anywhere Day with more engagement to families and children.

Previous Accomplishments

Accomplishments in FY 2023 included hosting the Employer Diamond Award Event with over 130 employers, four employer webinars and monthly employer outreach. In FY 2023 the TDM program planned and conducted SANDAG's annual Bike to Work Day, and ongoing management of TDM outreach contract.

Justification

TDM is an important component of the 2025 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	Task Description:	Plan and implement the annual Rideshare Week event and Clean Air Day.
		Product:	Annual Rideshare Week-Clean Air Day event
		Completion Date:	10/31/2023
2	20	Task Description:	Plan and implement the annual Bike to Work Day event.
		Product:	Annual Bike to Work Day event
		Completion Date:	5/31/2024
3	20	Task Description:	Administer the GO by BIKE Mini-Grant program
		Product:	Executed mini-grant agreements and events
		Completion Date:	6/30/2024
4	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:	6/30/2024
5	10	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:	6/30/2024
6	10	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:	Increased number of employers offering commuter benefits to their employees; increased number of employees using commute alternatives; and offer Try Transit and commuter events to employers
		Completion Date:	6/30/2024
7	5	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:	6/30/2024
8	5	Task Description:	Develop a carpool incentive and a method for distribution and develop request for partnership proposals for a ridematching vendor.
		Product:	Quarterly summaries of incentivized carpool trips; carpool matching partner
		Completion Date:	6/30/2024

Future Activities

Create a TDM Ordinance, restructure and rebrand TDM to sustainable transportation services, develop a new platform for employer outreach.

Project Manager: Jennifer Williamson, Transit Planning
Committee(s): Transportation Committee
Working Group(s): Mobility Working Group

Work Element: 3311000 Intelligent Transportation Systems Operational Support

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$344,397	\$324,363	\$339,191
Other Direct Costs	\$597,351	\$907,000	\$836,889
Materials and Equipment	\$0	\$10,000	\$10,000
Total	\$941,748	\$1,241,363	\$1,186,080

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
TransNet Major Corridors Program	\$720,748	\$1,020,363	\$965,080
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	\$941,748	\$1,241,363	\$1,186,080

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 2024 will be to continue the maintenance of 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

ICMS has transitioned to a full virtual environment with replication for improved performance, reliability and continuity. The system has remained stable and continues to be utilized by regional stakeholders to review events and recommended response plans. ICMS still performs as the regional data hub interconnecting the I-15 Corridor, the Regional Arterial Management System, California Highway Patrol events and construction notices. The system remains open for future modules and entities to consume regional traffic data.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	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:	6/30/2024
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 and support to partner agencies
		Completion Date:	6/30/2024
3	30	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:	6/30/2024
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:	6/30/2024
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:	6/30/2024

Future Activities

This program will continue to focus on the administration and support of ITS operations.

Project Manager: Anthony Lacsina, IT Service and Infrastructure
Committee(s): Transportation Committee
Working Group(s): None

Work Element: **3312100 State Route 125 Facility Operations**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$5,668,596	\$6,667,259	\$7,780,870
Other Direct Costs	\$5,005,747	\$6,072,197	\$6,072,197
Materials and Equipment	\$532,706	\$623,000	\$623,000
Contracted Services	\$1,544,146	\$2,127,100	\$2,127,188
Debt Service and Project Reserves	\$6,588,736	\$13,887,250	\$13,894,000
Total	\$19,339,931	\$29,376,806	\$30,497,255

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
State Route 125 Toll Road Revenue	\$19,339,931	\$29,376,806	\$30,497,255
Total	\$19,339,931	\$29,376,806	\$30,497,255

Objective

The objective of this work element is to maintain and operate the SR 125 Toll Road; collect tolls; and project revenue to pay for operations, maintenance, and debt. Emphasis in FY 2024 will be to transition the new roadway toll collection system and cash and credit card payment machines; increase toll revenue and efficiently manage operating expenses to support the repayment of outstanding debt; and improve 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	20	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:	6/30/2024
2	20	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:	6/30/2024
3	20	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:	6/30/2024
4	20	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:	6/30/2024
5	20	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:	6/30/2024

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.

Project Manager: Lucinda Broussard, Regional Transportation Services Admin
Committee(s): Transportation Committee
Working Group(s): None

Work Element: **3312200 Motorist Aid – Call Box Program**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$239,110	\$440,970	\$321,997
Other Direct Costs	\$100,912	\$249,070	\$249,415
Contracted Services	\$1,107,320	\$1,199,308	\$453,127
Total	\$1,447,342	\$1,889,348	\$1,024,539

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
California State DMV Vehicle Registration Fee	\$1,447,342	\$1,889,348	\$1,024,539
Total	\$1,447,342	\$1,889,348	\$1,024,539

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 2024 will be to procure and install new 511 signs and to repaint all call boxes in the system and to maintain and monitor usage and continue to increase public awareness through enhanced marketing to meet the changing needs of motorists.

Previous Accomplishments

By the end of FY 2023 the Call Box program is projected to have assisted more than 10,500 motorists. A new contract for call center services was also executed during this period.

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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024
2	25	Task Description:	Provide call center services for stranded motorists.
		Product:	Summary of call center services
		Completion Date:	6/30/2024
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:	6/30/2024

Future Activities

The Call Box program looks to improve its customer service to stranded motorists by conducting call audits of the call answering center and provide valuable feedback, as well as continue coordinated meeting with the California Highway Patrol. The call box system will also be receiving a fresh coat of paint for all call boxes.

Project Manager: Aaron Moreno, TDM and Motorist Aid

Committee(s): Transportation Committee

Working Group(s): None

Work Element: 3312400 Freeway Service Patrol – Traffic Mitigation Program

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$0	\$24,383	\$23,267
Contracted Services	\$223,184	\$1,188,000	\$1,188,000
Total	\$223,184	\$1,212,383	\$1,211,267

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Traffic Mitigation Program - Caltrans	\$223,184	\$1,212,383	\$1,211,267
Total	\$223,184	\$1,212,383	\$1,211,267

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 2024 will be to continue support for Caltrans construction projects.

Previous Accomplishments

In FY 2023 SANDAG provided service in support of the TMP on one construction projects. This construction-related service is projected to assist over 5,000 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 the 2021 Regional Plan 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.

Products, Tasks, and Schedules for FY 2024

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:	6/30/2024
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:	6/30/2024

Future Activities

The FSP-TMP service will continue to assist Caltrans by providing a roving motorist aid service in designated construction zones.

Project Manager: Aaron Moreno, TDM and Motorist Aid
Committee(s): Transportation Committee
Working Group(s): Freeway Service Patrol Management Team

Work Element: **3312500 Santa Fe Street Building Management**

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$25,340	\$51,098	\$58,591
Other Direct Costs	\$81,598	\$131,000	\$95,000
Materials and Equipment	\$2,394	\$35,000	\$35,000
Contracted Services	\$43,350	\$167,373	\$118,373
Total	\$152,682	\$384,471	\$306,964

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Lease Revenue	\$152,682	\$384,471	\$306,964
Total	\$152,682	\$384,471	\$306,964

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 2024 will be to select 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 the 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	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:	8/31/2023
2	25	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 and full functionality test on equipment including compressor and blower motor
		Completion Date:	9/10/2023
3	25	Task Description:	Inspect roofs on all buildings, remove debris, identify any potential leaks.
		Product:	Repairs, if needed
		Completion Date:	11/30/2023
4	25	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:	6/30/2024

Future Activities

This project is expected to be completed by FY 2024.

Project Manager: Adrian Paniagua, Customer Service and Account Management
Committee(s): Transportation Committee
Working Group(s): None

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$0	\$3,437	\$21,991
Other Direct Costs	\$5,744	\$19,725	\$62,000
Total	\$5,744	\$23,162	\$83,991

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
Lease Revenue	\$5,744	\$23,162	\$83,991
Total	\$5,744	\$23,162	\$83,991

Objective

The objective of this work element is to provide oversight and property management for A Street Auto, ACE Parking (two separate lease agreements), and Aladdin Bail Bonds, who are tenants on SANDAG-owned real property. Emphasis in FY 2024 will be to collect rent and ensure the compliance of insurance requirements and lease terms. Staff will continue to support facility needs for the current tenants and monitor property maintenance expenses.

Previous Accomplishments

In November 2022, SANDAG acquired two new properties. Prior to the purchase, the agency already had two tenants, and since acquiring the new properties, two new lease agreements were assumed, bringing the total number of tenants to four. SANDAG has continued to collect rent from all tenants while also monitoring insurance requirements and proactively managing repairs as necessary.

Justification

SANDAG has acquired portions of the proposed Downtown Bus Stopover site. The properties are subject to the leases in place at the time of acquisitions. This project ensures the collection of rent and supports other property management activities. 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	25	Task Description:	Monitor and ensure insurance needs related to the properties (insurance policies and certificates of insurance) are updated.
		Product:	Discussions with insurance broker to consider any possible new risks that should be insured each year; obtain current certificates of insurance from tenants
		Completion Date:	6/30/2024
2	50	Task Description:	Ensure tenants comply with lease/rental terms, collect rent, and maintain records related to operating expenses.
		Product:	Collection of monthly lease payments from each tenant; quarterly and associated resolution reports
		Completion Date:	6/30/2024
3	25	Task Description:	Respond to service requests and hire maintenance professionals if needed.
		Product:	Quarterly and associated resolution reports on requested services
		Completion Date:	6/30/2024

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.

Project Manager: Dalila Ramos Rios, Business Services

Committee(s): Transportation Committee

Working Group(s): None

Work Element: 7350100 ARJIS: Operations

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$2,506,368	\$3,231,686	\$4,058,810
Other Direct Costs	\$2,078,032	\$2,089,554	\$2,277,000
Materials and Equipment	\$220,898	\$267,570	\$265,000
Contracted Services	\$95,284	\$375,189	\$663,208
Total	\$4,900,582	\$5,963,999	\$7,264,018

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
ARJIS Member Assessments and User Connectivity Fees	\$3,524,675	\$4,469,346	\$6,935,000
ARJIS Enterprise Reserve Fund	\$651,848	\$1,494,653	\$329,018
ARJIS Federal-Other	\$543,390	\$0	\$0
ARJIS State-Other	\$180,669	\$0	\$0
Total	\$4,900,582	\$5,963,999	\$7,264,018

Note: FY 2024 work element is combining the work elements of 7350000, 7350200, 7350300, and 7353000.

Objective

The objective of this work element is to provide ongoing support, maintenance, and enhancement for Automated Regional Justice Information System (ARJIS) Operations Project. This includes all wired and wireless connectivity between ARJIS and its 50 member agencies and all hosted applications while maintaining compliance with the Federal Bureau of Investigation’s Criminal Justice Information Services policy. Emphasis in FY 2024 will be on configuring, managing, and deploying mobile devices to users throughout the region; maintaining mobile continuity within the ARJIS membership base; and ensuring reliable secure connectivity to ARJISnet for all agency devices as needed.

Previous Accomplishments

In 2022, ARJIS continued to maintain the mobile environment completed Phase I of the Crime Mapping application, and completed the migration of the data centers and upgrade of the network and data storage devices.

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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	2	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:	6/30/2024
2	10	Task Description:	Provide California Incident-Based Reporting System 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:	6/30/2024
3	15	Task Description:	ARJIS Network Maintenance and Support
		Product:	Maintain the ARJIS network to ensure connectivity between all member agencies and ARJIS-hosted application and database resources (this includes more than 60 dedicated circuits, with data centers in San Diego and Phoenix, plus several point-to-point VPN connections)
		Completion Date:	6/30/2024
4	15	Task Description:	ARJIS Server Support
		Product:	ARJIS hosts more than 150 virtual servers that contain databases, applications and services that are essential to the ARJIS environment (these servers must be kept up to date and physically maintained in order to ensure stability and reliability for the ARJIS member community)
		Completion Date:	6/30/2024
5	15	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:	6/30/2024
6	15	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:	3/31/2024
7	15	Task Description:	Maintain the ARJIS mobile environment, including but not limited to device procurement/configuration/assignments, mobile device management and network access for mobile devices for more than 30 local member agencies.
		Product:	Secure and reliable mobile access for ARJIS members to ARJIS mobile applications and other secure law enforcement applications
		Completion Date:	6/30/2024
8	8	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:	6/30/2024
9	5	Task Description:	ARJIS User Training
		Product:	Provide in-person and/or virtual training for users within the ARJIS membership community, to include basic, advanced training, plus timely updates and reference material
		Completion Date:	12/31/2023

Future Activities

Continue to support and maintain the ARJIS mobile environment; develop, monitor, and maintain the ARJIS Enterprise system, including database, network, infrastructure, and applications; implement enhancements from the SANDAG Assessment; and develop new applications, database, network environment from on premise to cloud solution.

Project Manager: Cindy Anderson, 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

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$0	\$149,986	\$149,986
Materials and Equipment	\$0	\$0	\$0	\$450,000	\$450,000
Contracted Services	\$0	\$0	\$0	\$200,000	\$200,000
Total	\$0	\$0	\$0	\$799,986	\$799,986

Annual Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Dept. of Homeland Security	\$0	\$0	\$0	\$799,986	\$799,986
Total	\$0	\$0	\$0	\$799,986	\$799,986

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 2024 will be on enhancing the cyber security platform and completing Phase II of the crime mapping dashboard.

Previous Accomplishments

ARJIS completed the first phase of the crime mapping dashboard as well as the first phase of the cloud transformation.

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 20 and awarded funding.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	50	Task Description:	Deploy Phase II of the mapping application to include modernized reports and crime statistics.
		Product:	Advanced mapping application with access to data and reports
		Completion Date:	6/30/2024
2	25	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:	6/30/2024
3	25	Task Description:	Continue to train the region's public safety personnel
		Product:	Applications curriculum to include user guides and frequently asked questions
		Completion Date:	6/30/2024

Future Activities

Phase II of the crime mapping dashboard.

- Project Manager:** Cindy Anderson, Automated Regional Justice Information System
- Committee(s):** Public Safety Committee
- Working Group(s):** ARJIS Business Working Group
Chiefs'/Sheriff's Management Committee

Project Expenses					
	Prior Years	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget	Multi-Year Total
Salaries, Benefits, Indirect	\$0	\$0	\$96,178	\$60,822	\$157,000
Materials and Equipment	\$0	\$0	\$180,000	\$931,400	\$1,111,400
Total	\$0	\$0	\$276,178	\$992,222	\$1,268,400

Annual Project Funding					
	Prior Years	FY 2022	FY 2023	FY 2024	Total
Dept. of Homeland Security	\$0	\$0	\$276,178	\$992,222	\$1,268,400
Total	\$0	\$0	\$276,178	\$992,222	\$1,268,400

Objective

This objective of this work element is to strengthen the Automated Regional Justice Information System (ARJIS) infrastructure and applications to help address the needs identified in the San Diego Urban Area Security Strategy. ARJIS was awarded funding for four separate projects; all intended to securely share information across jurisdictions to enhance public safety. Emphasis in FY 2024 will be on the cloud transformation, single sign-on, and regional training program.

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 the Department of Homeland Security – Urban Areas Security Initiative (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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
3	50	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:	6/30/2024
2	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:	6/30/2024
3	25	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:	6/30/2024

Future Activities

Over the next few years ARJIS will continue the transition to the Azure cloud. ARJIS will continue to seek grant funding for information sharing tools in support of San Diego public safety agencies. Funding for the second phase of the cloud transformation project was requested for the UASI FY 2023 grant and is pending approval.

- Project Manager:** Cindy Anderson, Automated Regional Justice Information System
- Committee(s):** Public Safety Committee
- Working Group(s):** ARJIS Business Working Group
ARJIS Technical Working Group

Project Expenses			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
Salaries, Benefits, Indirect	\$859,297	\$1,159,186	\$2,047,431
Other Direct Costs	\$16,351	\$260,000	\$60,000
Contracted Services	\$437,906	\$660,000	\$596,800
Total	\$1,313,554	\$2,079,186	\$2,704,231

Annual Project Funding			
	FY 2022	FY 2023	FY 2024
SANDAG Member Assessments	\$412,255	\$514,560	\$584,547
TransNet Administration	\$757,662	\$782,313	\$1,415,408
TDA Planning/Administration	\$143,637	\$782,313	\$704,276
Total	\$1,313,554	\$2,079,186	\$2,704,231

Objective

The objective of this work element is to manage state and federal legislative activities in accordance with the SANDAG Legislative Program; provide ongoing support for planning and collaboration activities with municipal, state, and federal governments in Mexico, sovereign tribal governments within San Diego County, U.S. military, and Orange, Riverside, and Imperial counties; and foster greater partnerships with member agencies and key stakeholders throughout the region in support of SANDAG projects, programs, and priorities. Emphasis in FY 2024 will be on securing funding and policy updates to advance SANDAG's priority projects and regional initiatives and continued coordination with borders stakeholders and regional partners to advance implementation of the 2021 Regional Plan.

Previous Accomplishments

Previous accomplishments include passage of multiple state bills to advance SANDAG priorities; award of \$300 million in state funding for the Los Angeles-San Diego-San Luis Obispo Rail Corridor realignment and the largest federal INFRA grant award (\$150 million) for Otay Mesa East Port of Entry; and increased outreach to regulatory agencies to demonstrate sound policy initiatives that will yield funding for the region and improved processes.

Justification

This work element helps accomplish key SANDAG initiatives through legislative and policy actions, and coordinates regional priorities among member agencies, advisory members, and other stakeholders throughout the Cali-Baja region. 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description:	Monitor and respond to key state and federal legislation and funding opportunities through implementation of the annual legislative program.
		Product:	2024 Legislative Program and related policy initiatives/funding.
		Completion Date:	3/31/2024
2	30	Task Description:	Identify and implement collaboration activities with member agencies and key regional stakeholders in support of SANDAG project, programs, and priorities.
		Product:	Educational briefings, project visits, cooperative agreements, and funding partnerships.
		Completion Date:	6/30/2024
3	10	Task Description:	Represent SANDAG on state, federal, and regional 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:	Presentations, reports, and participation in conferences as needed.
		Completion Date:	6/30/2024
4	30	Task Description:	Binational, tribal, military, and interregional liaison activities to advance implementation of the 2021 Regional Plan and coordination with government entities in Mexico on planning initiatives and strategies.
		Product:	Meeting coordination and participation; staff reports and presentations.
		Completion Date:	6/30/2024

Future Activities

Continued efforts to secure state and federal funding for SANDAG projects and programs; and ongoing coordination with member agencies and key stakeholders to agency priorities.

Project Manager: Cortney Murguia, Strategic Communications Admin

Committee(s): Borders Committee
Executive Committee

Working Group(s): None

FY 2024 Regional Operations and Services Program Revenues

OWP NO.	Project Title	FY 2024 Project Funding	CMAQ	Federal Other	State Other	TDA Planning/dmin	TransNet Program	Member Assessments/ User Fees	Local Other
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	261,586	-	-	-	-	-	261,586	CJ
2340100	CJAM – Substance Abuse Monitoring	139,052	-	-	-	-	-	18,750	S
2347200	CJAM - 2022 County Prop 47 Evaluation	155,015	-	-	155,015	S50	-	-	120,302 L6/L3
2347300	CJAM - Southern District USAO Project Safe Neighborhoods 2022	89,603	-	89,603	F4	-	-	-	
2347400	CJAM - Central District USAO Project Safe Neighborhoods 2022	426,289	-	426,289	F4	-	-	-	
2347500	CJAM - Northern District USAO Project Safe Neighborhoods 2022	198,083	-	198,083	F4	-	-	-	
2350100	CJAM – Juvenile Justice Crime Prevention Act	224,313	-	-	-	-	-	-	224,313 L9
2352400	CJAM - Reducing Racial and Ethnic Disparities	30,437	-	-	-	-	-	-	30,437 L9
2352800	CJAM - San Diego Promise Neighborhood (SDPN)	123,106	-	123,106	F17	-	-	-	
2353100	CJAM - Increasing Resiliency in High-Risk Youth	72,670	-	-	72,670	S50	-	-	
2353200	CJAM - DA Juvenile Diversion Initiative	155,730	-	-	-	-	-	-	155,730 L6
2353300	CJAM - San Diego Prop 64 Evaluation	51,460	-	-	51,460	S50	-	-	
2353400	CJAM - Chula Vista Prop 64 Evaluation	40,259	-	-	40,259	S50	-	-	
2353500	CJAM - La Mesa Prop 64 Evaluation	42,629	-	-	42,629	S50	-	-	
2353600	CJAM - Project Safe Neighborhood Research Partner	18,527	-	527	F4	-	-	-	18,000 L30
2353700	CJAM - Southern District USAO Project Safe Neighborhoods	112,180	-	112,180	F4	-	-	-	
2353800	CJAM - Central District USAO Project Safe Neighborhoods	440,580	-	440,580	F4	-	-	-	
2353900	CJAM - Northern District USAO Project Safe Neighborhoods	199,166	-	199,166	F4	-	-	-	
2354000	CJAM - Eastern District USAO Project Safe Neighborhoods	208,919	-	208,919	F4	-	-	-	
2354100	CJAM - BJA Chula Vista RIPA Analysis	157,524	-	157,524	F4	-	-	-	
2354300	CJAM - Chula Vista Violence Reduction Project	27,918	-	-	27,918	S50	-	-	
3200200	Regional Shoreline Management Planning	330,927	-	-	-	-	-	167,712	S
3310200	Motorist Aid Services – Freeway Service Patrol	6,119,417	-	-	6,119,417	S2/S11/S15	-	-	-
3310300	Interstate 15 FasTrak® Value Pricing Program	7,670,621	-	-	-	-	-	-	7,670,621 L1
3310500	511 Advanced Traveler Information Service	226,267	-	-	116,924	S11	109,343	T2	-
3310703	Transportation Demand Management – Program and Service Delivery	1,408,842	1,393,397	-	-	-	6,668	T8	8,776 L1
3310704	Transportation Demand Management – Regional Vanpool Program	3,927,830	3,927,830	-	-	-	-	-	-
3310711	Transportation Demand Management – Employer Outreach	607,288	607,288	-	-	-	-	-	-
3311000	Intelligent Transportation Systems Operational Support	1,186,080	-	-	24,400	S20	1,150,380	T2/T7	11,300 L4
3312100	State Route 125 Facility Operations	30,497,255	-	-	-	-	-	-	30,497,255 L11
3312200	Motorist Aid – Call Box Program	1,024,539	-	-	1,024,539	S11	-	-	-
3312400	Freeway Service Patrol – Traffic Mitigation Program	1,211,267	-	-	1,211,267	S17	-	-	-
3312500	Santa Fe Street Building Management	306,964	-	-	-	-	-	-	306,964 L16
3312700	A Street Property Management	83,991	-	-	-	-	-	-	83,991 L16
7350100	ARJIS: Maintenance and Support	7,264,018	-	-	-	-	-	6,935,000	A
7352800	ARJIS: Urban Area Security Initiative FFY 2021	799,986	-	799,986	F6	-	-	-	-
7352900	ARJIS: Urban Area Security Initiative FFY 2022	992,222	-	992,222	F6	-	-	-	-
7300400	Government Relations	2,704,231	-	-	-	704,276	1,415,409	T1	584,547 S
Total Regional Operations and Services Program Revenues		\$69,536,789	\$5,928,515	\$3,748,186	\$8,886,496	\$704,276	\$2,681,799	\$7,967,595	\$39,619,923

FY 2024 Regional Operations and Services Program Revenues Notes and Explanations¹

Federal Dedicated Funds

Congestion Management & Air Quality Program - Federal funds for projects and activities that contribute to a reduction in traffic congestion and improvement in air quality. Administered by the Federal Highway Administration and Caltrans.

Federal Other

F6 Department of Homeland Security

State Other

S2 Caltrans Freeway Service Patrol (FSP)
S11 California State Department of Motor Vehicles - Vehicle Registration Fee
S15 California Senate Bill 1 (SB 1) (Beall, 2017) FSP
S17 Traffic Mitigation Program – Caltrans
S20 Caltrans Traffic Program

TransNet Sales Tax Revenue

T2 TransNet Major Corridors Program
T7 TransNet Local System Improvements
T8 TransNet New Major Corridors Transit Operations (8.1%)

Local Other

L1 Other Local Funds
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

Member Assessments

A ARJIS Member Assessments and User Connectivity Fees
CJ Criminal Justice
S SANDAG

¹ Footnotes may not be consecutive due to use of other footnote references in other SANDAG Programs.

FY 2024 Regional Operations and Services Program Expenses

Project No.	Annual (A) or Multi-Yr (M)	Project Name	Total Project Budget	Salaries, Benefits, Indirect	Salaries And Benefits	Indirect Cost Allocation	Other Direct Costs	Contract Services	Mat Equip	Pass Through	Debt Service
2340000	(A)	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	261,586	258,708	164,240	94,467	2,878	-	-	-	-
2340100	(A)	CJAM – Substance Abuse Monitoring	139,052	103,603	70,546	33,057	7,170	28,279	-	-	-
2345000	(M)	CJAM – Adult Criminal Justice Projects (Group Program)	-	-	-	-	-	-	-	-	-
2347200	(M)	CJAM - 2022 County Prop 47 Evaluation	155,015	155,015	98,262	56,753	-	-	-	-	-
2347300	(M)	CJAM - Southern District USAO Project Safe Neighborhoods 2022	89,603	7,401	4,895	2,506	-	-	-	82,202	-
2347400	(M)	CJAM - Central District USAO Project Safe Neighborhoods 2022	426,289	23,921	15,306	8,616	-	-	-	402,368	-
2347500	(M)	CJAM - Northern District USAO Project Safe Neighborhoods 2022	198,083	18,443	11,854	6,590	-	-	-	179,640	-
2350000	(M)	CJAM – Youth Evaluation Projects (Group Program)	-	-	-	-	-	-	-	-	-
2350100	(M)	CJAM – Juvenile Justice Crime Prevention Act	224,313	224,313	141,929	82,383	-	-	-	-	-
2352400	(M)	CJAM - Reducing Racial and Ethnic Disparities	30,437	30,437	19,180	11,257	-	-	-	-	-
2352800	(M)	CJAM - San Diego Promise Neighborhood (SDPN)	123,106	118,406	75,772	42,635	4,700	-	-	-	-
2353100	(M)	CJAM - Increasing Resiliency in High-Risk Youth	72,670	72,670	46,719	25,951	-	-	-	-	-
2353200	(M)	CJAM - DA Juvenile Diversion Initiative	155,730	155,730	98,133	57,597	-	-	-	-	-
2353300	(M)	CJAM - San Diego Prop 64 Evaluation	51,460	51,460	34,362	17,098	-	-	-	-	-
2353400	(M)	CJAM - Chula Vista Prop 64 Evaluation	40,259	40,259	25,948	14,311	-	-	-	-	-
2353500	(M)	CJAM - La Mesa Prop 64 Evaluation	42,629	42,629	27,442	15,187	-	-	-	-	-
2353600	(M)	CJAM - Project Safe Neighborhood Research Partner	18,527	18,527	11,674	6,852	-	-	-	-	-
2353700	(M)	CJAM - Southern District USAO Project Safe Neighborhoods	112,180	949	598	351	-	-	-	111,230	-
2353800	(M)	CJAM - Central District USAO Project Safe Neighborhoods	440,580	28,598	18,485	10,114	-	-	-	411,981	-
2353900	(M)	CJAM - Northern District USAO Project Safe Neighborhoods	199,166	14,802	9,791	5,011	-	-	-	184,365	-
2354000	(M)	CJAM - Eastern District USAO Project Safe Neighborhoods	208,919	14,396	9,535	4,861	-	-	-	194,523	-
2354100	(M)	CJAM - BJA Chula Vista RIPA Analysis	157,524	124,024	78,154	45,871	-	-	-	33,500	-
2354300	(M)	CJAM - Chula Vista Violence Reduction Project	27,918	27,918	18,114	9,804	-	-	-	-	-
3200200	(A)	Regional Shoreline Management Planning	330,927	158,812	100,075	58,737	8,900	163,215	-	-	-
3310200	(A)	Motorist Aid Services – Freeway Service Patrol	6,119,417	301,301	189,864	111,436	193,914	5,624,202	-	-	-
3310300	(A)	Interstate 15 FasTrak® Value Pricing Program	7,670,621	2,534,671	1,597,219	937,452	1,631,700	1,624,250	90,000	1,790,000	-
3310500	(A)	511 Advanced Traveler Information Service	226,267	23,267	14,661	8,605	83,000	120,000	-	-	-
3310703	(A)	Transportation Demand Management – Program and Service Delivery	1,408,842	499,602	314,823	184,779	243,240	150,000	485,000	31,000	-
3310704	(A)	Transportation Demand Management – Regional Vanpool Program	3,927,830	260,630	164,235	96,394	10,000	3,657,200	-	-	-
3310711	(A)	Transportation Demand Management – Employer Outreach	607,288	607,288	382,681	224,606	-	-	-	-	-
3311000	(A)	Intelligent Transportation Systems Operational Support	1,186,080	339,191	213,740	125,450	836,889	-	10,000	-	-
3312100	(A)	State Route 125 Facility Operations	30,497,255	7,780,870	6,673,965	1,106,906	6,072,197	2,127,188	623,000	-	13,894,000
3312200	(A)	Motorist Aid – Call Box Program	1,024,539	321,997	202,906	119,091	249,415	453,127	-	-	-
3312400	(A)	Freeway Service Patrol – Traffic Mitigation Program	1,211,267	23,267	14,661	8,605	-	1,188,000	-	-	-
3312500	(A)	Santa Fe Street Building Management	306,964	58,591	36,921	21,670	95,000	118,373	35,000	-	-
3312700	(A)	A Street Property Management	83,991	21,991	13,858	8,133	62,000	-	-	-	-
7350100	(A)	ARJIS: Maintenance and Support	7,264,018	4,058,810	3,992,013	66,797	2,277,000	663,208	265,000	-	-
7352800	(M)	ARJIS: Urban Area Security Initiative FFY 2021	799,986	149,986	149,986	-	-	200,000	450,000	-	-
7352900	(M)	ARJIS: Urban Area Security Initiative FFY 2022	992,222	60,822	60,822	-	-	-	931,400	-	-
7300400	(A)	Government Relations	2,704,231	2,047,431	1,290,186	757,246	60,000	596,800	-	-	-
Total Regional Operation and Services Expenses			\$69,536,789	\$20,780,736	\$16,393,556	\$4,387,180	\$11,838,003	\$16,713,842	\$2,889,400	\$3,420,809	\$13,894,000

Five-Year Projected Revenue and Expenses Selected Programs (in thousands)

Project Title	Budget FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027	Estimated FY 2028
I-15 FasTrak® Value Pricing Program – 3310300					
Revenues					
FasTrak Revenues and Violation Fees	11,198	11,534	11,880	12,237	12,604
Operating Expenses					
Salaries, Benefits, Indirect	2,534	2,610	2,688	2,769	2,852
Other Direct Costs	1,632	1,681	1,731	1,783	1,837
Contracted Services	1,624	1,673	1,723	1,775	1,828
Materials and Equipment	90	93	95	98	101
Pass-Through to Other Agencies	1,790	1,838	1,863	1,889	1,916
Total Operating Expenses	\$7,670	\$7,895	\$8,101	\$8,314	\$8,533
Non-Operating Expenses					
Project Reserve Deposits	3,528	3,639	3,779	3,922	\$4,070
Total Non-Operating Expenses	\$3,528	\$3,639	\$3,779	\$3,922	\$4,070
Total I-15 FasTrak® Value Pricing Program Activities	\$11,198	\$11,534	\$11,880	\$12,237	\$12,604
SR 125 Facility Operations – 3312100					
Revenues					
ST 125 Toll Revenues	39,973	41,173	42,408	43,680	44,991
Operating Expenses					
Salaries, Benefits, Indirect	7,781	8,162	8,578	9,007	9,457
Other Direct Costs	6,072	6,369	6,694	7,029	7,380
Contracted Services	2,127	2,231	2,345	2,462	2,585
Materials and Equipment	623	653	686	721	757
Total Operating Expenses	\$16,603	\$17,415	\$18,303	\$19,219	\$20,179
Non-Operating Expenses					
Debt Service	13,894	13,902	13,911	13,920	13,929
O&M Expense Fund Deposits	-	-	-	-	-
O&M Reserve Fund Deposits	85	1,800	1,879	1,972	2,071
Capital Expenditures Fund Deposits	9,391	8,056	8,315	8,569	8,812
Total Non-Operating Expenses	\$23,370	\$23,758	\$24,105	\$24,461	\$24,812
Total SR 125 Facility Operations Activities	\$39,973	\$41,173	\$42,408	\$43,680	\$44,991
Motorist Aid – Call Box Program – 3312200					
Revenues					
DMV Vehicle Registration Fee	2,888	3,032	3,183	3,343	3,510
Collections	5	5	5	5	5
Interest Income	10	10	10	10	10
Reserve Fund	853	1,133	1,123	1,283	1,138
Total Revenues	\$3,755	\$4,180	\$4,321	\$4,641	\$4,663
Operating Expenses					
Salaries, Benefits, Indirect	444	457	471	485	499
Contracted Services	453	457	461	465	470
Other Direct Costs	249	250	251	252	253
Regional Helicopter Program	750	750	750	750	750
Total Operating Expenses	\$1,896	\$1,914	\$1,933	\$1,952	\$1,972
Other					
Freeway Service Patrol	1,524	2,080	2,200	2,500	2,500
511 Motorist Traveler	185	187	188	190	191
TDM – Flexible Fleet Pilot	150	-	-	-	-
Total Other	\$1,859	\$2,267	\$2,388	\$2,690	\$2,691
Total Motorist Aid – Call Box Program Activities	\$3,755	\$4,180	\$4,321	\$4,641	\$4,663
ARJIS Program – 7350100					
Revenues					
Member Assessments / User Fees	6,935	7,100	7,200	7,300	7,400
Grants	1,792	1,200	1,200	1,200	1,200
Reserve/Carry-over	329	-	-	-	-
Total Revenues	\$9,056	\$8,300	\$8,400	\$8,500	\$8,600
Operating Expenses					
Salaries, Benefits, Indirect	4,270	4,358	4,441	4,525	4,611
Other Direct Costs	2,277	1,950	1,950	1,950	1,500
Contracted Services	863	500	500	500	500
Materials and Equipment	1,646	1,492	1,509	1,525	1,989
Total Operating Expenses	\$9,056	\$8,300	\$8,400	\$8,500	\$8,600
Total ARJIS Program Activities	\$9,056	\$8,300	\$8,400	\$8,500	\$8,600

Five-Year Projected Reserve and Fund Balances Selected Programs *(in thousands)*

Project No.	Project Title	Revenue/Category Expense	Prior Years	Budget FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027	Estimated FY 2028
SR 125 Operations Program								
	SR 125 - Capital Expenditures Fund	Carryover	24,934	23,764	16,152	16,402	23,313	28,012
		Reserve Deposits	8,843	9,391	8,056	8,315	8,569	8,812
		Available Funds	\$33,777	\$33,155	\$24,208	\$24,717	\$31,882	\$36,824
1130102	Financial System Upgrade Contract Management System	Expenditures	4	2	2	-	-	-
1131500	Fiber Optic Information Network Gap Closures	Expenditures	131	161	14	-	-	-
1142600	Joint Transportation Operations Center (JTOC)	Expenditures	200	70	35	-	-	-
1201101	Design and ROW SR 11 and Otay Mesa East POE	Expenditures	1,236	1,362	-	-	-	-
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors Construction	Expenditures	614	-	-	-	-	-
1390506	SR 125/905 Southbound to Westbound Connector	Expenditures	948	171	1	-	-	-
1400000	Regional Tolling Back Office System	Expenditures	1,756	4,942	-	-	-	-
1400402	Roadway Toll Collection System	Expenditures	4,645	5,183	360	-	-	-
1400405	SR 125 Ramps Overlay	Expenditures	24	1,764	-	-	-	-
1612501	CMCP - High Speed Transit/SR 125	Expenditures	300	-	-	-	-	-
	Pavement Maintenance	Expenditures	-	300	-	-	300	-
	Bridge/Structure Maintenance	Expenditures	155	155	155	155	155	155
	Vehicle Replacement	Expenditures	-	188	174	158	138	67
	Facilities Maintenance and Improvements	Expenditures	-	400	150	-	-	-
	Connectors Improvements	Expenditures	-	2,305	6,915	1,092	3,277	-
		Total Expenditures	\$10,013	\$17,003	\$7,806	\$1,405	\$3,870	\$222
		Available Funds	\$23,764	\$16,152	\$16,402	\$23,313	\$28,012	\$36,602
	SR 125 – Debt Service Reserve Fund	Carryover	13,760	13,760	13,760	13,760	13,760	13,760
		Reserve Deposits	-	-	-	-	-	-
		Balance	\$13,760	\$13,760	\$13,760	\$13,760	\$13,760	\$13,760
	SR 125 - O&M Expense Fund	Carryover	7,535	7,535	7,535	7,535	7,535	7,535
		Reserve Deposits	-	-	-	-	-	-
		Balance	\$7,535	\$7,535	\$7,535	\$7,535	\$7,535	\$7,535
	SR 125 – O&M Reserve Fund	Carryover	34,564	34,564	34,649	36,449	38,328	40,300
		Reserve Deposits	-	85	1,800	1,879	1,972	2,071
		Balance	\$34,564	\$34,649	\$36,449	\$38,328	\$40,300	\$42,371
Note: Reserve requirements per bond indenture.								
I-15 FasTrak® Value Pricing Program								
	I-15 FasTrak Capital Expenditures Fund	Carryover	5,096	3,089	2,248	3,032	3,961	5,034
		Reserve Deposits	6,175	3,528	3,639	3,779	3,922	4,070
		Available Funds	\$11,271	\$6,617	\$5,887	\$6,811	\$7,884	\$9,104
1400402	Roadway Toll Collection System	Expenditures	2,213	408	-	-	-	-
1400000	Regional Tolling Back Office System	Expenditures	1,025	1,016	-	-	-	-
1131500	Fiber Optic Information Network Gap Closures	Expenditures	94	95	5	-	-	-
	Capital Expenditures	Expenditures	350	350	350	350	350	350
	MTS Fund Transfer for Routes 235 and 237	Expenditures	4,500	2,500	2,500	2,500	2,500	2,500
		Total Expenditures	\$8,182	\$4,369	\$2,855	\$2,850	\$2,850	\$2,850
		Balance	\$3,089	\$2,248	\$3,032	\$3,961	\$5,034	\$6,254
Note: Funds available after covering the cost of operations may be used for other mobility improvements in the corridor.								

Project No.	Project Title	Revenue/Category Expense	Prior Years	Budget FY 2024	Estimated FY 2025	Estimated FY 2026	Estimated FY 2027	Estimated FY 2028
Motorist Aid – Call Box Program								
	Reserve Fund	Carryover		7,748	6,896	5,763	4,640	3,356
		Reserve Deposits	7,748	-	-	-	-	-
		Available Revenues	\$7,748	\$7,748	\$6,896	\$5,763	\$4,640	\$3,356
3312200	Call Box Program	Expenditures	-	853	1,133	1,123	1,283	1,138
		Total Expenditures	-	\$853	\$1,133	\$1,123	\$1,283	\$1,138
		Balance	\$7,748	\$6,896	\$5,763	\$4,640	\$3,356	\$2,218

Note: Reserve fund includes \$2 million for contingency/risk mitigation.

ARJIS Program								
	Reserve Fund	Carryover	6,792	5,297	4,968	4,968	4,968	4,968
		Reserve Deposits		-	-	-	-	-
		Available Revenues	\$6,792	\$5,297	\$4,968	\$4,968	\$4,968	\$4,968
7350100	ARJIS: Project Management and Infrastructure	Expenditures	1,495	329	-	-	-	-
		Total Expenditures	\$1,495	\$329	-	-	-	-
		Balance	\$5,297	\$4,968	\$4,968	\$4,968	\$4,968	\$4,968

Note: Reserve fund includes \$2 million contingency for legal and business disruption/disaster recovery.

FY 2024 Regional Operations and Services Contracted Services

OWP No.	Contract Type Scope	Current Budget Year Amount
2340100	CJAM – Substance Abuse Monitoring	
2340100	Professional Services - Other: Purchase Sheriff's Deputy time during SAM interviews.	28,279
2340100	Total CJAM – Substance Abuse Monitoring	\$28,279
3200200	Regional Shoreline Management Planning	
3200200	Environmental Services: Regional monitoring of beach widths and sand volumes paid for by coastal jurisdictions. Task order expires in June 2024.	163,215
3200200	Total Regional Shoreline Management Planning	\$163,215
3310200	Motorist Aid Services – Freeway Service Patrol	
3310200	Professional Services - Other: South - Peak Midday	1,300,000
3310200	Professional Services - Other: FSP CAD2CAD	25,000
3310200	Professional Services - Other: South - Midday Service	630,000
3310200	Professional Services - Other: South - Weekend Service	320,000
3310200	Professional Services - Other: North - Weekend Service	320,000
3310200	Professional Services - Other: RCS - Radio Service	73,202
3310200	Professional Services - Other: Radio Maintenance	2,000
3310200	: North - Midday	450,000
3310200	Professional Services - Other: FSP Fleet Management System	250,000
3310200	Professional Services - Other: North - Peak Service	1,300,000
3310200	: RST Peak	765,000
3310200	Professional Services - Other: CHP - Overtime	189,000
3310200	Total Motorist Aid Services – Freeway Service Patrol	\$5,624,202
3310300	Interstate 15 FasTrak® Value Pricing Program	
3310300	Professional Services - Other: FasTrak Website Redesign Project	18,500
3310300	Professional Services - Other: Out of State License Plate Look Up (Duncan Solutions through ETAN 5006101 TO#2)	15,500
3310300	Professional Services - Other: Collection Services	90,000
3310300	Professional Services - Other: Roadway Toll Collection System - Image Review Services	390,000
3310300	Professional Services - Other: BOS Maintenance Support	54,000
3310300	Professional Services - Other: HOV eligibility requirements study and implementation plan: "I-15 Express Lanes Operational Analysis"	100,000
3310300	Professional Services - Other: Funding Agreement for I-15 Express Lanes Enforcement Service - CHP	820,000
3310300	Professional Services - Other: Vehicle Occupancy Survey Data for I-15 Express Lanes Corridor	100,000
3310300	Professional Services - Other: Records Media Storage (Corodata)	3,000
3310300	Professional Services - Other: Labor Compliance Monitoring Services	1,200
3310300	Professional Services - Other: SBXPRESS Trademark (Higgs Fletcher & Mack)	10,000
3310300	Professional Services - Other: Mail room Operations	18,750
3310300	Personnel Services: Additional validation for returned mail	3,300
3310300	Total Interstate 15 FasTrak® Value Pricing Program	\$1,624,250
3310500	511 Advanced Traveler Information Service	
3310500	Professional Services - Other: 511 Web and Call O&M	120,000
3310500	Total 511 Advanced Traveler Information Service	\$120,000
3310703	Transportation Demand Management – Program and Service Delivery	
3310703	Professional Services - Other: Bike Parking - Innovation	150,000
3310703	Total Transportation Demand Management – Program and Service Delivery	\$150,000
3310704	Transportation Demand Management – Regional Vanpool Program	
3310704	Marketing/Promotional Campaign: Vanpool Program awareness Campaign	50,000
3310704	Software application development: Vanpool Ridership software	150,000
3310704	Professional Services - Other: Vanpool Program Subsidy	3,310,000
3310704	Professional Services - Other: Vanpool Program Subsidy	147,200
3310704	Total Transportation Demand Management – Regional Vanpool Program	\$3,657,200

OWP No.	Contract Type Scope	Current Budget Year Amount
3312100	State Route 125 Facility Operations	
3312100	Financial Advisor: Financial Model Support – SR 125	15,000
3312100	Professional Services - Other: FasTrak Website Redesign Project	31,500
3312100	Professional Services - Other: Credit Rating Agencies expensive	35,000
3312100	Financial Advisor: Auditing services for the annual financials	29,900
3312100	Professional Services - Other: 800-01 Professional Services – IT; 33121.02 - IT consultation services; 33121.02 - IT security : RSI PCI compliance Services; 33121.02 - DBA migration services (HNTB)	255,000
3312100	Professional Services - Other: Miscellaneous legal services	320,000
3312100	Professional Services - Other: 800-01- Customer Service Operations	243,388
3312100	Personnel Services: Armored Car Services	90,000
3312100	Professional Services - Other: Collections Services	268,000
3312100	Personnel Services: 800-02 - Professional Services - CHP	225,000
3312100	Professional Services - Other: Manual Image Review services	614,400
3312100	Total State Route 125 Facility Operations	\$2,127,188
3312200	Motorist Aid – Call Box Program	
3312200	Professional Services - Other: Call Box Maintenance	215,000
3312200	Professional Services - Other: Call Answering Center	131,127
3312200	Professional Services - Other: CHP Services	7,000
3312200	Professional Services - Other: Motorist Aid Innovation	100,000
3312200	Total Motorist Aid – Call Box Program	\$453,127
3312400	Freeway Service Patrol – Traffic Mitigation Program	
3312400	Professional Services - Other: FSP - TMP Construction	1,188,000
3312400	Total Freeway Service Patrol – Traffic Mitigation Program	\$1,188,000
3312500	Santa Fe Street Building Management	
3312500	Personnel Services: Landscaping maintenance and repair	15,283
3312500	Personnel Services: Janitorial services	7,090
3312500	Project Management Services: Electrician services	2,500
3312500	Professional Services - Other: Plumbing services	7,500
3312500	Professional Services - Other: Fire Suppression repair services	8,000
3312500	Professional Services - Other: Fire Alarm monitoring	12,000
3312500	Professional Services - Other: HVAC repair and maintenance	30,000
3312500	Professional Services - Other: Miscellaneous repairs and associated cost: locksmith, drywall, roof, fencing, painting, parking, vehicle maintenance, pest control	36,000
3312500	Total Santa Fe Street Building Management	\$118,373
7350100	ARJIS: Maintenance and Support	
7350100	Legal Services: Legal assistance to address changes in local, state and federal legislation. This contract timeframe is pending.	45,000
7350100	Professional Services - Other: Consulting Services for Cognos	20,000
7350100	Professional Services - Other: Consulting Services for Pure Storage	40,000
7350100	Professional Services - Other: Auditing services for the annual financial report and/or hiring background checks	11,208
7350100	Software application development: HNTB (Mapping Software) (Phase Two)	247,000
7350100	Total ARJIS: Maintenance and Support	\$363,208
7352800	ARJIS: Urban Area Security Initiative FFY 2021	
7352800	Professional Services - Other: Program management and high-level consultation for mapping, datasets, and dashboard	200,000
7352800	Total ARJIS: Urban Area Security Initiative FFY 2021	\$200,000
7300400	Government Relations	
7300400	Professional Services - Other: Lobbying Services	388,800
7300400	Professional Services - Other: Lobbyist	324,000
7300400	Total Government Relations	\$712,800
	Total Regional Operations and Services – Contracted Services	\$16,529,842

FY 2024 Regional Operations and Services FY 2022-2024 Expenditure Comparison

Project No.	Project Title	FY 2022 Actual	FY 2023 Estimated	FY 2024 Budgeted
2340000	Criminal Justice Analysis and Modeling (CJAM) – Criminal Justice Clearinghouse	259,836	243,881	261,586
2340100	CJAM – Substance Abuse Monitoring	103,329	135,963	139,052
2345000	CJAM – Adult Criminal Justice Projects (Group Program)	-	-	-
2347200	CJAM - 2022 County Prop 47 Evaluation	-	84,969	155,015
2347300	CJAM - Southern District USAO Project Safe Neighborhoods 2022	-	-	89,603
2347400	CJAM - Central District USAO Project Safe Neighborhoods 2022	-	-	426,289
2347500	CJAM - Northern District USAO Project Safe Neighborhoods 2022	-	-	198,083
2350000	CJAM – Youth Evaluation Projects (Group Program)	-	-	-
2350100	CJAM – Juvenile Justice Crime Prevention Act	205,702	226,166	224,313
2352400	CJAM - Reducing Racial and Ethnic Disparities	1,542	91,765	30,437
2352800	CJAM - San Diego Promise Neighborhood (SDPN)	116,771	138,255	123,106
2353100	CJAM - Increasing Resiliency in High-Risk Youth	26,737	46,604	72,670
2353200	CJAM - DA Juvenile Diversion Initiative	33,114	98,613	155,730
2353300	CJAM - San Diego Prop 64 Evaluation	37,526	94,115	51,460
2353400	CJAM - Chula Vista Prop 64 Evaluation	33,802	43,158	40,259
2353500	CJAM - La Mesa Prop 64 Evaluation	16,270	61,495	42,629
2353600	CJAM - Project Safe Neighborhood Research Partner	14,887	22,761	18,527
2353700	CJAM - Southern District USAO Project Safe Neighborhoods	16,765	62,715	112,180
2353800	CJAM - Central District USAO Project Safe Neighborhoods	5,883	313,776	440,580
2353900	CJAM - Northern District USAO Project Safe Neighborhoods	592	138,180	199,166
2354000	CJAM - Eastern District USAO Project Safe Neighborhoods	7,131	145,202	208,919
2354100	CJAM - BJA Chula Vista RIPA Analysis	33,291	167,198	157,524
2354300	CJAM - Chula Vista Violence Reduction Project	-	52,490	27,918
3200200	Regional Shoreline Management Planning	234,441	287,529	330,927
3310200	Motorist Aid Services – Freeway Service Patrol	657,077	5,891,924	6,119,417
3310300	Interstate 15 FasTrak® Value Pricing Program	4,020,670	7,196,709	7,670,621
3310500	511 Advanced Traveler Information Service	103,936	254,550	226,267
3310703	Transportation Demand Management – Program and Service Delivery	872,449	1,566,951	1,408,842
3310704	Transportation Demand Management – Regional Vanpool Program	1,950,812	3,356,528	3,927,830
3310711	Transportation Demand Management – Employer Outreach	2,119,098	2,457,765	607,288
3311000	Intelligent Transportation Systems Operational Support	792,930	1,241,363	1,186,080
3312100	State Route 125 Facility Operations	7,618,192	29,376,806	30,497,255
3312200	Motorist Aid – Call Box Program	1,447,342	1,889,348	1,024,539
3312400	Freeway Service Patrol – Traffic Mitigation Program	-	1,212,383	1,211,267
3312500	Santa Fe Street Building Management	152,682	384,471	306,964
3312700	A Street Property Management	5,744	23,162	83,991
7350000	ARJIS: Services to Member Agencies (Group Program)	-	-	-
7350100	ARJIS: Maintenance and Support	1,638,872	2,067,468	7,264,018
7350200	ARJIS: Project Management and Administration	1,003,888	1,779,487	-
7350300	ARJIS: Enterprise System	1,591,648	2,068,044	-
7352000	ARJIS: ARJISnet Mobile	331,413	668,034	-
7352500	ARJIS: Urban Area Security Initiative FFY 2018	18,097	-	-
7352600	ARJIS: Urban Area Security Initiative FFY 2019	222,706	-	-
7352700	ARJIS: Urban Area Security Initiative FFY 2020	230,212	244,505	-
7352800	ARJIS: Urban Area Security Initiative FFY 2021	896,525	650,000	799,986
7352900	ARJIS: Urban Area Security Initiative FFY 2022	379,831	276,217	992,222
7353000	ARJIS: Traffic Records Improvement Project	-	49,000	-
7300400	Government Relations	1,313,555	2,079,186	2,704,231
Total Regional Operations and Services		\$28,515,297	\$67,188,735	\$69,536,789

FY 2024 Regional Operations and Services Contingency Reserve

Motorist Aid Call Box Program Reserve FY 2023-FY 2024 <i>in thousands</i>	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2023 Changes				
Beginning Balance	-	-	-	-
Changes in Commitment	-	-	-	-
Expenditures	-	-	-	-
Projected Deposit	7,748	-	-	-
FY 2023 Projected Ending Balance	\$7,748	\$2,432	\$3,397	72%
FY 2024 Changes				
Changes in Commitment	-	-	-	-
Expenditures	(853)	-	-	-
Projected Deposit	-	-	-	-
FY 2024 Projected Ending Balance	\$6,895	\$2,432	\$3,397	72%

SR 125 Facility Operations Reserve FY 2023-FY 2024 <i>in thousands</i>	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2023 Changes				
Beginning Balance	22,896	57,897	-	-
Changes in Commitment	-	-	-	-
Expenditures	(10,013)	-	-	-
Projected Deposit	8,843	-	-	-
FY 2023 Projected Ending Balance	\$21,726	\$57,897	\$39,418	147%
FY 2024 Changes				
Changes in Commitment	-	-	-	-
Expenditures	(17,004)	-	-	-
Projected Deposit	9,391	-	-	-
FY 2024 Projected Ending Balance	\$14,113	\$57,897	\$39,973	145%

Automated Regional Justice Information System (ARJIS) Reserve FY 2023-FY 2024 <i>in thousands</i>	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2023 Changes				
Beginning Balance	6,792	-	-	-
Changes in Commitment	-	-	-	-
Expenditures	(1,495)	-	-	-
Projected Deposit	-	-	-	-
FY 2023 Projected Ending Balance	\$5,297	\$2,029	\$7,477	27%
FY 2024 Changes				
Changes in Commitment	-	-	-	-
Expenditures	(329)	-	-	-
Projected Deposit	-	-	-	-
FY 2024 Projected Ending Balance	\$4,968	\$2,029	\$7,477	27%

I-15 Express Lanes Operations Program Reserve FY 2023-FY 2024 <i>in thousands</i>	Committed	Uncommitted	Budget	Uncommitted as % of Budget
FY 2023 Changes				
Beginning Balance	5,096	934	-	-
Changes in Commitment	-	-	-	-
Expenditures	(8,182)	-	-	-
Projected Deposit	6,175	-	-	-
FY 2023 Projected Ending Balance	\$3,089	\$934	\$10,872	9%
FY 2024 Changes				
Changes in Commitment	-	-	-	-
Expenditures	(4,369)	-	-	-
Projected Deposit	3,528	-	-	-
FY 2024 Projected Ending Balance	\$2,248	\$934	\$10,872	9%

SANDAG and Criminal Justice Research Division FY 2024 Member Agency Assessments

Member Agency (1)	Certified Population for FY 2023 ¹ (2)	FY 2023 % of Region (3)	Certified Population for FY 2024 ² (4)	FY 2024 % of Region (5)	% Change Over FY 2023 (6)	Actual FY 2022 (7)	Actual FY 2023 ¹ (8)	Budget FY 2024 ² (9)	Actual FY 2022 (10)	Actual FY 2023 ¹ (11)	Budget FY 2024 ² (12)	Combined Total Columns FY 2023 ¹ (8) + (11)	Combined Total Columns FY 2024 ² (9) + (12)	% Change Over FY 2023
Carlsbad	114,865	3.5%	114,549	3.5%	-0.3%	40,016	41,550	44,405	5,871	6,139	6,735	47,689	51,139	7.23%
Chula Vista	274,077	8.4%	274,784	8.4%	0.3%	95,084	99,498	106,519	13,951	14,700	16,155	114,198	122,674	7.42%
Coronado	22,007	0.7%	22,150	0.7%	0.6%	7,746	8,008	8,586	1,137	1,183	1,302	9,191	9,889	7.59%
Del Mar	3,903	0.1%	3,903	0.1%	-	1,475	1,412	1,513	216	209	229	1,621	1,742	7.49%
El Cajon	105,266	3.2%	104,619	3.2%	-0.6%	35,769	37,975	40,555	5,248	5,610	6,151	43,585	46,706	7.16%
Encinitas	61,283	1.9%	61,085	1.9%	-0.3%	21,580	22,113	23,679	3,166	3,267	3,591	25,380	27,271	7.45%
Escondido	150,059	4.6%	149,799	4.6%	-0.2%	52,553	54,166	58,069	7,711	8,002	8,807	62,168	66,876	7.57%
Imperial Beach	25,976	0.8%	25,864	0.8%	-0.4%	9,622	9,434	10,026	1,412	1,394	1,521	10,828	11,547	6.64%
La Mesa	60,240	1.8%	60,418	1.8%	0.3%	20,641	21,738	23,421	3,029	3,212	3,552	24,950	26,973	8.11%
Lemon Grove	27,089	0.8%	27,420	0.8%	1.2%	9,127	9,793	10,629	1,339	1,447	1,612	11,240	12,241	8.91%
National City	61,302	1.9%	60,974	1.9%	-0.5%	21,740	22,098	23,636	3,190	3,265	3,585	25,362	27,221	7.33%
Oceanside	171,766	5.2%	171,063	5.2%	-0.4%	61,237	62,207	66,312	8,985	9,190	10,057	71,398	76,369	6.96%
Poway	48,504	1.5%	48,483	1.5%	-	16,954	17,528	18,794	2,488	2,590	2,850	20,117	21,645	7.59%
San Diego	1,372,829	41.9%	1,368,395	41.9%	-0.3%	488,859	494,208	530,454	71,729	73,014	80,450	567,222	610,904	7.70%
San Marcos	93,829	2.9%	94,530	2.9%	0.7%	33,364	33,642	36,644	4,895	4,970	5,558	38,612	42,202	9.30%
Santee	58,709	1.8%	59,227	1.8%	0.9%	19,679	21,215	22,959	2,887	3,134	3,482	24,349	26,441	8.59%
Solana Beach	12,778	0.4%	12,784	0.4%	-	4,790	4,606	4,956	703	680	752	5,286	5,707	7.97%
Vista	99,978	3.1%	99,835	3.1%	-0.1%	35,778	36,052	38,701	5,250	5,326	5,869	41,379	44,570	7.71%
County	510,975	15.6%	509,873	15.6%	-0.2%	172,622	184,474	197,651	93,844	96,547	99,328	281,021	296,978	5.68%
Total Region	3,275,435	100.0%	3,269,755	100.0%	-0.2%	1,148,636	1,181,717	1,267,510	237,053	243,880	261,586	1,425,597	1,529,096	7.26%

¹ January 1, 2022, Population Estimates, from the California Department of Finance, released May 2022. These estimates were updated on May 2, 2023, but the member assessment amounts remain the same as the prior year actual billings.

² January 1, 2023, Population Estimates, from the California Department of Finance, released May 2023.

FY 2024 ARJIS Member Assessments and Other Revenue Sources

	FY 2022 Member Assessments ¹	FY 2023 Member Assessments ¹	FY 2024 Member Fees ²
Member Agencies			
Carlsbad	96,328	96,328	138,737
Chula Vista	183,962	183,962	325,928
Coronado	38,698	38,698	29,741
El Cajon	180,147	180,147	125,202
Escondido	158,349	158,349	182,374
La Mesa	72,984	72,984	73,010
National City	66,562	66,562	74,385
Oceanside	193,018	193,018	213,051
San Diego	1,700,227	1,700,227	1,715,862
County Sheriff	709,641	709,641	589,689
Total Member Agencies	\$3,399,916	\$3,399,916	\$3,467,977
Member Affiliated Agencies			
Del Mar	3,375	3,375	5,252
Encinitas	37,814	37,814	76,355
Imperial Beach	18,464	18,464	33,146
Lemon Grove	16,332	16,332	32,424
Poway	30,180	30,180	60,364
San Marcos	31,425	31,425	116,677
Santee	35,506	35,506	69,613
Solana Beach	9,054	9,054	16,129
Vista	52,905	52,905	122,061
Total Member Affiliated Agencies	\$235,055	\$235,055	\$532,023
Participating User Members³	\$953,331	\$1,176,499	\$2,935,000
ARJIS Member Fees	4,588,302	4,811,470	6,935,000
ARJIS Member Assessments & User Fees	\$4,588,302	\$4,811,470	\$6,935,000
Other ARJIS Sources of Revenue			
Federal & Local Grants ⁴	471,015	1,170,721	1,792,208
Use of Reserve Fund ⁵	(22,481)	1,494,785	329,018
Total ARJIS Revenue Sources	\$5,036,836	\$7,476,977	\$9,056,226

Project Use of ARJIS Revenue	FY 2022 Actual Expenses	FY 2023 Budgeted Expenses	FY 2024 Budgeted Expenses ⁶
ARJIS Work Elements³			
Maintenance & Support ^{1,7}	1,638,872	2,067,468	7,264,018
Project Management & Administration ^{1,6}	1,003,888	1,779,487	-
Enterprise System ^{1,3,7}	1,591,648	1,791,266	-
ARJISNet Mobile ¹	331,413	668,034	-
Urban Area Security Initiative FFY 2018 ⁴	18,097	-	-
Urban Area Security Initiative FFY 2019 ⁴	222,706	-	-
Urban Area Security Initiative FFY 2020 ⁴	230,212	244,505	-
Urban Area Security Initiative FFY 2021 ⁴	-	650,000	799,886
Urban Area Security Initiative FFY 2022 ⁴	-	276,217	992,222
Total ARJIS Work Elements	\$5,036,836	\$7,476,977	\$9,056,226

¹ Fees include both member assessments and JPA fees for Charter Member Agencies. 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 FY 2024 fees are also based off a new fee structure in Addendum A of the 2023 JPA.

³ See page 3-56.

⁴ Description of ARJIS work elements listed by OWP number are available in this chapter. Project budgets have been modified to better align with work efforts.

⁵ ARJIS Work Elements (Grants) - Project budgets reflect federal grant funding.

⁶ ARJIS budgets for maintenance & support, project management & administration, ARJIS Enterprise and ARJIS Mobile were combined in FY 2024.

⁷ Uncommitted reserves do not include contingency funds for legal and business disruptions/disaster recovery.

FY 2024 ARJIS Ex-Officio Member Assessments (JPA)

Agency Name	FY 2022 Member Assessments ¹	FY 2022 Member Assessments ¹	FY 2023 Member Assessments ¹	FY 2024 Member Assessments ²
BIA-Bureau of Indian Affairs	16,056	16,058	16,059	45,000
California Department of Consumer Affairs	10,071	10,071	10,071	40,000
California Department of Corrections and Rehabilitation	57,595	57,595	57,595	70,000
California Department of Forestry and Fire Protection	7,145	7,145	7,145	40,000
California Department of Health Care Services	10,070	10,070	10,070	40,000
California Department of Insurance	10,070	10,070	10,070	50,000
California Department of Justice Bureau of Investigation	31,392	31,392	31,392	50,000
California Department of Motor Vehicles				50,000
California Highway Patrol Investigations	10,637	10,637	10,637	95,000
California State University San Marcos	19,648	19,648	19,648	50,000
Donovan Correctional	21,841	21,843	21,844	40,000
Imperial County Law Enforcement Coordination Center	38,418	38,418	38,418	50,000
Metropolitan Transit System	11,755	11,755	11,755	30,000
Mira Costa College Police Department	10,071	10,071	10,071	50,000
Mission Bay Life Guards			9,618	70,000
Palomar College Police Department	10,071	10,071	10,071	50,000
San Diego City Attorney			15,040	85,000
San Diego City Schools Police Department	16,689	16,689	16,689	70,000
San Diego Community College Police Department	13,066	13,066	13,066	70,000
San Diego County Child Services			18,998	70,000
San Diego County Law Enforcement Coordination Center	40,934	40,934	40,934	40,000
San Diego County Probation			41,813	80,000
San Diego District Attorney			137,506	80,000
San Diego Harbor Police Department	27,349	27,349	27,349	70,000
San Diego State University	20,356	20,356	20,356	50,000
Southwest College Police Department	10,071	10,071	10,071	50,000
UC San Diego	18,635	18,635	18,635	70,000
U.S. Bureau of Alcohol, Tobacco, and Firearms	24,625	24,625	24,625	70,000
U.S. Department of Justice Drug Enforcement Administration (DEA)	34,398	34,398	34,398	85,000
U.S. Department of Justice DEA (San Ysidro)	2,430	2,572	2,646	50,000
U.S. Department of State	10,071	10,071	10,071	40,000
U.S. Department of Veterans Affairs	11,755	11,755	11,755	70,000
U.S. Department of Homeland Security (DHS): Customs & Border Protection (CBP) - Office of Border Patrol	46,734	46,734	46,734	110,000
U.S. DHS: CBP - Office of Field Operations	10,489	10,489	10,489	95,000
U.S. DHS: ICE - Homeland Security Investigations	33,873	33,875	33,876	95,000
U.S. Federal Bureau of Investigation	107,272	107,272	107,272	85,000
U.S. Federal Probation	20,049	20,049	20,049	85,000
U.S. Fish and Wildlife	20,049	20,049	20,049	40,000
U.S. Internal Revenue Service Criminal Division	11,755	11,755	11,755	40,000
U.S. Marine Corps - Camp Pendleton Provost Marshal	13,173	13,173	13,173	50,000
U.S. Marine Corps - Marine Corps Recruit Depot	11,755	11,755	11,755	50,000
U.S. Marine Corps - Marine Corps Air Station - Provost Marshal - Miramar	14,171	14,171	14,171	40,000
U.S. Marshals Service	62,560	62,560	62,560	85,000
U.S. Naval Consolidated Brig (Miramar)	10,071	10,071	10,071	40,000
U.S. Naval Criminal Investigative Service - Camp Pendleton	19,144	19,144	19,144	40,000
U.S. NCIS - San Diego	12,601	12,601	12,601	40,000
U.S. Postal Service	21,498	21,498	21,498	50,000
U.S. Pretrial	9,182	9,182	9,182	40,000
U.S. Secret Service	17,840	17,840	17,840	40,000
U.S. Social Security Administration	11,755	11,755	11,755	40,000
Total ARJIS Ex-Officio Member Assessments	\$956,018	\$953,331	\$1,176,499	\$2,935,000

¹ Since Participating 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 FY 2024 fees are based on number of users, as outlined in Addendum A of the 2023 JPA.



CHAPTER 4

TransNet Program

This chapter provides summary information related to the TransNet Program—the region’s half-cent sales tax allotted for transportation-related improvements.

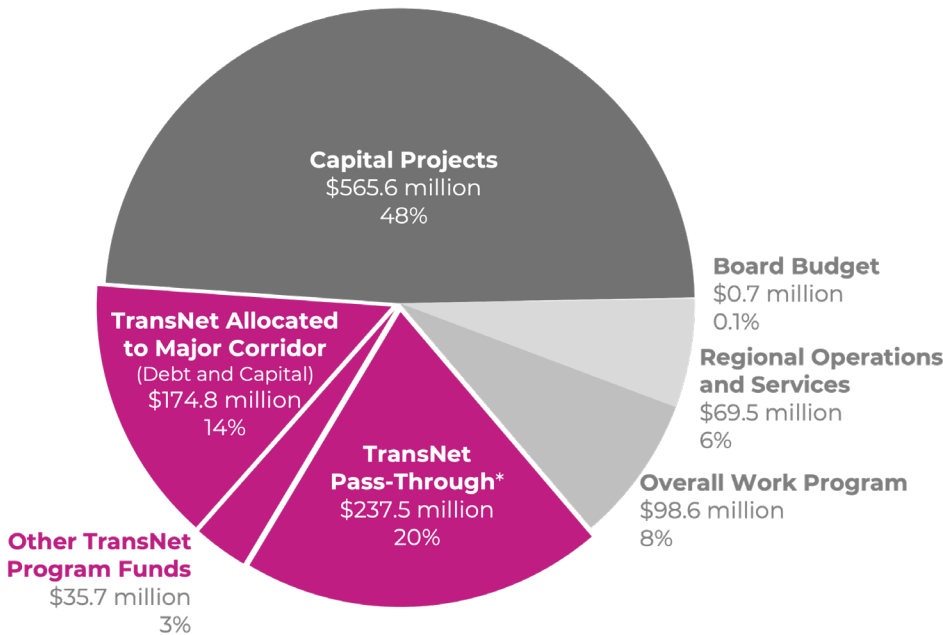
TransNet Program

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 revenues. The following pages show actual and estimated revenue distribution for FY 2022–2024 and the projected TransNet funding necessary for transit agencies to provide continued operations.

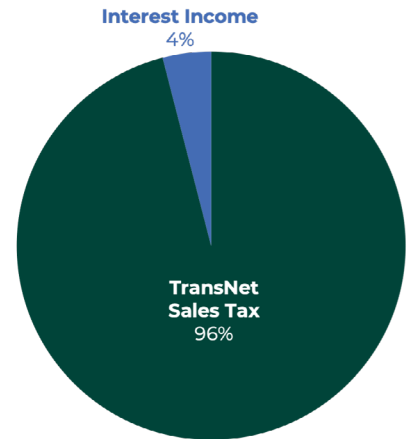
These budgets further break down:

- ▶ Costs related to administration and the Independent Taxpayer Oversight Committee
- ▶ Population formula-based distributions to the Metropolitan Transit System, North County Transit District, and specialized services for seniors and disabled riders
- ▶ Allocations to the Transit System Improvements and Local Street and Road programs
- ▶ Interest income from bond proceeds
- ▶ The complete schedule of debt service payments
- ▶ Competitive grant programs being administered by SANDAG
- ▶ The New Major Corridor Transit Operations fund

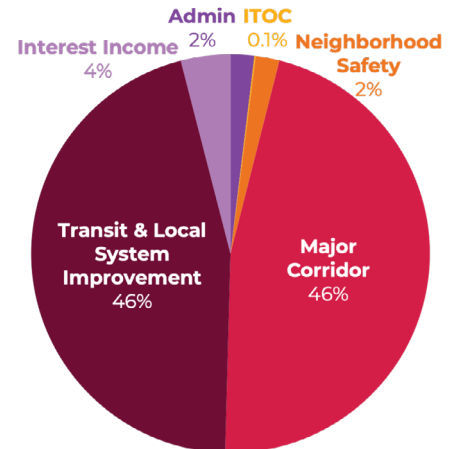
Total Budget Breakdown



Revenue



Expenses



Major Work Efforts

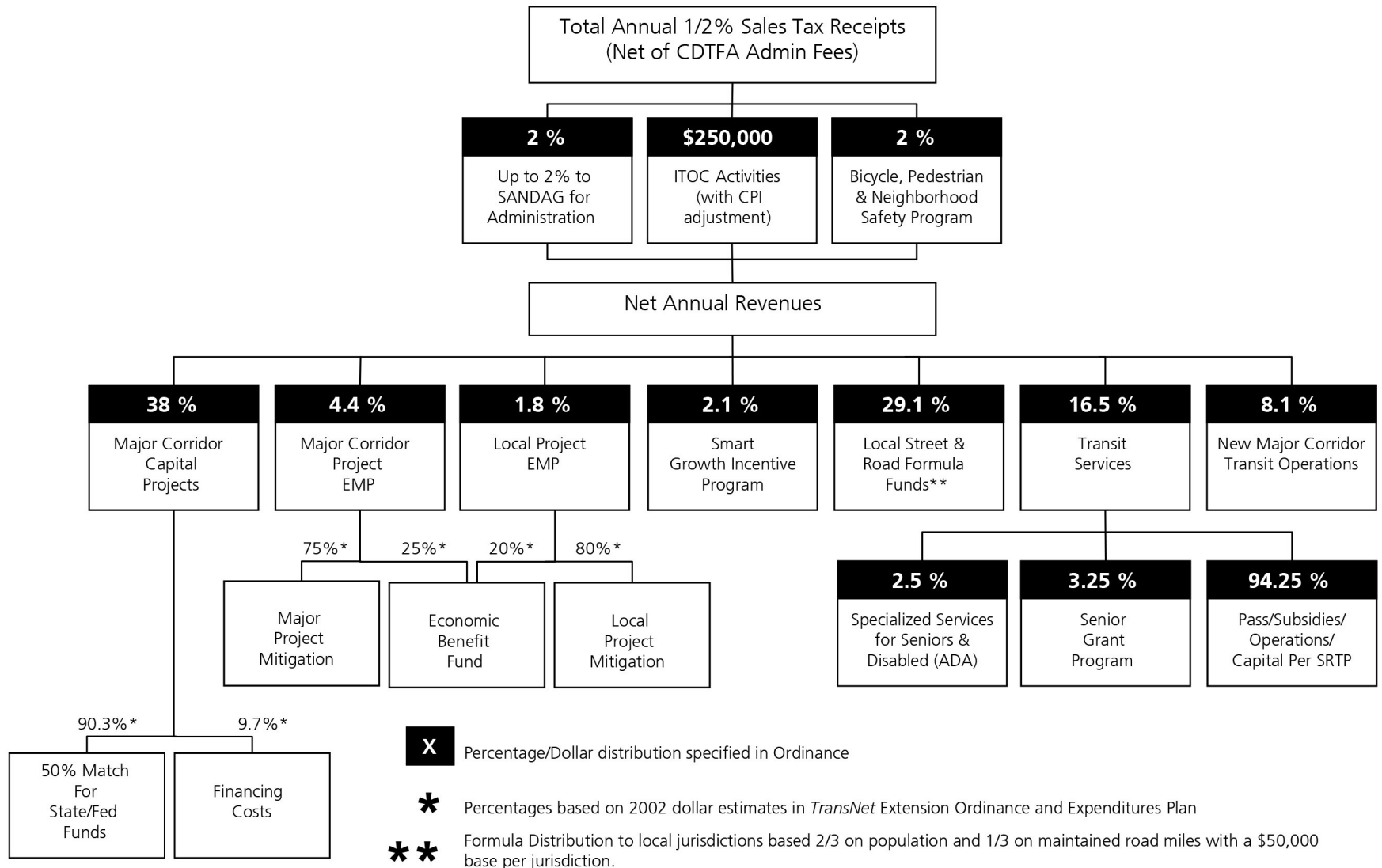
- ▶ Local jurisdictions—system improvements
- ▶ Transit system improvements
- ▶ Transit system and Bus Rapid Transit operations
- ▶ Major corridor improvements
- ▶ Border access improvements
- ▶ Bikeways
- ▶ Smart Growth Incentive Program
- ▶ Senior Service and ADA
- ▶ Environmental

74 Total TransNet Projects*

*These projects are also accounted for in different chapters, so are not added to the total project number count.



TransNet Extension Flow of Funds FY 2009 – FY 2048*



* On May 14, 2021, the SANDAG Board of Directors, acting as the San Diego County Regional Transportation Commission, approved an adjustment to increase the administrative expense limitation from 1% to 2% beginning in FY 2022.

Revised May 2021

San Diego Regional Transportation Commission

FY 2024 TransNet Program Budget

	Actual FY 2022	Estimated FY 2023	Projected FY 2024	% of Estimated Sales Tax Receipts	% Change FY 2023 to FY 2024	FY 2024 Debt Service Payments ¹⁰
TransNet Program Revenues						
Estimated Gross Sales Tax Receipts	409,028,958	429,361,791	433,550,333	-	-	-
Less: California Department of Tax and Fee Administration Fees	(3,107,820)	(3,557,720)	(3,557,720)	-	-	-
Estimated Sales Tax Receipts	405,921,138	425,804,071	429,992,613	100%	1.0%	(109,282,858)
Interest Income ¹	6,927,486	17,830,883	18,006,282	-	1.0%	-
Total Estimated Revenues	412,848,624	443,634,954	447,998,895	-	1.0%	(109,282,858)
TransNet Program Allocations						
Administrative Allocations: ²	-	-	-	-	-	-
Commission/Board Expenses ³	292,820	395,750	371,500	-	-6.1%	-
Administrative/Contract Services	7,542,216	7,982,831	8,103,352	-	1.5%	-
Office of the Independent Performance Auditor ³	242,262	-	-	-	0.0%	-
Administrative Reserve	41,125	137,500	125,000	-	-9.1%	-
Total Administrative Allocations	8,118,423	8,516,081	8,599,852	2.0%	1.0%	-
Independent Taxpayer Oversight Committee ⁴	421,541	461,610	504,034	0.1%	9.2%	-
Bicycle, Pedestrian and Neighborhood Safety ⁵	8,118,423	8,516,081	8,599,852	2.0%	1.0%	(5,613,592)
Total Off-the-Top Programs	16,658,387	17,493,772	17,703,738	-	1.2%	-
Net Sales Tax Receipts	389,262,751	408,310,299	412,288,875	-	1.0%	-
Program Allocations (calculated on Net Sales Tax Receipts)						
Major Corridors Program ⁶	165,047,405	173,123,568	174,810,483	40.6%	1.0%	(98,768,355)
New Major Corridor Transit Operations ⁷	31,530,283	33,073,134	33,395,399	7.8%	1.0%	-
Transit System Improvements ⁸	64,228,354	67,371,199	68,027,664	15.8%	1.0%	-
Local System Improvements ⁹	128,456,709	134,742,398	136,055,329	31.6%	1.0%	(4,900,911)
Total Program Allocations	389,262,751	408,310,299	412,288,875	-	1.0%	-
TransNet Program Allocations Summary						
Total Off-the-Top Programs	16,658,387	17,493,772	17,703,738	-	1.2%	-
Total Program Allocations	389,262,751	408,310,299	412,288,875	-	1.0%	-
Total Allocations	405,921,138	425,804,071	429,992,613	100%	1.0%	-
Interest Income (to be allocated) ¹	6,927,486	17,830,883	18,006,282	-	1.0%	-
Total Allocations and Interest	\$412,848,624	\$443,634,954	\$447,998,895	-	1.0%	(\$109,282,858)

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 2023 and projected FY 2024 interest includes projected sales tax revenue interest earnings and projected earnings on unspent bond proceeds held as investments.
- 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 2024 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.

Detail of Estimated Program Allocations	Actual FY 2022	Estimated FY 2023	Projected FY 2024	% Change FY 2023 to FY 2024	FY 2024 Debt Service Payments
Total Administrative Allocations	8,118,423	8,516,081	8,599,852	1.0%	
Bicycle, Pedestrian, and Neighborhood Safety	8,118,423	8,516,081	8,599,852	1.0%	(5,613,592)
Independent Taxpayer Oversight Committee ¹	421,541	461,610	504,034	9.2%	
Major Corridors Program	165,047,405	173,123,568	174,810,483	1.0%	(98,768,355)
New Major Corridor Transit Operations	31,530,283	33,073,134	33,395,399	1.0%	
Transit System Improvements:²					
2.5% for ADA-Related Services	1,605,709	1,684,280	1,700,692	1.0%	
3.25% for Specialized Services for Seniors/Disabled	2,087,422	2,189,564	2,210,899	1.0%	
MTS Projects & Services	43,076,898	45,184,753	45,561,634	0.8%	
NCTD Projects & Services	17,458,325	18,312,602	18,554,439	1.3%	
Total Transit System Improvements	64,228,354	67,371,199	68,027,664	1.0%	
Local System Improvements:					
Local Street and Road Program:³					
Carlsbad	4,198,544	4,878,654	4,926,083	1.0%	-
Chula Vista	8,411,581	9,317,193	9,408,220	1.0%	-
Coronado	772,459	801,928	809,314	0.9%	-
Del Mar	259,298	271,953	274,134	0.8%	(132,756)
El Cajon	3,298,876	3,498,284	3,532,155	1.0%	-
Encinitas	2,222,202	2,405,570	2,428,708	1.0%	-
Escondido	5,030,749	5,265,396	5,316,624	1.0%	-
Imperial Beach	959,998	922,326	930,895	0.9%	(382,374)
La Mesa	2,085,625	2,140,909	2,161,447	1.0%	-
Lemon Grove	937,398	960,376	969,318	0.9%	-
National City	1,927,651	1,992,270	2,011,348	1.0%	-
Oceanside	6,093,275	6,367,597	6,429,652	1.0%	-
Poway	1,949,548	2,055,615	2,075,315	1.0%	-
San Diego	46,004,502	47,299,556	47,763,668	1.0%	(1,090,292)
San Marcos	3,047,650	3,243,243	3,274,608	1.0%	(926,089)
Santee	1,896,888	1,943,509	1,962,108	1.0%	(802,227)
Solana Beach	558,143	588,258	593,545	0.9%	(325,105)
Vista	3,146,863	3,333,746	3,366,001	1.0%	-
County of San Diego	20,474,211	21,531,913	21,742,920	1.0%	(1,242,068)
Total Local Street and Road Program	113,275,461	118,818,297	119,976,063	1.0%	(4,900,911)
Local Environmental Mitigation Program (EMP) ⁴	7,006,730	7,349,585	7,421,200	1.0%	-
Local Smart Growth Incentive Program ⁴	8,174,518	8,574,516	8,658,066	1.0%	-
Total Local System Improvement Allocations	128,456,709	134,742,398	136,055,328	1.0%	-
Interest Income (to be allocated)⁵	6,927,486	17,830,883	18,006,282	1.0%	-
Total Program Allocations	\$412,848,624	\$443,634,954	\$447,998,895	1.0%	(\$109,282,858)

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 2023 and projected FY 2024 interest includes projected earnings on sales tax revenues and unspent bond proceeds held as investments.

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

Period Ending	\$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		
	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	163,800,000	22,345,756	186,145,756		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	-	14,679,446	14,679,446		20,035,926	(6,605,845)	13,430,081	13,430,081	19,970,000	2,046,750	22,016,750
6/30/2022	-	14,573,840	14,573,840		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	14,405,388	33,005,388		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2024	19,200,000	13,726,145	32,926,145		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2025	20,100,000	13,022,449	33,122,449		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2026	21,000,000	12,286,150	33,286,150		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2027	21,300,000	11,522,680	32,822,680		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2028	22,500,000	10,740,192	33,240,192		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2029	23,400,000	9,916,950	33,316,950		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2030	24,300,000	9,061,103	33,361,103		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2031	25,200,000	8,172,653	33,372,653		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2032	26,100,000	7,251,600	33,351,600		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2033	27,300,000	6,295,225	33,595,225		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2034	28,200,000	5,298,096	33,498,096		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2035	29,400,000	4,265,647	33,665,647		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2036	30,600,000	3,189,726	33,789,726		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2037	31,800,000	2,070,333	33,870,333		20,035,926	(6,612,857)	13,423,069	13,423,069			
6/30/2038	33,300,000	904,752	34,204,752		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	\$ 600,000,000	\$ 372,297,053	\$ 972,297,053	\$ 338,960,000	\$ 665,230,709	\$ (219,929,014)	\$ 445,301,691	\$ 784,261,691	\$ 420,585,000	\$ 153,070,639	\$ 573,655,639

Notes:

¹The 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, 2022, 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.

²The 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 2022 is \$20,035,926 with an estimated subsidy (receipt) of \$6,612,857

³This 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.

⁴On 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.

⁵On March 25, 2021, \$146,365,000 of the 2014 Bonds were redeemed through the issuance of the 2021 Bonds.

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

Period Ending	\$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)		
	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

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)

Period Ending	\$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			Total Debt Service Payment
	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual 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										200,145,858
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				249,967,447
6/30/2022		13,617,419	13,617,419	1,620,000	3,476,750	5,096,750		\$ 3,017,568	\$ 3,017,568	99,191,146
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	101,999,226
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	102,002,693
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	104,898,611
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	104,074,756
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	104,085,623
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	104,092,849
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	104,105,379
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	104,117,980
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	104,211,953
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	104,222,416
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	104,233,205
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	104,253,458
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	104,265,608
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	104,285,420
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	104,294,906
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	104,309,159
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	\$4,525,827,412

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 ¹			\$116,150,000 Series B 2021 Sales Tax Revenue Bonds (Tax-Exempt)			\$100,000,000 Series B Commercial Paper Notes ^{2,3}			Total Debt Service Payment
	Principal Payment ²	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment	Total Annual Payment	Principal Payment	Interest Payment ³	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	-	-	-	\$31,331,048
6/30/2023	-	12,437,000	12,437,000	-	5,807,500	5,807,500	855,057	678,168	1,533,225	\$19,777,725
6/30/2024	-	-	-	-	5,807,500	5,807,500	810,549	662,117	1,472,666	\$7,280,166
6/30/2025	-	-	-	-	5,807,500	5,807,500	5,302,264	583,829	5,886,093	\$11,693,593
6/30/2026	-	-	-	3,240,000	5,807,500	9,047,500	5,233,400	452,471	5,685,871	\$14,733,371
6/30/2027	-	-	-	3,400,000	5,645,500	9,045,500	5,233,400	321,636	5,555,036	\$14,600,536
6/30/2028	-	-	-	3,570,000	5,475,500	9,045,500	5,233,400	190,801	5,424,201	\$14,469,701
6/30/2029	-	-	-	3,750,000	5,297,000	9,047,000	4,797,283	59,966	4,857,249	\$13,904,249
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	\$27,465,352	\$2,948,988	\$30,414,340	\$345,489,720

¹ 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.

² 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, 2022, there will be an outstanding principal balance of \$20,450,000 related to the North County Transit District Certificates of Participation. No TransNet is used to repay this balance.

³ The Commercial Paper interest payments are based on an interest rate of 2.5% for budgeting purposes. Interest rates over the last two years have ranged from 0.5% to 2.5%. Actual interest payments will be at the actual market rate.

Work Element: **1500200 Independent Taxpayer Oversight Committee Program**

Annual Project Funding ¹			
	FY 2022 Actual	FY 2023 Estimated Actual	FY 2024 Budget
TransNet ITOC Program	\$421,541	\$461,610	\$504,034
Total	\$421,541	\$461,610	\$504,034

Annual Project Expenses			
	FY 2022	FY 2023	FY 2024
SANDAG Salaries, Benefits, Indirect ²	\$200,138	\$273,254	\$130,512
Annual Fiscal Audits	\$130,268	\$133,525	\$145,797
Triennial Performance Audit	\$0	\$0	\$320,000
Other Direct Costs ³	\$0	\$1,892	\$2,066
Advertisement	\$0	\$1,679	\$1,833
Postage/Delivery	\$0	\$216	\$236
Meeting Interpretation Services	\$3,490	\$8,000	\$9,600
Reserve for Outside Consulting Services ⁴	\$14,603	\$23,864	\$26,057
Total	\$348,498⁵	\$442,430	\$636,101
Net Difference	\$73,043⁵	\$19,180	\$(132,067)
Carryover Balance⁶	\$173,075	\$192,255	\$60,188

1. Annual revenue is \$250,000 (\$2000) escalated annually by the most current Consumer Price Index (CPI)
2. 2 Salaries, benefits, indirect costs for SANDAG staff supporting the ITOC
3. 3 Mileage and parking reimbursement for ITOC members
4. 4 Reserve started at \$20,000 in FY 2013 with CPI adjustment each subsequent year
5. 5 Totals may not add up due to rounding
6. 6 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 2024 will be implementation of TransNet Ordinance amendments, updates to ITOC Bylaws and related SANDAG Board Policy amendments, overseeing continued 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.

Products, Tasks, and Schedules for FY 2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	30	Task Description:	Conduct the FY 2024 TransNet Triennial Performance Audit.
		Product:	FY 2024 TransNet Triennial Performance Audit
		Completion Date:	6/30/2024
2	10	Task Description:	Produce annual ITOC report in accordance with the TransNet Extension Ordinance.
		Product:	2024 ITOC Annual Report to the Board of Directors
		Completion Date:	6/30/2024
3	10	Task Description:	Provide additional review services by independent consultant, as appropriate.
		Product:	Independent report to the Board of Directors
		Completion Date:	6/30/2024
4	30	Task Description:	Oversee annual TransNet fiscal and compliance audits and present recommendations and findings, if any, to the ITOC, Transportation Committee, and Board of Directors.
		Product:	FY 2023 TransNet Fiscal and Compliance Audit Report (Draft report presentation in March 2024 and final report presentation in June 2024)
		Completion Date:	6/30/2024
5	20	Task Description:	Continue implementation of recommendations from the FY 2018 and FY 2021 TransNet Triennial Performance Audit.
		Product:	Reports on implementation of recommendations from the TransNet Triennial Performance Audits.
		Completion Date:	6/30/2024

Future Activities

Implementing recommendations from the FY 2024 TransNet Triennial Performance Audit and conducting the FY 2024 TransNet Fiscal and Compliance Audits, as well as finalizing implementation of the FY 2018 and FY 2021 TransNet Triennial Performance Audit recommendations and providing oversight for the continued implementation of the TransNet Program.

Project Manager: Zara Sadeghian, TransNet ITOC and Program Oversight
Committee(s): Transportation Committee
Working Group(s): Cities/Mobility Working Group
 Independent Taxpayer Oversight Committee

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 No.	Grantee	Project Title	Grant Amount	Anticipated Expenditures		
				Prior ²	FY 2024	Future
1270400	City of La Mesa	Rides4Neighbors	1,599,964	1,599,964	-	-
1270800	FACT	RideFACT	2,183,470	1,966,290	217,180	-
1271000	Jewish Family Service	On the Go (North County Inland)	2,313,518	2,017,391	188,965	107,162
1271100	Peninsula Shepherd	Out and About	785,530	557,868	290,406	10,452
1271300	Traveler's Aid	SenioRide	2,659,103	1,878,649	280,454	500,000
1271800	Jewish Family Service	On the Go (Eastern San Diego)	1,314,013	957,084	178,464	178,464
1271900	FACT	CTSA & Brokerage Services	3,190,164	1,667,192	366,107	1,156,865
1272000	Jewish Family Service	On the Go (Northern San Diego)	1,639,791	1,274,077	182,857	182,857
1272600	Traveler's Aid	RIDEFinder	185,500	135,442	50,058	-
1272700	ElderHelp	Seniors a Go Go	249,558	123,371	126,187	282,593
TBD	Jewish Family Service	On the Go (NCI, NSD, ESD)	1,174,856	-	-	1,174,856
Total Active Grants			\$17,295,467	\$12,177,327	\$1,880,679	\$3,593,250
Subtotals – 80 Grants completed prior to FY 2023			\$6,367,107	\$6,367,107	-	-
Grand Total – TransNet Senior Services Transportation Grant Program			\$23,662,574	\$18,544,434	\$1,880,679	\$3,593,250

¹ The grant awards shown reflect the current and active SANDAG projects per the FY 2009 - FY 2023 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, March 26, 2021, and February 24, 2023. 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. Any grant balance remaining is used for future call for projects in the TransNet Senior Services Transportation Grant program.

TransNet Active Transportation Grant Program

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.

Project No.	Contract No.	Jurisdiction	Project	Grant Amount	Anticipated Expenditures		
					Prior ¹	FY 2024	FY 2025
ATGP/ATP Funds Exchange Projects¹ (FY 2015) and Cycle 4 ATGP projects funded through TransNet (FY 2017, 2018, 2019)²							
1223071	5004838	City of Carlsbad	Carlsbad Boulevard and Tamarack Avenue Pedestrian Improvement Project	1,054,000	250,782	136,464	666,754
Totals – Active Projects				\$1,054,000	\$250,782	\$136,464	\$666,754
Subtotals – 67 Projects completed prior to FY 2023				\$25,641,301	\$25,641,301	-	-
Grand Total – TransNet Active Transportation Grant Program				\$26,695,301	\$25,892,083	\$136,464	\$666,754

¹ Prior expenditures are calculated based on actual previous expenditures plus estimated expenditures for FY 2023. Prior Expenditures from completed projects are actual project costs. Any grant balance remaining is used for future call for projects in the TransNet ATGP.

² 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.

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 No.	Contract No.	Jurisdiction	Project	Grant Amount	Anticipated Expenditures			
					Prior ²	FY 2023	FY 2024	FY 2025
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	343,323	1,871,000	285,677	-
1224068	5005489	City of El Cajon	Main Street- Green Street Gateway	2,500,000	364,677	600,000	1,535,323	-
1224069	5005490	City of Lemon Grove	Connect Main Street	2,500,000	309,949	114,000	1,538,026	538,025
1224062	5005483	City of National City	Sweetwater Road Protected Bikeway	2,500,000	319,866	267,000	1,913,134	-
1224064	5005485	City of San Diego	Downtown San Diego Wayfinding Signage – Cycle Network	220,000	155,407	25,000	39,593	-
1224065	5005486	City of San Diego	East Village Green Park, Phase 1	1,039,748	56,325		889,170	94,253
1224056	5005477	County of San Diego	Valley Center Community Plan Update	325,000	318,063	3,468	3,469	-
Funding Cycle: FY 2020 – FY 2021 (Cycle 5) Active Grants								
1224070	S1021722	City of Escondido	Escondido General Plan Amendments and Environmental Review	175,000	-	13,000	80,000	82,000
1224071	S1021752	City of National City	Together We Plan National City	294,477	-	24,539	122,699	147,239
1224072	S1021763	City of San Diego	Mid-City Communities Smart Growth Study Areas	500,000	-	280,000	60,000	160,000
1224073	S1021810	City of Santee	Santee Specific Plan	400,000	-	201,500	161,950	36,550
1224074	S1022285	County of San Diego	Community Based Transportation Program	500,000	-	150,000	100,000	250,000
Total Active Projects				\$13,454,225	\$1,867,610	\$3,549,507	\$6,729,041	\$1,308,067
Subtotals – 59 Projects completed prior to FY 2023				\$45,963,494	\$44,446,698	-	-	-
Grand Total – TransNet Smart Growth Incentive Program				\$59,417,719	\$46,314,308	\$3,549,507	\$6,729,041	\$1,308,067

¹ The grant projects itemized above represent the currently active TransNet SGIP projects per the FY 2017-2019 (Cycle 4) call for projects approved by the Board in July and December of 2018 and the FY2020-2021 (cycle 5) call for projects approved by the Board in March 2021.

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.

TransNet 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 5. 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 No.	Grantee	Approved Budget	Prior	Current Expenditure	Anticipated Expenditures		
					Prior ¹	FY 2024	Future
1200300	Regional Habitat Conservation Fund ²	11,620,314	536,198	-	536,198	-	11,084,116
1200301	Conserved Lands Database Management	196,767	196,767	-	196,767	-	-
1200302	Post Fire Monitoring and Recovery	3,139,450	2,746,559	250,658	2,997,217	2,783	139,450
1200311	Vertebrate Monitoring - California Gnatcatcher/Cactus Wren	2,072,239	2,042,290	29,948	2,072,238	-	-
1200312	Program Developer/Administrator	1,870,753	1,619,623	11,134	1,630,757	126,000	113,996
1200313	Invasive Plant Species Management	2,935,000	1,877,811	352,435	2,230,246	-	704,754
1200314	Vertebrate Monitoring – Burrowing Owl	412,469	412,468	-	412,468	-	-
1200315	Invertebrate Monitoring – Rare Butterfly Monitoring	355,156	355,156	-	355,156	-	-
1200316	Management Coordinator	1,876,642	1,603,703	112,939	1,716,642	43,297	116,703
1200317	Monitoring Coordinator	641,409	641,134	-	641,134	-	275
1200318	Updated Vegetation Mapping	1,579,839	929,839	-	929,839	300,000	350,000
1200319	Vegetation and Landscape Monitoring	1,836,205	1,347,073	484,008	1,831,081	5,124	-
1200329	GIS Support	2,530,579	2,010,083	215,496	2,225,579	71,290	233,710
1200330	Enforcement	1,115,160	506,355	-	506,355	200,000	408,805
1200331	Wildlife Corridor and Linkages Monitoring	3,389,744	2,839,487	278,481	3,117,968	1,648	270,128
1200332	Rare and Endemic Plant Monitoring and Recovery	3,547,845	2,651,134	305,795	2,956,930	67,135	523,780
1200342	Preserve Level Management Plan Standardization	450,000	412,859	-	412,859	-	37,141
1200343	Other Species Monitoring	305,411	305,410	-	305,410	-	-
1200350	Administrative & Science Support	1,490,402	1,309,572	42,209	1,351,781	138,621	-
1200355	Invasive Animal Species Management	2,742,380	2,338,073	137,306	2,475,379	133,519	133,482
1200356	Emergency Land Management Fund	400,000	-	-	-	100,000	300,000
1200357	Database Support	2,661,834	2,112,616	214,217	2,326,833	10,288	324,713
1200373	Invertebrate Monitoring – Fairy Shrimp	100,000	100,000	-	100,000	-	-
1200374	Biologist	2,472,296	1,913,253	176,044	2,089,296	63,235	319,765
1200375	Pro-active Wildfire Planning and Management	400,000	392,903	-	392,903	7,097	-
1200376	Vertebrate Monitoring	8,850,016	7,402,354	539,760	7,942,114	72,198	835,704
1200377	Invertebrate Monitoring	1,271,704	840,488	113,217	953,705	146,543	171,456
Various	Land Management Grants (see LMG section in this chapter for specific grants)	17,696,386	-	-	15,006,820	167,825	2,521,741
Subtotals – TransNet EMP – Habitat Conservation Fund		\$77,960,000	\$39,443,209	\$3,263,648	\$57,713,677	\$1,656,603	\$18,589,718

¹ Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2023.

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.

TransNet Environmental Mitigation Program 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 5. 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.

FY	Contract No.	Project No.	Grantee	Project	Grant Amount	Anticipated Expenditures		
						Prior ¹	FY 2024	Future
4 Active Contracts								
2019	5005512	1201334	San Diego Audubon Society	Silverwood-Anstine	34,311	23,558	-	10,753.00
2019	5005515	1201337	City of San Diego	San Pasqual Cactus Wren	200,000	104,892	55,108	40,000
2019	5005516	1201338	City of San Diego	Lower Otay Reservoir	243,142	82,156	90,000	70,986
2019	5005519	1201341	San Diego Zoo Global	Stinknet Removal	132,025	109,308	22,717	-
Total Active Grants					\$609,478	\$319,914	\$167,825	\$121,739
Subtotal – 112 Grants completed prior to FY 2023					\$14,686,906	\$14,686,906	-	-
Pending Contracts					\$2,400,002	-	-	\$2,400,002
Grand Total- TransNet Land Management Grant Program					\$17,696,386	\$15,006,820	\$167,825	\$2,521,741

¹ Prior year expenditures are calculated based on actual project to date expenditures plus estimated expenditures for the remainder of FY 2023. 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.

TransNet 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 2022	Estimated FY 2023	Projected			Total FY 2009 – FY 2026
					FY 2024	FY 2025	FY 2026	
1139601	I-15 Rapid Operations and Maintenance	Operating Costs ¹	71,121,825	11,121,750	11,455,402	11,799,064	12,153,036	117,651,076
		Administration Costs ²	507,521	39,454	40,638	41,857	43,113	672,582
		Intelligent Transportation Systems ³	255,675	15,679	100,000	103,000	106,090	580,444
		Professional Services ⁴	1,254,480	10,000	10,000	10,300	10,609	1,295,389
		Farebox Revenues ⁶	(10,657,502)	(1,484,304)	(1,528,833)	(1,574,698)	(1,621,939)	(16,867,277)
		TransNet/FasTrak® swap ⁸	(22,500,000)	(4,000,000)	(2,200,000)	(2,200,000)	(2,200,000)	(33,100,000)
		TransNet Subsidy⁷	\$39,981,999	\$5,702,579	\$7,877,207	\$8,179,523	\$8,490,908	\$70,232,215
1139602	SuperLoop Operations and Maintenance	Operating Costs ¹	57,111,570	5,225,998	5,382,777	5,544,261	5,710,589	78,975,195
		Administration Costs ²	88,781	15,222	15,679	16,149	16,634	152,464
		Intelligent Transportation Systems ³	178,761	13,739	100,000	103,000	106,090	501,591
		Professional Services ⁴	5,921	558	10,000	10,300	10,609	37,388
		Farebox Revenues ⁶	(27,236,162)	(2,724,539)	(2,806,275)	(2,890,464)	(2,977,178)	(38,634,618)
		TransNet Subsidy⁷	\$30,148,871	\$2,530,978	\$2,702,181	\$2,783,246	\$2,866,744	\$41,032,020
1139603	Mid-City Rapid Bus Operations and Maintenance	Operating Costs ¹	45,874,567	6,619,722	6,818,314	7,022,863	7,233,549	73,569,015
		Administration Costs ²	163,506	20,200	20,806	21,430	22,073	248,016
		Intelligent Transportation Systems ³	207,447	19,351	100,000	103,000	106,090	535,888
		Professional Services ⁴	75,827	11,270	11,608	11,956	12,315	122,976
		Maintenance of Effort ⁵	(17,152,259)	(2,213,195)	(2,213,195)	(2,213,195)	(2,213,195)	(26,005,037)
		Farebox Revenues ⁶	(11,503,406)	(1,646,509)	(1,695,904)	(1,746,782)	(1,799,185)	(18,391,786)
TransNet Subsidy⁷	\$17,665,682	\$2,810,839	\$3,041,629	\$3,199,273	\$3,361,648	\$30,079,072		
1139604	South Bay Rapid Operations and Maintenance	Operating Costs ¹	16,638,661	6,298,022	6,486,963	6,681,572	6,882,019	42,987,237
		Administration Costs ²	54,628	17,992	18,532	19,087	19,660	129,899
		Intelligent Transportation Systems ³	260,572	37,320	100,000	103,000	106,090	606,982
		Professional Services ⁴	14,801	5,658	5,828	6,003	6,183	38,473
		Farebox Revenues ⁶	(1,846,406)	(481,764)	(496,217)	(511,103)	(1,376,404)	(4,711,894)
		TransNet Subsidy⁷	\$15,122,257	\$5,877,228	\$6,115,106	\$6,298,559	\$5,637,548	\$39,050,698
1139606	Mid-Coast LRT Operations and Maintenance	Operating Costs ¹	8,941,777	15,177,038	15,632,349	16,101,320	16,584,359	72,436,843
		Administration Costs ²	15,650	9,000	9,270	9,548	9,835	53,303
		Other Revenues ⁹	-	-	(308,000)	(308,000)	(308,000)	(924,000)
		Farebox Revenues ⁶	(2,089,980)	(3,496,315)	(3,601,205)	(3,709,241)	(3,820,518)	(16,717,260)
		TransNet Subsidy⁷	\$6,867,447	\$11,689,722	\$11,732,414	\$12,093,627	\$12,465,675	\$54,848,886
1139607	Mira Mesa Rapid Operations and Maintenance	Operating Costs ¹	12,963,208	1,801,317	1,855,356	1,911,017	1,968,348	20,499,246
		Administration Costs ²	81,311	15,454	15,917	16,395	16,887	145,964
		Intelligent Transportation Systems ³	210,365	29,355	100,000	103,000	106,090	548,810
		Professional Services ⁴	36,211	5,183	5,338	5,498	5,663	57,894
		Farebox Revenues ⁶	(1,901,507)	(285,389)	(293,951)	(302,769)	(311,852)	(3,095,468)
		TransNet/FasTrak swap ⁸	(3,000,000)	(500,000)	(300,000)	(300,000)	(300,000)	(4,400,000)
TransNet Subsidy⁷	\$8,389,588	\$1,065,919	\$1,382,661	\$1,433,141	\$1,485,135	\$13,756,445		

Project No.	Project Name	Revenue/Expense Category	Actuals Through FY 2022	Estimated FY 2023	Projected			Total FY 2009 – FY 2026
					FY 2024	FY 2025	FY 2026	
1139608	COASTER Operations and Maintenance	Operating Costs ¹	5,834,076	7,797,570	8,031,497	8,272,442	8,520,615	38,456,202
		Administration Costs ²	21,481	27,125	27,939	28,777	29,641	134,963
		Farebox Revenues ⁶	(219,170)	(586,038)	(603,619)	(621,728)	(640,380)	(2,670,934)
		TransNet Subsidy⁷	\$5,636,387	\$7,238,658	\$7,455,817	\$7,679,492	\$7,909,877	\$35,920,231
		Total Program Operating Costs¹	\$218,485,685	\$54,041,416	\$55,662,659	\$57,332,539	\$59,052,515	\$444,574,814
		Administration Costs²	\$932,878	\$144,447	\$148,781	\$153,244	\$157,842	\$1,537,191
		Intelligent Transportation Systems³	\$1,112,820	\$115,445	\$500,000	\$515,000	\$530,450	\$2,773,715
		Professional Services⁴	\$1,387,239	\$32,669	\$42,774	\$44,058	\$45,379	\$1,552,120
		Maintenance of Effort⁵	(\$17,152,259)	(\$2,213,195)	(\$2,213,195)	(\$2,213,195)	(\$2,213,195)	(\$26,005,037)
		Other Revenues⁹	-	-	(\$308,000)	(\$308,000)	(\$308,000)	(\$924,000)
	Farebox Revenues⁶	(\$55,454,131)	(\$10,704,859)	(\$11,026,005)	(\$11,356,785)	(\$12,547,456)	(\$101,089,236)	
	TransNet/FasTrak swap⁸	(\$25,500,000)	(\$4,500,000)	(\$2,500,000)	(\$2,500,000)	(\$2,500,000)	(\$37,500,000)	
	TransNet Subsidy⁷	\$123,812,232	\$36,915,924	\$40,307,014	\$41,666,861	\$42,217,535	\$284,919,566	

¹ Operating Costs include those costs passed on to MTS/NCTD 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 Other Revenues include naming rights and/or advertising revenues received by MTS/NCTD

⁷ TransNet Subsidy = Operating costs + Administration costs + Intelligent Transportation Systems + Professional Services - Maintenance of Effort - Farebox Revenues.

⁸ On September 27, 2019, the Board of Directors approved swapping TransNet New Major Corridor Transit Operations funds with I-15 FasTrak funds.

⁹ Other Revenues include naming rights and/or advertising revenues received by MTS/NCTD.



CHAPTER 5

Capital Projects

This chapter includes a summary of regionally significant capital projects and applicable funds.

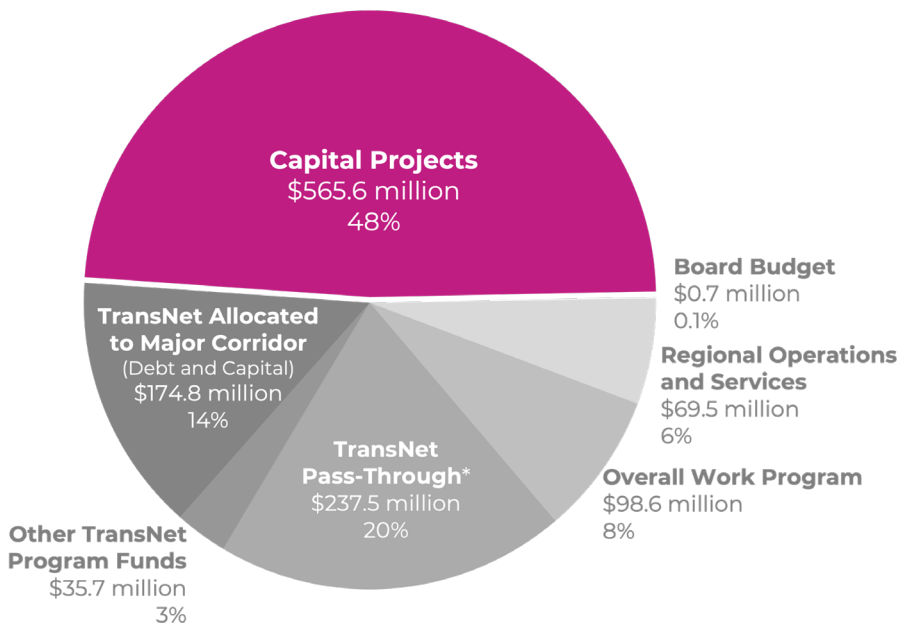
Capital Projects

The TransNet Extension Ordinance (chapter 4) allows SANDAG to continue partnering with Caltrans, transit operators, and local jurisdictions. Together, we implement major transit, highway, and bikeway projects throughout the region.

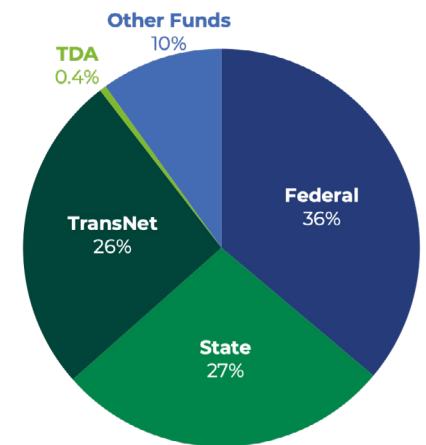
This chapter is divided into nine sections:

- ▶ The TransNet Program of Projects (POP) includes current budgets for approved TransNet Extension projects.
- ▶ The TCIF /Goods Movement Program projects describe efforts relating to the movement of goods in region.
- ▶ The Regional Bikeway Program section outlines bikeway projects led by SANDAG.
- ▶ Major Capital Projects are regionally significant capital investments over \$1 million.
- ▶ Minor Capital Projects include other capital projects of less than \$1 million.
- ▶ Projects Pending Closeout are open to the public and substantially complete.
- ▶ Projects Completed Through a Major Milestone require additional funding to move into the next phase.
- ▶ The Future Projects section identifies approved Complete Corridor projects with funding beginning in FY 2024 and beyond.
- ▶ Comprehensive Multimodal Corridor Plan projects address the creation of management plans for transportation solutions.

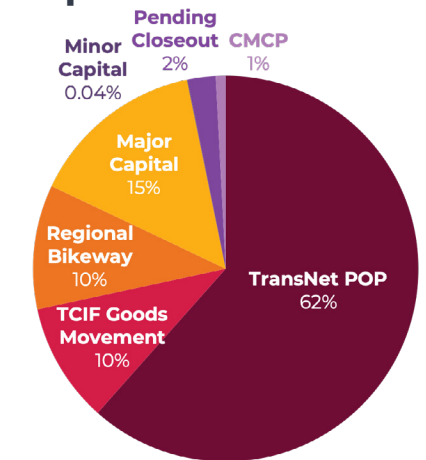
Total Budget Breakdown



Revenue



Expenses



Major Work Efforts

- ▶ Del Mar Bluffs stabilization
- ▶ Central Mobility Hub
- ▶ SR 11 and Otay Mesa East Port of Entry
- ▶ I-5 HOV lanes
- ▶ SR 78 HOV lanes – I-5 to I-15
- ▶ LOSSAN Rail Corridor—Double tracking Eastbrook to Shell, San Dieguito to Sorrento Valley, San Onofre to Pulgas
- ▶ I-805 soundwalls and auxiliary lanes
- ▶ Bikeways—Barrio Logan, Border to Bayshore, Eastern Hillcrest, Downtown to Imperial Avenue, Pershing Drive

121 Total Capital Projects

Chapter 5

Capital Improvement Program

List of Projects

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1609501 CMCP - High Speed Transit/SR 94..... 5.9-3

1612501 CMCP - High Speed Transit/SR 125..... 5.9-4

FY 2024 Capital Program Revenues (thousands of dollars)

Revenues	Prior Year thru FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total Overall Funding	Total Remaining Budget FY 24 - FY 32
Federal													
Carbon Reduction Program (CRP)	-	-	6,074	3,712	5,576	2,123	-	-	-	-	-	17,485	17,485
Congestion Mitigation Air Quality (CMAQ)	207,656	28,414	49,043	33,864	13,371	5,250	2,172	886	-	-	-	340,656	104,586
Corridor Border Infrastructure (CBI)	131,900	5,916	23	-	-	-	-	-	-	-	-	137,839	23
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)	1,006	3,232	6,985	3,574	198	-	-	-	-	-	-	14,995	10,757
DEMO	15,511	4,583	1,000	-	-	-	-	-	-	-	-	21,094	1,000
Federal Highway Administration (FHWA)	7,282	18,896	15,783	8,684	11,021	4,917	-	-	-	-	-	66,583	40,405
Federal Railroad Administration (FRA)	25,869	-	36,126	8,514	1,910	362	-	-	-	-	-	72,782	46,913
Federal Transit Administration (FTA)	1,148,202	261,569	12,744	7,822	6,264	-	-	-	-	-	-	1,436,601	26,830
Future Federal	-	-	-	102,000	50,000	-	-	-	-	-	-	152,000	152,000
Highway Infrastructure Program (HIP)	22,184	2,256	1,214	-	-	-	-	-	-	-	-	25,654	1,214
High Priority Projects (HPP)	34,117	409	97	37	14	-	-	-	-	-	-	34,674	148
Regional Surface Transportation/Surface Transportation Block Grant (RSTP/STBG)	525,940	43,778	73,080	59,192	42,600	11,071	1,298	274	80	-	-	757,313	187,595
Transportation Housing and Urban Development (THUD)	-	-	2,000	5,500	2,500	-	-	-	-	-	-	10,000	10,000
Other*	74,732	3,111	95	-	-	-	-	-	-	-	-	77,938	95
Total Federal	2,194,398	372,164	204,264	232,900	133,455	23,723	3,470	1,160	80	-	-	3,165,613	599,051
State													
Active Transportation Program (ATP)	2,069	375	4,237	8,579	1,296	-	-	-	-	-	-	16,556	14,112
California Natural Resources Agency	5,908	10	90	-	-	-	-	-	-	-	-	6,008	90
Corridor Mobility Improvement Account (CMIA)	124,469	11	6	-	-	-	-	-	-	-	-	124,486	6
Local Partnership Program (LPP)	34,694	11,455	8,925	13,581	12,283	3,889	548	-	-	-	-	85,375	39,226
State Highway Operation and Protection Program (SHOPP)	204,807	7,371	14,771	9,940	2,385	1,290	1,060	-	-	-	-	241,624	29,446
State-Local Partnership Program (SLPP)	9,356	2	-	-	-	-	-	-	-	-	-	9,358	-
State Transportation Improvement Program (STIP)	450,880	40,799	38,081	49,128	18,788	2,480	948	700	-	-	-	601,804	110,125
Trade Corridor Enhancement Program (TCEP)	43,091	51,620	28,283	28,684	26,409	5,024	825	-	-	-	-	183,936	89,225
Trade Corridors Improvement Fund (TCIF)	50,279	595	374	-	-	-	-	-	-	-	-	51,248	374
Transit Cooperative Research Program (TCRP)	49,528	-	524	-	-	-	-	-	-	-	-	50,052	524
Transit and Intercity Rail Capital Program (TIRCP)	71,786	29,657	52,807	79,113	101,961	43,608	5,958	-	-	-	-	384,890	283,447
Other*	205,716	23,663	6,667	-	-	-	-	-	-	-	-	236,046	6,667
Total State	1,252,583	165,558	154,765	189,025	163,123	56,291	9,338	700	-	-	-	1,991,383	573,242
Local													
Cities	63,123	3,396	22,566	10,633	925	360	-	-	-	-	-	101,003	34,484
I-15 FasTrak® Revenues	19,747	3,332	1,519	5	-	-	-	-	-	-	-	24,603	1,524
Metropolitan Transit System (MTS)	983	2,549	2,265	797	-	-	-	-	-	-	-	6,594	3,062
North County Transit District (NCTD)	10,624	12,316	1,767	4,310	5,047	121	-	-	-	-	-	34,186	11,246
Private Developer	7,116	169	200	1,066	4,565	4,958	-	-	-	-	-	18,074	10,789
SR 125 Toll Revenues	51,584	9,858	13,658	412	-	-	-	-	-	-	-	75,512	14,070
Transportation Development Act (TDA)	24,643	8,584	3,082	19	2	-	-	-	-	-	-	36,330	3,103
TransNet - Border	11,292	2,849	25,496	245	-	-	-	-	-	-	-	39,882	25,741
TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS)	132,383	13,214	17,432	3,110	2,538	660	169	-	-	-	-	169,507	23,909
TransNet - Environmental Mitigation Program (EMP)	407,477	28,996	30,732	11,754	4,000	4,000	4,000	-	-	-	-	490,959	54,486
TransNet - Major Corridor (MC)	2,013,449	(123,981)	73,591	9,007	(6,399)	3,513	6,353	336	87	-	-	1,975,956	86,488
UC - San Diego (UCSD)	24,537	1,577	1,455	40	-	-	-	-	-	-	-	27,609	1,495
Other*	179,564	19,183	12,764	12,251	51,913	-	-	-	-	-	-	275,675	76,928
Total Local	2,946,524	(17,959)	206,527	53,650	62,591	13,612	10,521	336	87	-	-	3,275,890	347,325
All Funding Total (Federal/State/Local)	6,393,505	519,764	565,556	475,574	359,169	93,626	23,330	2,196	167	-	-	8,432,887	1,519,618

Revenues	Prior Year thru FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total Overall Funding	Total Remaining Budget FY 24 - FY 32
SANDAG Revenues Only													
Federal													
Carbon Reduction Program (CRP)	-	-	6,074	3,712	5,576	2,123	-	-	-	-	-	17,485	17,485
Congestion Mitigation Air Quality (CMAQ)	509	1,303	16,336	18,624	6,551	950	390	60	-	-	-	44,723	42,911
Corridor Border Infrastructure (CBI)	11,877	5,021	-	-	-	-	-	-	-	-	-	16,898	-
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)	1,006	3,232	6,985	3,574	198	-	-	-	-	-	-	14,995	10,757
DEMO	9,439	-	-	-	-	-	-	-	-	-	-	9,439	-
Federal Highway Administration (FHWA)	5,251	14,196	14,914	8,684	11,021	4,917	-	-	-	-	-	58,983	39,536
Federal Railroad Administration (FRA)	25,869	-	36,126	8,514	1,910	362	-	-	-	-	-	72,782	46,913
Federal Transit Administration (FTA)	1,148,202	261,569	12,744	7,822	6,264	-	-	-	-	-	-	1,436,602	26,830
Future Federal	-	-	-	102,000	50,000	-	-	-	-	-	-	152,000	152,000
Highway Infrastructure Program (HIP)	-	-	-	-	-	-	-	-	-	-	-	-	-
High Priority Projects (HPP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Regional Surface Transportation/Surface Transportation Block Grant (RSTP/STBG)	42,428	22,796	31,685	28,913	7,613	609	-	-	-	-	-	134,044	68,820
Transportation Housing and Urban Development (THUD)	-	-	2,000	5,500	2,500	-	-	-	-	-	-	10,000	10,000
Other*	16,921	660	27	-	-	-	-	-	-	-	-	17,608	27
Total Federal	\$1,261,501	\$308,778	\$126,891	\$187,344	\$91,634	\$8,961	\$390	\$60	-	-	-	1,985,558	415,279
State													
Active Transportation Program (ATP)	1,077	355	4,224	8,579	1,296	-	-	-	-	-	-	15,531	14,099
California Natural Resources Agency	5,908	10	90	-	-	-	-	-	-	-	-	6,008	90
Corridor Mobility Improvement Account (CMIA)	-	-	-	-	-	-	-	-	-	-	-	-	-
Local Partnership Program (LPP)	34,434	11,252	294	5,600	5,665	1,064	48	-	-	-	-	58,357	12,671
State Highway Operation and Protection Program (SHOPP)	7,013	0	-	-	-	-	-	-	-	-	-	7,013	-
State-Local Partnership Program (SLPP)	-	-	-	-	-	-	-	-	-	-	-	-	-
State Transportation Improvement Program (STIP)	17,576	1,284	10,737	24,505	8,638	1,430	48	-	-	-	-	64,218	45,358
Trade Corridor Enhancement Program (TCEP)	1,594	12,116	23,177	28,621	26,409	5,024	825	-	-	-	-	97,767	84,056
Trade Corridors Improvement Fund (TCIF)	37,955	-	-	-	-	-	-	-	-	-	-	37,955	-
Transit Cooperative Research Program (TCRP)	4,052	-	-	-	-	-	-	-	-	-	-	4,052	-
Transit and Intercity Rail Capital Program (TIRCP)	71,786	29,657	52,807	79,113	101,961	43,608	5,958	-	-	-	-	384,890	283,447
Other*	7,901	2,350	2,799	-	-	-	-	-	-	-	-	13,050	2,799
Total State	\$189,296	\$57,024	\$94,129	\$146,418	\$143,970	\$51,126	\$6,878	-	-	-	-	688,841	442,521
Local													
Cities	39,004	2,663	5,941	6,008	600	35	-	-	-	-	-	54,251	12,584
I-15 FasTrak® Revenues	19,747	3,332	1,519	5	-	-	-	-	-	-	-	24,603	1,524
Metropolitan Transit System (MTS)	983	2,549	2,265	797	-	-	-	-	-	-	-	6,594	3,062
North County Transit District (NCTD)	10,624	12,316	1,767	4,310	5,047	121	-	-	-	-	-	34,186	11,246
Private Developer	6,006	-	-	-	-	-	-	-	-	-	-	6,006	-
SR 125 Toll Revenues	35,111	8,321	10,488	412	-	-	-	-	-	-	-	54,332	10,900
Transportation Development Act (TDA)	24,607	8,524	3,080	19	2	-	-	-	-	-	-	36,232	3,101
TransNet - Border	9,321	2,381	25,259	245	-	-	-	-	-	-	-	37,206	25,504
TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS)	127,783	13,114	17,346	3,110	2,538	660	169	-	-	-	-	164,721	23,823
TransNet - Environmental Mitigation Program (EMP)	231,854	10,635	10,137	8,946	4,000	4,000	4,000	-	-	-	-	273,572	31,083
TransNet - Major Corridor (MC)	1,566,324	(145,897)	47,892	4,796	6,615	1,623	339	111	52	-	-	1,481,854	61,427
UC - San Diego (UCSD)	24,537	1,577	1,455	40	-	-	-	-	-	-	-	27,609	1,495
Other*	20,182	1,084	4,435	817	-	-	-	-	-	-	-	26,518	5,252
Total Local	\$2,116,084	(\$79,402)	\$131,584	\$29,506	\$18,802	\$6,438	\$4,507	\$111	\$52	-	-	2,227,683	191,001
All SANDAG Funding Total (Federal/State/Local)	\$3,566,882	\$286,400	\$352,603	\$363,267	\$254,406	\$66,525	\$11,776	\$171	\$52	-	-	4,902,082	1,048,801

Revenues	Prior Year thru FY22	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total Overall Funding	Total Remaining Budget FY 24 - FY 32
Caltrans/Outside Agency Revenues Only													
Federal													
Carbon Reduction Program (CRP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Congestion Mitigation Air Quality (CMAQ)	207,147	27,111	32,707	15,240	6,820	4,300	1,782	826	-	-	-	295,933	61,675
Corridor Border Infrastructure (CBI)	120,023	895	23	-	-	-	-	-	-	-	-	120,941	23
Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA)	-	-	-	-	-	-	-	-	-	-	-	-	-
DEMO	6,072	4,583	1,000	-	-	-	-	-	-	-	-	11,655	1,000
Federal Highway Administration (FHWA)	2,031	4,700	869	-	-	-	-	-	-	-	-	7,600	869
Federal Railroad Administration (FRA)	-	-	-	-	-	-	-	-	-	-	-	-	-
Federal Transit Administration (FTA)	-	-	-	-	-	-	-	-	-	-	-	-	-
Future Federal	-	-	-	-	-	-	-	-	-	-	-	-	-
Highway Infrastructure Program (HIP)	22,184	2,256	1,214	-	-	-	-	-	-	-	-	25,654	1,214
High Priority Projects (HPP)	34,117	409	97	37	14	-	-	-	-	-	-	34,674	148
Regional Surface Transportation/Surface Transportation Block Grant (RSTP/STBG)	483,511	20,982	41,395	30,279	34,987	10,462	1,298	274	80	-	-	623,269	118,775
Transportation Housing and Urban Development (THUD)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other*	57,811	2,451	68	-	-	-	-	-	-	-	-	60,330	68
Total Federal	\$932,897	\$63,386	\$77,373	\$45,556	\$41,821	\$14,762	\$3,080	\$1,100	\$80	-	-	1,180,056	183,772
State													
Active Transportation Program (ATP)	992	20	13	-	-	-	-	-	-	-	-	1,025	13
California Natural Resources Agency	-	-	-	-	-	-	-	-	-	-	-	-	-
Corridor Mobility Improvement Account (CMIA)	124,469	11	6	-	-	-	-	-	-	-	-	124,486	6
Local Partnership Program (LPP)	260	203	8,631	7,981	6,618	2,825	500	-	-	-	-	27,018	26,555
State Highway Operation and Protection Program (SHOPP)	197,794	7,371	14,771	9,940	2,385	1,290	1,060	-	-	-	-	234,611	29,446
State-Local Partnership Program (SLPP)	9,356	2	-	-	-	-	-	-	-	-	-	9,358	-
State Transportation Improvement Program (STIP)	433,304	39,515	27,344	24,623	10,150	1,050	900	700	-	-	-	537,586	64,767
Trade Corridor Enhancement Program (TCEP)	41,497	39,504	5,105	63	-	-	-	-	-	-	-	86,169	5,168
Trade Corridors Improvement Fund (TCIF)	12,324	595	374	-	-	-	-	-	-	-	-	13,293	374
Transit Cooperative Research Program (TCRP)	45,476	-	524	-	-	-	-	-	-	-	-	46,000	524
Transit and Intercity Rail Capital Program (TIRCP)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other*	197,815	21,313	3,868	-	-	-	-	-	-	-	-	222,996	3,868
Total State	\$1,063,287	\$108,534	\$60,636	\$42,607	\$19,153	\$5,165	\$2,460	\$700	-	-	-	1,302,543	130,721
Local													
Cities	24,119	733	16,625	4,625	325	325	-	-	-	-	-	46,752	21,900
I-15 FasTrak® Revenues	-	-	-	-	-	-	-	-	-	-	-	-	-
Metropolitan Transit System (MTS)	-	-	-	-	-	-	-	-	-	-	-	-	-
North County Transit District (NCTD)	-	-	-	-	-	-	-	-	-	-	-	-	-
Private Developer	1,110	169	200	1,066	4,565	4,958	-	-	-	-	-	12,068	10,789
SR 125 Toll Revenues	16,473	1,537	3,170	-	-	-	-	-	-	-	-	21,180	3,170
Transportation Development Act (TDA)	36	60	2	-	-	-	-	-	-	-	-	98	2
TransNet - Border	1,971	468	237	-	-	-	-	-	-	-	-	2,676	237
TransNet - Bicycle, Pedestrian & Neighborhood Safety (BPNS)	4,600	100	86	-	-	-	-	-	-	-	-	4,786	86
TransNet - Environmental Mitigation Program (EMP)	175,623	18,361	20,595	2,808	-	-	-	-	-	-	-	217,387	23,403
TransNet - Major Corridor (MC)	447,125	21,916	25,699	4,211	(13,014)	1,891	6,014	225	35	-	-	494,103	25,061
UC - San Diego (UCSD)	-	-	-	-	-	-	-	-	-	-	-	-	-
Other*	159,382	18,099	8,329	11,434	51,913	-	-	-	-	-	-	249,157	71,676
Total Local	\$830,440	\$61,443	\$74,943	\$24,144	\$43,789	\$7,174	\$6,014	\$225	\$35	-	-	1,048,207	156,324
All Caltrans/Outside Agency Funding Total (Federal/State/Local)	\$2,826,624	\$233,364	\$212,953	\$112,307	\$104,763	\$27,101	\$11,554	\$2,025	\$115	-	-	3,530,805	470,818

FY 2024 Capital Budget Notes

Federal Other

American Recovery and Reinvestment Act (ARRA)
Federal State Transportation Improvement Program - Regional Infrastructure Program (STIP)
Fostering Advancements in Shipping and Transportation for the Long-Term Achievement of National Efficiencies (FASTLANE)
Intelligent Transportation Systems (ITS)
Interstate Maintenance (IM)
Transportation Enhancement (TE)
Transportation, Community, and System Preservation Program (TCSP)
U.S. Fish and Wildlife Service

State Other

Affordable Housing and Sustainable Communities Program (AHSCP)
Caltrans (includes G-12, State oversight, environmental support, and Caltrans PTA)
Coastal Conservancy
Department of Fish and Game
Low Carbon Transit Operations Program (LCTOP)
Prop 50 - Wildlife Conservation Board
Solutions for Congested Corridors (SCC)
State Highway Account (SHA)
State Transit Assistance (STA)
Traffic Congestion Relief Program (TCRP)

Local Other

Bicycle Transportation Account (BTA)
Buena Vista Lagoon Foundation
County of San Diego
Finance Costs
Miscellaneous Project Revenue
Otay Water District
Port of San Diego
Rainbow Water District
TransNet (Highway/Transit System Improvement/Transit/Smart Growth Incentive Program)
TransNet/FasTrak® Swap
Vista Unified School District

FY 2024 Capital Program Expenditures

(thousands of dollars)

Project No.	Project Title	Prior year through FY 22	Total Remaining Budget FY 23-FY 32	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Funded Budget	Approved Budget
TransNet Program of Projects															
1200100	TransNet Project Office	3,800	36,887	3,840	3,838	3,819	3,800	3,700	3,700	3,700	3,600	3,500	3,390	40,687	40,687
1200200	Project Biological Mitigation Fund	361,329	100,671	47,494	41,468	11,709	-	-	-	-	-	-	-	462,000	462,000
1200300	Regional Habitat Conservation Fund	53,428	24,532	3,457	4,769	4,306	4,000	4,000	4,000	-	-	-	-	77,960	77,960
1257001	Mid-Coast Light Rail Transit (LRT)	2,006,476	164,725	71,723	28,390	12,135	52,273	204	-	-	-	-	-	2,171,201	2,171,201
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	349,285	51,902	41,362	8,591	1,071	878	-	-	-	-	-	-	401,187	401,187
1200507	I-5/Voigt Drive Improvements	39,475	3,905	994	2,906	5	-	-	-	-	-	-	-	43,380	43,380
1200509	I-5 HOV: San Elijo Bridge Replacement	308,079	34,459	13,847	10,094	5,073	2,412	2,042	940	51	-	-	-	342,538	342,538
1200510	I-5 HOV: Carlsbad	34,009	94,982	41,481	26,720	18,215	5,814	1,128	920	704	-	-	-	128,991	128,991
1200513	SR 56 Auxiliary Lanes	4,597	23,347	1,263	16,741	4,676	341	326	-	-	-	-	-	27,944	27,944
1200515	I-5/I-805 HOV Conversion to Express Lanes		20,150	1,800	2,426	11,516	4,408	-	-	-	-	-	-	20,150	20,150
1201507	SR 15 BRT: Mid-City Centerline Stations	61,672	942	350	592	-	-	-	-	-	-	-	-	62,614	62,614
1201514	Downtown Multiuse and Bus Stopover Facility	18,358	27,617	18,482	9,135	-	-	-	-	-	-	-	-	45,975	45,975
1201520	I-15 Express Lanes - Forrester Creek Improvements		1,122	107	803	212	-	-	-	-	-	-	-	1,122	1,122
1205204	SR 52 Improvements	70	12,000	224	270	1,169	10,337	-	-	-	-	-	-	12,070	12,070
1206701	SR 67 Improvements	4,111	11,889	3,159	4,919	3,199	612	-	-	-	-	-	-	16,000	16,000
1207606	SR 76 East	197,316	5,402	1,499	3,752	151	-	-	-	-	-	-	-	202,718	202,718
1207802	I-15/SR 78 HOV Connectors	8,048	24,889	3,040	2,140	1,242	6,055	9,742	2,670	-	-	-	-	32,937	32,937
1207803	SR 78/I-5 Express Lanes Connector	2,534	13,584	814	4,517	3,846	1,976	1,198	657	455	121	-	-	16,118	16,118
1207804	SR 78 HOV Lanes: I-5 to I-15	456	38,544	3,160	12,088	10,400	6,345	3,800	1,915	836	-	-	-	39,000	39,000
1210021	Blue Line Railway Signal Improvements	99	268	112	151	5	-	-	-	-	-	-	-	367	367
1210090	Low-Floor Light Rail Transit Vehicles	30,001	42,259	12,060	15,125	15,074	-	-	-	-	-	-	-	72,260	72,260
1210091	Palomar Street Rail Grade Separation	553	6,447	1,300	2,877	2,270	-	-	-	-	-	-	-	7,000	7,000
1212501	SR 94/SR 125 South to East Connector	19,095	15,145	448	5,921	4,021	4,755	-	-	-	-	-	-	34,240	34,240
1239809	Eastbrook to Shell Double Track	9,124	28,327	979	24,985	2,363	-	-	-	-	-	-	-	37,451	109,475
1239810	Carlsbad Village Double Track	2,729	4	2	2	-	-	-	-	-	-	-	-	2,733	2,733
1239812	Sorrento to Miramar Phase 2	14,657	15,083	8,088	6,945	50	-	-	-	-	-	-	-	29,740	29,740
1239813	San Dieguito Lagoon Double-Track and Platform	17,399	6,973	3,631	2,105	1,237	-	-	-	-	-	-	-	24,372	24,372
1239814	LOSSAN Rail Corridor Preliminary Engineering	1,426	223	70	120	33	-	-	-	-	-	-	-	1,649	1,749
1239816	Batiquitos Lagoon Double Track	12,118	2,391	360	1,248	783	-	-	-	-	-	-	-	14,509	14,509
1239820	COASTER Train Sets	24,322	34,478	34,078	400	-	-	-	-	-	-	-	-	58,800	58,800
1239821	LOSSAN Rail Corridor Improvements	2,879	2,141	1,261	880	-	-	-	-	-	-	-	-	5,020	5,020
1239822	San Dieguito Lagoon Double Track and Platform Phase 1 Construction		56,328		1,855	30,982	23,491	-	-	-	-	-	-	56,328	74,675
1239823	San Dieguito to Sorrento Valley Double-Track		303,218	28,750	51,611	76,720	96,361	43,758	6,018	-	-	-	-	303,218	303,218
1240001	Mid-City Rapid Bus	44,108	418	235	183	-	-	-	-	-	-	-	-	44,526	44,526
1280513	I-805 /SR 94 Bus on Shoulder Demonstration Project	27,206	3,694	1,270	1,402	1,009	13	-	-	-	-	-	-	30,900	30,900
1280515	I-805 South Soundwalls	60,427	53,665	4,914	30,924	12,311	3,940	1,137	243	150	46	-	-	114,092	114,092

Project No.	Project Title	Prior year through FY 22	Total Remaining Budget FY 23-FY 32	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Funded Budget	Approved Budget
1280516	I-805 North Auxiliary Lanes	3,822	24,199	1,120	10,425	8,555	1,745	1,292	1,062	-	-	-	-	28,021	28,021
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	-	800	266	533	1	-	-	-	-	-	-	-	800	800
1280519	I-805 Transit Priority Lanes (SR 15 to SR 52)	-	30,000	-	3,801	7,612	7,689	7,097	3,801	-	-	-	-	30,000	30,000
1280520	I-805 /SR 94 /SR-15 Transit Connection	-	16,000	290	6,380	8,680	650	-	-	-	-	-	-	16,000	16,000
Total TransNet Program of Projects		3,719,208	1,296,723	353,490	348,194	260,631	234,095	75,724	22,226	2,196	167	-	-	5,015,931	5,106,402
TCIF/Goods Movement															
1201101	SR 11 and Otay Mesa East Port of Entry	159,339	266,440	53,302	52,181	107,386	52,499	1,072	-	-	-	-	-	425,779	808,979
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors	122,711	5,058	4,928	130	-	-	-	-	-	-	-	-	127,769	127,769
1201106	SR 11 and Otay Mesa East Port of Entry: Utility Improvements	-	9,142	2,965	4,540	1,637	-	-	-	-	-	-	-	9,142	9,142
Total TCIF/Goods Movement Projects		282,050	280,640	61,195	56,851	109,023	52,499	1,072	-	-	-	-	-	562,690	945,890
Regional Bikeway Projects															
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	9,237	583	358	225	-	-	-	-	-	-	-	-	9,820	17,220
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	3,557	801	345	456	-	-	-	-	-	-	-	-	4,358	9,913
1223053	San Diego River Trail: Carlton Oaks Segment	1,238	362	70	292	-	-	-	-	-	-	-	-	1,600	1,600
1223054	Central Avenue Bikeway	1,259	4,210	135	295	1,453	2,138	189	-	-	-	-	-	5,469	5,469
1223055	Bayshore Bikeway: Barrio Logan	8,220	36,385	12,237	17,169	6,069	760	125	25	-	-	-	-	44,605	54,686
1223056	Border to Bayshore Bikeway	4,369	24,835	8,026	9,833	6,444	477	55	-	-	-	-	-	29,204	29,204
1223057	Pershing Drive Bikeway	6,909	16,079	8,785	6,607	687	-	-	-	-	-	-	-	22,988	22,988
1223058	Downtown to Imperial Avenue Bikeway	3,532	14,913	316	6,040	6,411	2,010	136	-	-	-	-	-	18,445	20,976
1223079	North Park/Mid-City Bikeways: Howard Bikeway	1,337	2,122	132	344	1,646	-	-	-	-	-	-	-	3,459	13,503
1223081	North Park/Mid-City Bikeways: University Bikeway	3,001	23,186	256	559	7,975	13,775	604	17	-	-	-	-	26,187	31,496
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	3,103	19,402	920	8,910	8,551	875	146	-	-	-	-	-	22,505	29,034
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	2,291	14,967	708	494	7,432	5,102	1,009	222	-	-	-	-	17,258	17,258
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	155	402	165	237	-	-	-	-	-	-	-	-	557	557
1223087	North Park/Mid-City Bikeways: Orange Bikeway	1,060	10,956	181	1,115	5,075	4,335	250	-	-	-	-	-	12,016	12,016
1223093	GobyBike San Diego: Construction Outreach Program	824	1,143	507	440	196	-	-	-	-	-	-	-	1,967	1,967
1223094	Inland Rail Trail Phase 3	1,053	22,104	679	4,954	6,800	6,700	2,971	-	-	-	-	-	23,157	23,157
1223095	Inland Rail Trail Phase 4	-	12,226	71	950	384	6,000	4,821	-	-	-	-	-	12,226	15,017
Total Regional Bikeway Projects		51,145	204,676	33,891	58,920	59,123	42,172	10,306	264	-	-	-	-	255,821	306,061
Major Capital Projects															
1129200	Overhead Contact System (OCS) Insulator & Catch Cable Replacement	6,636	5,247	1,029	4,211	5	2	-	-	-	-	-	-	11,883	11,883
1130100	ERP System	1,793	4,384	2,053	1,514	817	-	-	-	-	-	-	-	6,177	6,177
1130102	Financial System Upgrade Contract Management System	957	95	54	39	2	-	-	-	-	-	-	-	1,052	1,052
1131500	Fiber Optic Network Gap Closures	709	499	224	256	19	-	-	-	-	-	-	-	1,208	1,208
1142600	Joint Transportation Operations Center (JTOC)	559	1,526	987	483	56	-	-	-	-	-	-	-	2,085	2,085

Project No.	Project Title	Prior year through FY 22	Total Remaining Budget FY 23-FY 32	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Funded Budget	Approved Budget
1145300	Rose Canyon Bridge Replacements	113	107	8	65	34	-	-	-	-	-	-	-	220	14,688
1146100	Del Mar Bluffs IV	17,636	1,048	998	50	-	-	-	-	-	-	-	-	18,684	18,684
1146500	Bridge 257.2 Replacement Project	1,623	12,561	717	2,828	5,746	2,846	409	15	-	-	-	-	14,184	14,184
1146600	San Onofre to Pulgas Double Track - Phase 2	1,417	34,120	1,078	13,976	13,385	4,755	926	-	-	-	-	-	35,537	35,537
1146702	UCSD Mid-Coast Improvements – Voigt	12,328	3,072	1,577	1,455	40	-	-	-	-	-	-	-	15,400	15,400
1147000	Beyer Blvd. Slope & Drainage	606	4,023	1,019	2,219	785	-	-	-	-	-	-	-	4,629	4,629
1147100	Del Mar Bluffs V	5,268	72,731	2,327	21,715	21,625	21,100	5,139	825	-	-	-	-	77,999	77,999
1147500	Division 6 Bus Maintenance Facility	227	188	130	46	12	-	-	-	-	-	-	-	415	415
1147700	Next Operating System (Next OS) Implementation - Phase 1	333	9,311	2,910	5,701	700	-	-	-	-	-	-	-	9,644	9,644
1147800	SR 76 Roadway Straightening	-	2,000	-	675	675	650	-	-	-	-	-	-	2,000	2,000
1147900	I-8/Willows Road Interchange Improvements	-	3,000	-	1,000	1,000	1,000	-	-	-	-	-	-	3,000	3,000
1149000	Central Mobility Hub	22,502	20,419	4,872	15,547	-	-	-	-	-	-	-	-	42,921	163,500
1400000	Regional Tolling Back Office System	10,369	8,739	2,781	5,958	-	-	-	-	-	-	-	-	19,108	19,108
1400402	Roadway Toll Collection System	29,383	12,809	6,858	5,591	360	-	-	-	-	-	-	-	42,192	49,792
Total Major Capital Projects		112,459	195,879	29,622	83,329	45,261	30,353	6,474	840	-	-	-	-	308,338	450,985
Minor Capital Projects															
1128400	Document Control	210	90	30	37	23	-	-	-	-	-	-	-	300	300
1144800	Regional Arterial Detection Deployment - Phase 1	197	522	350	172	-	-	-	-	-	-	-	-	719	719
1144900	North Green Beach Bridge Replacement	447	31	-	22	9	-	-	-	-	-	-	-	478	478
Total Minor Capital Projects		854	643	380	231	32	-	-	-	-	-	-	-	1,497	1,497
Total Active Projects (TransNet Program of Projects, Goods Movement, Regional Bikeway, Major Capital, and Minor Capital Projects)		4,165,716	1,978,561	478,578	547,525	474,070	359,119	93,576	23,330	2,196	167	-	-	6,144,277	6,810,835
Projects Pending Closeout															
1041502	SuperLoop	35,138	49	29	20	-	-	-	-	-	-	-	-	35,187	35,187
1145000	Los Peñasquitos Lagoon Bridge Replacement	46,020	2,053	2,019	34	-	-	-	-	-	-	-	-	48,073	48,073
1146900	EI Portal Undercrossing	10,086	2,014	1,891	123	-	-	-	-	-	-	-	-	12,100	12,100
1147300	Del Mar Bluffs Emergency Repairs	313	687	660	27	-	-	-	-	-	-	-	-	1,000	1,000
1200501	I-5 North Coast: 4 Express Lanes	74,190	73	70	3	-	-	-	-	-	-	-	-	74,263	74,263
1200503	I-5/SR 56 Interchange	12,512	1	-	1	-	-	-	-	-	-	-	-	12,513	12,513
1200506	I-5/Genesee Interchange and Widening	118,947	2,331	1,945	343	43	-	-	-	-	-	-	-	121,278	121,278
1200508	I-5/Gilman Drive Bridge	24,490	517	362	106	49	-	-	-	-	-	-	-	25,007	25,007
1200512	I-5/Genesee Auxiliary Lane	7,137	34	27	5	2	-	-	-	-	-	-	-	7,171	7,171
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction	17,284	15,024	14,959	65	-	-	-	-	-	-	-	-	32,308	32,308
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study	2,432	668	490	178	-	-	-	-	-	-	-	-	3,100	3,100
1201509	Downtown BRT Stations	20,745	99	89	10	-	-	-	-	-	-	-	-	20,844	20,844
1205203	SR 52 Extension	457,165	3,344	-	3,344	-	-	-	-	-	-	-	-	460,509	460,509
1207602	SR 76 Middle	163,682	1,393	1	1,392	-	-	-	-	-	-	-	-	165,075	165,075
1223016	Coastal Rail Trail San Diego: Rose Creek	27,430	173	143	30	-	-	-	-	-	-	-	-	27,603	27,603
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways	22,180	2,199	2,128	71	-	-	-	-	-	-	-	-	24,379	24,379
1223023	Inland Rail Trail	53,964	105	85	20	-	-	-	-	-	-	-	-	54,069	54,069
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway	25,618	748	606	142	-	-	-	-	-	-	-	-	26,366	26,366

Project No.	Project Title	Prior year through FY 22	Total Remaining Budget FY 23-FY 32	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Funded Budget	Approved Budget
1239805	Poinsettia Station Improvements	35,759	1,422	150	1,272	-	-	-	-	-	-	-	-	37,181	37,181
1239806	San Elijo Lagoon Double Track	76,469	1,393	753	640	-	-	-	-	-	-	-	-	77,862	77,862
1239807	Sorrento Valley Double Track	32,730	83	65	18	-	-	-	-	-	-	-	-	32,813	32,813
1239811	Elvira to Morena Double Track	182,540	1,689	1,354	335	-	-	-	-	-	-	-	-	184,229	184,229
1239815	San Diego River Bridge	91,648	648	505	143	-	-	-	-	-	-	-	-	92,296	92,296
1239817	Chesterfield Drive Crossing Improvements	7,099	15	7	8	-	-	-	-	-	-	-	-	7,114	7,114
1280504	South Bay BRT	125,603	1,788	1,005	783	-	-	-	-	-	-	-	-	127,391	127,391
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp	95,499	276	263	13	-	-	-	-	-	-	-	-	95,775	95,775
1280510	I-805 South: 2HOV and Direct Access Ramp	182,443	588	556	31	1	-	-	-	-	-	-	-	183,031	183,031
1280511	I-805 North: 2HOV Lanes	111,226	860	466	394	-	-	-	-	-	-	-	-	112,086	112,086
1300601	San Ysidro Intermodal Freight Facility	40,350	23	1	22	-	-	-	-	-	-	-	-	40,373	40,373
1390501	SR 905: I-805 to Britannia Boulevard	85,209	428	188	240	-	-	-	-	-	-	-	-	85,637	85,637
1390506	SR 125/905 Southbound to Westbound Connector	24,423	4,569	3,552	953	64	-	-	-	-	-	-	-	28,992	28,992
1400405	SR 125 Ramps Overlay	6,971	1,788	24	1,764	-	-	-	-	-	-	-	-	8,759	8,759
1600501	CMCP – Central Mobility Hub - NOP Procurement	3,658	2,056	1,377	679	-	-	-	-	-	-	-	-	5,714	5,714
1600504	CMCP – Central Mobility Hub and Connectors	1,782	1,416	1,395	21	-	-	-	-	-	-	-	-	3,198	3,198
1600505	CMCP - Central Mobility Hub: Military Installation Resilience (Ph. 2)	359	619	549	70	-	-	-	-	-	-	-	-	978	978
1605201	CMCP - Coast, Canyons, and Trails (SR 52)	1,394	750	740	10	-	-	-	-	-	-	-	-	2,144	2,144
1607801	CMCP - SPRINTER/Palomar Airport Road/SR 78/SR 76	2,355	645	612	33	-	-	-	-	-	-	-	-	3,000	3,000
Total Projects Pending Closeout		2,226,850	52,568	39,066	13,343	159	-	-	-	-	-	-	-	2,279,418	2,279,418
Total All Capital Projects		6,392,566	2,031,129	517,644	560,868	474,229	359,119	93,576	23,330	2,196	167	-	-	8,423,695	9,090,253
Comprehensive Multimodal Corridor Plan (CMCP)															
1600101	CMCP - Regional CMCP Development	587	413	163	100	50	50	50	-	-	-	-	-	1,000	1,000
1600801	CMCP - High Speed Transit/I-8	352	2,648	1,532	1,116	-	-	-	-	-	-	-	-	3,000	3,000
1609401	CMCP - High Speed Transit/SR 94	-	2,000	-	945	1,055	-	-	-	-	-	-	-	2,000	2,000
1612501	CMCP - High Speed Transit/ SR 125	-	3,192	425	2,527	240	-	-	-	-	-	-	-	3,192	3,192
Total CMCP		939	8,253	2,120	4,688	1,345	50	50	-	-	-	-	-	9,192	9,192
Total All Projects		\$6,393,505	\$2,039,382	\$519,764	\$565,556	\$475,574	\$359,169	\$93,626	\$23,330	\$2,196	\$167	-	-	\$8,432,887	\$9,099,445

FY 2024 Capital Program Contingency Reserve

FY 2023-FY 2024¹ in thousands	Contingency Reserves	Remaining Budget 2023-2031	% of Budget
FY 2023 Balance			
TransNet Program of Projects	64,399	312,240	21%
TCIF/Goods Movement Projects	1,643	24,389	7%
Regional Bikeway Projects	8,258	158,299	5%
Major Capital Projects	4,048	148,819	3%
Minor Capital Projects	-	658	-
Projects Pending Closeout	849	2,405	35%
Comprehensive Multimodal Corridor Plan (CMCP)	162	12,418	1%
Total All Capital Projects (excluding EMP)	\$79,359	\$659,228	12%
EMP²	-	\$50,444	--

	Contingency Reserves	Remaining Budget 2024-2032	% of Budget
FY 2024 Balance			
TransNet Program of Projects	51,121	470,044	11%
TCIF/Goods Movement Projects	-	166,565	-
Regional Bikeway Projects	8,159	170,686	5%
Major Capital Projects	4,265	163,107	3%
Minor Capital Projects	-	263	0%
Projects Pending Closeout	149	4,825	3%
CMCP	285	5,823	5%
Total All Capital Projects (excluding EMP)	\$63,979	\$981,313	7%
EMP	-	\$27,243	-

¹ These numbers include only the SANDAG share of the Capital Program and do not include the Caltrans portion.

² Environmental Mitigation Program: The EMP does not have a contingency reserve because expenditures are planned on an annual basis based on cash availability.

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.

Budget Comparison

FY 2024

\$348,194,000

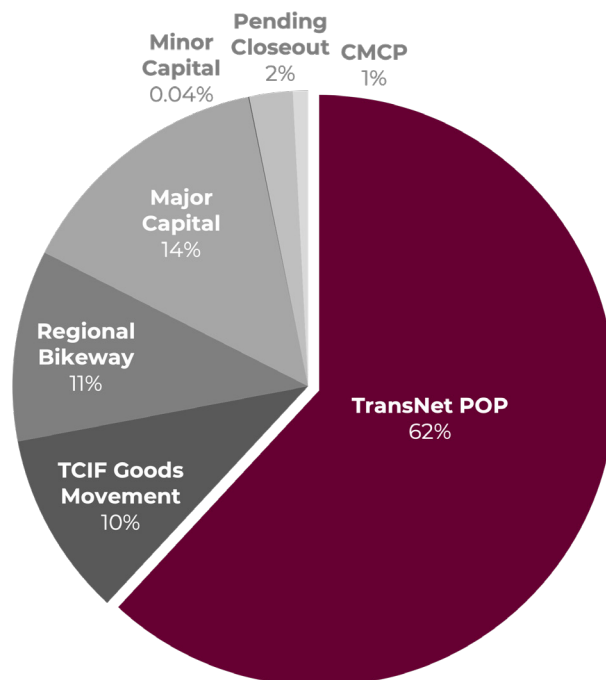
FY 2023

\$302,482,000

FY24 Major Projects

- ▶ San Dieguito to Sorrento Miramar Double-Tracking (1239823)
- ▶ I-805 South Soundwalls (1280515)
- ▶ Eastbrook to Shell Double-Tracking (1239809)
- ▶ I-5 HOV: Carlsbad (1200510)

Capital Budget Breakdown



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.

Project Limits

Regionwide

Progress to Date

Emphasis in FY 2024 will be on continuing implementation of the TransNet Major Corridor Program, Bike Program and continued upgrades to Dashboard data presentation.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$3,800	\$3,800	\$3,800	\$3,800	\$3,700	\$3,700	\$3,700	\$3,600	\$3,500	\$3,390	\$36,790
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
I.T.	40	38	19	0	0	0	0	0	0	0	97
Legal	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	\$3,840	\$3,838	\$3,819	\$3,800	\$3,700	\$3,700	\$3,700	\$3,600	\$3,500	\$3,390	\$36,887

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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
Total Outside Agency	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total Expenditures	\$3,840	\$3,838	\$3,819	\$3,800	\$3,700	\$3,700	\$3,700	\$3,600	\$3,500	\$3,390	\$36,887
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Project Scope

Habitat acquisition, restoration, creation, enhancement, management and monitoring necessary to meet regional transportation project mitigation requirements.

Project Limits

Regionwide

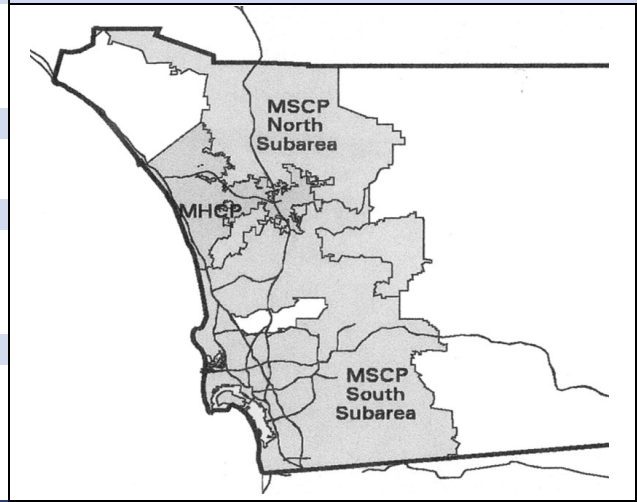
Progress to Date

Over 9,215 acres of land have been acquired and over 200 acres are currently under restoration. Restoration of the San Dieguito Lagoon Phase II project is 50% complete. Long-term monitoring of the San Elijo Lagoon Restoration Project is currently in process.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$6,823	\$600	\$600	\$246	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,269
Environmental Document	20,486	600	600	406	0	0	0	0	0	0	0	22,092
Design	2,851	575	500	0	0	0	0	0	0	0	0	3,926
Right-of-Way Support	1,988	812	635	600	0	0	0	0	0	0	0	4,035
Right-of-Way Capital	103,851	300	300	149	0	0	0	0	0	0	0	104,600
Construction Support	14,997	5,000	4,000	3,003	0	0	0	0	0	0	0	27,000
Construction Capital	27,476	1,250	700	236	0	0	0	0	0	0	0	29,662
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	254	35	28	0	0	0	0	0	0	0	0	317
Communications	43	6	5	0	0	0	0	0	0	0	0	54
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$178,769	\$9,178	\$7,368	\$4,640	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$199,955

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$4,050	\$50	\$50	\$46	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,196
Design	6,548	250	250	100	0	0	0	0	0	0	0	7,148
Right-of-Way Support	5,419	432	100	199	0	0	0	0	0	0	0	6,150
Right-of-Way Capital	32,756	3,419	3,000	946	0	0	0	0	0	0	0	40,121
Construction Support	14,839	2,700	2,700	1,471	0	0	0	0	0	0	0	21,710
Construction Capital	118,948	31,465	28,000	4,307	0	0	0	0	0	0	0	182,720
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$182,560	\$38,316	\$34,100	\$7,069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$262,045

Total Expenditures

Total Expenditures	\$361,329	\$47,494	\$41,468	\$11,709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,000
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TransNet Pass-Through	\$180,757	\$21,316	\$21,100	\$4,872	(\$24,484)	\$0	\$0	\$0	\$0	\$0	\$0	\$203,561
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
CMAQ	\$0	\$17,000	\$13,000	\$4,000	\$3,284	\$0	\$0	\$0	\$0	\$0	\$0	\$37,284
RSTP	0	0	0	0	21,200	0	0	0	0	0	0	21,200
State												
85130007 Prop 50 – WCB	0	1,500	1,500	0	0	0	0	0	0	0	0	3,000
85160002 CA Dept of Fish & Wildlife	0	500	500	0	0	0	0	0	0	0	0	1,000
Local												
91000100 TransNet-EMP	340,113	25,539	25,963	7,448	0	0	0	0	0	0	0	399,063
91000100 TransNet-MC AC	20,763	2,955	505	261	(\$24,484)	0	0	0	0	0	0	0
Other Revenues*	453	0	0	0	0	0	0	0	0	0	0	453
Total Funding	\$361,329	\$47,494	\$41,468	\$11,709	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$462,000

*U.S Fish and Wildlife Service, Buena Vista Lagoon Foundation, City of Carlsbad and Oceanside.

Project Scope

Provide funding to assist with regional habitat management and monitoring as described in the TransNet Extension Ordinance.

Project Limits

Regionwide

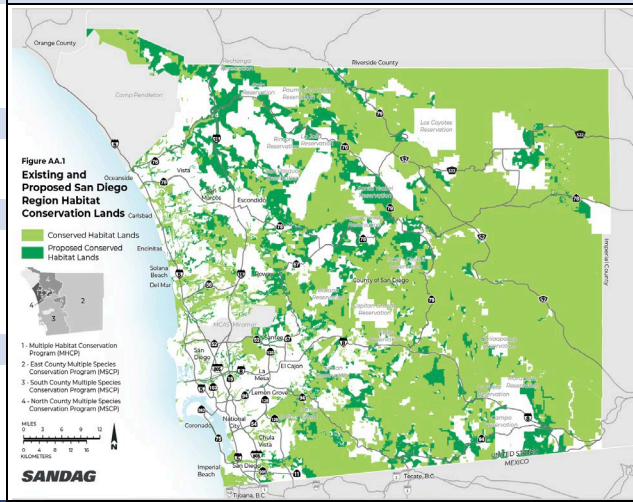
Progress to Date

Ten cycles of land management grants have been executed as of FY 2024. Habitat management and monitoring work under these grants is in process and will continue through FY 2025.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$803	\$157	\$124	\$100	\$70	\$70	\$70	\$0	\$0	\$0	\$0	\$1,394
Environmental Document	27,033	1,500	1,500	1,221	3,785	3,785	3,785	0	0	0	0	42,609
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	18,278	100	145	145	145	145	145	0	0	0	0	19,103
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$46,951	\$1,757	\$1,769	\$1,466	\$4,000	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$63,943

Grantee Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$6,477	\$1,700	\$3,000	\$2,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,017
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 Grantee	\$6,477	\$1,700	\$3,000	\$2,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,017

Total Expenditures	\$53,428	\$3,457	\$4,769	\$4,306	\$4,000	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$77,960
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TransNet Pass-Through	\$6,477	\$1,700	\$3,000	\$2,840	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,017
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
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	8,909	3,457	4,769	4,306	4,000	4,000	4,000	0	0	0	0	33,441
92060001 Miscellaneous Revenue	250	0	0	0	0	0	0	0	0	0	0	250
Total Funding	\$53,428	\$3,457	\$4,769	\$4,306	\$4,000	\$4,000	\$4,000	\$0	\$0	\$0	\$0	\$77,960

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).

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.

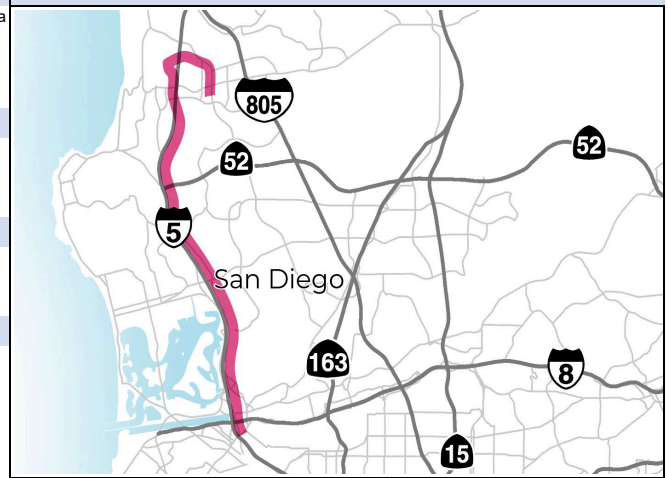
Progress to Date

Project opened for service in November 2021. In FY 2024, project team will complete remaining construction activities and right-of-way acquisitions.

Major Milestones

Draft Environmental Document	May-13
Final Environmental Document	November-14
Ready to Advertise	January-16
Begin Construction	June-16
Open to Public	November-21
Construction Complete	July-26

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$78,011	\$3,906	\$450	\$100	\$50	\$37	\$0	\$0	\$0	\$0	\$0	\$82,554
Environmental Document	28,882	760	0	0	0	0	0	0	0	0	0	29,642
Design	164,884	1,644	500	50	10	67	0	0	0	0	0	167,155
Right-of-Way Support	10,963	1,060	250	0	0	0	0	0	0	0	0	12,273
Right-of-Way Capital	128,747	7,859	0	0	0	0	0	0	0	0	0	136,606
Construction Support	120,266	8,092	450	300	300	100	0	0	0	0	0	129,508
Construction Capital	1,208,558	19,174	12,148	0	0	0	0	0	0	0	0	1,239,880
Vehicles	157,532	5,807	0	0	0	0	0	0	0	0	0	163,339
I.T.	34	0	0	0	0	0	0	0	0	0	0	34
Legal	1,703	136	75	0	0	0	0	0	0	0	0	1,914
Communications	1,375	51	26	0	0	0	0	0	0	0	0	1,452
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$1,900,955	\$48,489	\$13,899	\$450	\$360	\$204	\$0	\$0	\$0	\$0	\$0	\$1,964,357
Finance Cost	\$105,126	\$23,185	\$14,491	\$11,685	\$51,913	\$0	\$0	\$0	\$0	\$0	\$0	\$206,400
Total SANDAG	\$2,006,081	\$71,674	\$28,390	\$12,135	\$52,273	\$204	\$0	\$0	\$0	\$0	\$0	\$2,170,757

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	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
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	175	49	0	0	0	0	0	0	0	0	0	224
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$395	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$444

Total Expenditures	\$2,006,476	\$71,723	\$28,390	\$12,135	\$52,273	\$204	\$0	\$0	\$0	\$0	\$0	\$2,171,201
TransNet Pass-Through	\$394	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$444
Caltrans RE Services	\$8,500	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8,800

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72600001 FTA FFCA CA-2016-021	\$727,735	\$100,000	\$100,000	\$100,000	\$15,645	\$0	\$0	\$0	\$0	\$0	\$0	\$1,043,380
72600003 FTA ARP Act CA-2021-150	57,098	0	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	800,743	48,538	13,899	450	360	204	0	0	0	0	0	864,194
91000100 TransNet-MC AC2	315,645	(100,000)	(100,000)	(100,000)	(15,645)	0	0	0	0	0	0	0
Finance Costs	105,126	23,185	14,491	11,685	51,913	0	0	0	0	0	0	206,400
Total Funding	\$2,006,476	\$71,723	\$28,390	\$12,135	\$52,273	\$204	\$0	\$0	\$0	\$0	\$0	\$2,171,201

¹Total 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 FY 2026.

²The 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 Scope

Construct one High Occupancy Vehicle lane in each direction, soundwalls, a multi-use facility, and a bike path.

Project Limits

On I-5 from Manchester Avenue to Palomar Airport Road.

Progress to Date

Project is open to public. Plant establishment is 90% complete. Landscaping to be completed in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	June-18
Begin Construction	November-18
Open to Public	March-22
Construction Complete	August-25

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$2,986	\$859	\$90	\$88	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$4,115
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	11,109	92	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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	4,174	186	25	50	28	0	0	0	0	0	0	4,463
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$18,492	\$1,314	\$115	\$138	\$120	\$0	\$0	\$0	\$0	\$0	\$0	\$20,179

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	59,882	1,561	140	70	29	0	0	0	0	0	0	61,682
Right-of-Way Support	5,741	2,585	412	63	19	0	0	0	0	0	0	8,820
Right-of-Way Capital	2,198	3,851	1,218	800	710	0	0	0	0	0	0	8,777
Construction Support	28,606	10,258	5,806	0	0	0	0	0	0	0	0	44,670
Construction Capital	234,366	21,793	900	0	0	0	0	0	0	0	0	257,059
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$330,793	\$40,048	\$8,476	\$933	\$758	\$0	\$0	\$0	\$0	\$0	\$0	\$381,008

Total Expenditures

Total Expenditures	\$349,285	\$41,362	\$8,591	\$1,071	\$878	\$0	\$0	\$0	\$0	\$0	\$0	\$401,187
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TransNet Pass-Through \$43,548 \$6,542 \$1,192 \$605 \$525 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$52,412

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
CMAQ	\$6,922	\$1,402	\$398	\$200	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$9,122
DEMO	1,220	0	0	0	0	0	0	0	0	0	0	1,220
RSTP	15,894	1,240	230	128	33	0	0	0	0	0	0	17,525
State												
SB1 - SCC	169,819	21,313	3,868	0	0	0	0	0	0	0	0	195,000
SHOPP	30,326	2,505	1,820	0	0	0	0	0	0	0	0	34,651
STIP-RIP	63,064	7,046	968	0	0	0	0	0	0	0	0	71,078
Local												
91000100 TransNet-MC	62,040	7,856	1,307	743	645	0	0	0	0	0	0	72,591
Total Funding	\$349,285	\$41,362	\$8,591	\$1,071	\$878	\$0	\$0	\$0	\$0	\$0	\$0	\$401,187

Project Scope

Construction of the realignment of both Campus Point and Voigt Drive between I-5 and Genesee Avenue.

Project Limits

On I-5 at the Voigt Drive overcrossing from Gilman Drive on the west side to Genesee Avenue on the east side.

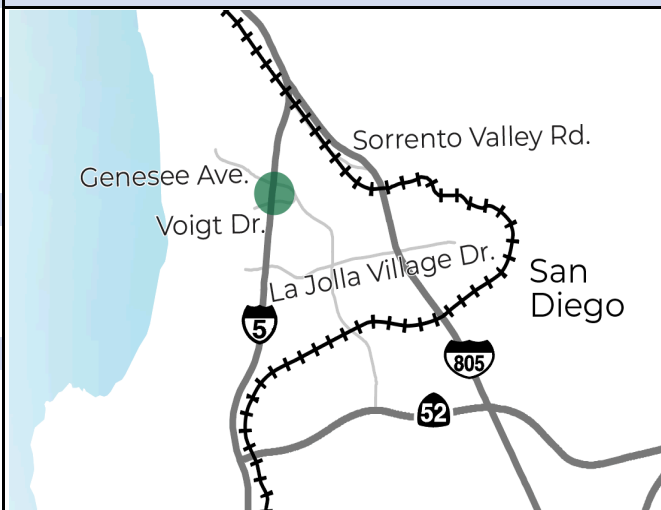
Progress to Date

The project opened to public in December 2021. Plant establishment is 95% complete and will continue in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	May-19
Begin Construction	November-19
Open to Public	December-21
Construction Complete	July-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$371	\$43	\$50	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$469
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	5,930	25	60	0	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	3,015	325	207	0	0	0	0	0	0	0	0	3,547
Construction Capital	29,459	500	171	0	0	0	0	0	0	0	0	30,130
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	3	0	0	0	0	0	0	0	0	0	0	3
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	10	31	20	0	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	\$38,788	\$924	\$2,873	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,590

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	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
Vehicles	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	\$39,475	\$994	\$2,906	\$5	\$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	\$395	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$406

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
82500001 SB1-LPP	\$16,130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,130
Local												
91000100 TransNet-MC	21,865	994	2,906	5	0	0	0	0	0	0	0	25,770
91140001 UCSD	1,480	0	0	0	0	0	0	0	0	0	0	1,480
Total Funding	\$39,475	\$994	\$2,906	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,380

Project Scope

Construct one High Occupancy Vehicle lane in each direction, soundwalls, bike trail, and replace the San Elijo Lagoon bridge.

Project Limits

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

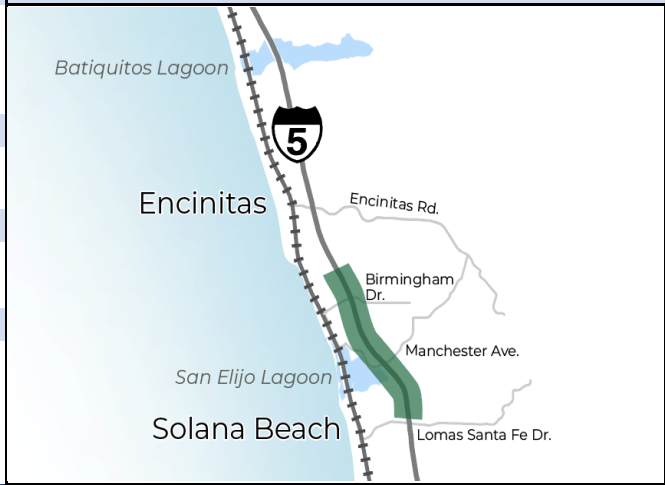
Progress to Date

Construction is complete. Long-term plant establishment is 20% complete.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	January-16
Begin Construction	December-16
Open to Public	March-22
Construction Complete	December-28

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,884	\$275	\$226	\$248	\$112	\$42	\$9	\$1	\$0	\$0	\$0	\$2,797
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	5,183	1,004	535	0	0	0	0	0	0	0	0	6,722
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$12,960	\$1,286	\$761	\$248	\$112	\$42	\$9	\$1	\$0	\$0	\$0	\$15,419

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	39,561	88	1,175	425	50	0	0	0	0	0	0	41,299
Right-of-Way Support	6,386	743	669	0	0	0	0	0	0	0	0	7,798
Right-of-Way Capital	15,625	2,918	1,850	0	0	0	0	0	0	0	0	20,393
Construction Support	30,974	2,206	2,573	2,400	500	500	450	50	0	0	0	39,653
Construction Capital	202,573	6,606	3,066	2,000	1,750	1,500	481	0	0	0	0	217,976
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$295,119	\$12,561	\$9,333	\$4,825	\$2,300	\$2,000	\$931	\$50	\$0	\$0	\$0	\$327,119

Total Expenditures	\$308,079	\$13,847	\$10,094	\$5,073	\$2,412	\$2,042	\$940	\$51	\$0	\$0	\$0	\$342,538
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TransNet Pass-Through	\$40,073	\$2,352	\$731	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$43,156
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
CMAQ	\$130,820	\$771	\$5,291	\$1,725	\$400	\$2,000	\$931	\$50	\$0	\$0	\$0	\$141,988
DEMO	0	4,006	0	0	0	0	0	0	0	0	0	4,006
HIP	22,184	2,256	1,214	0	0	0	0	0	0	0	0	25,654
RSTP	43,792	1,832	835	200	0	0	0	0	0	0	0	46,659
State												
STIP-RIP	57,044	1,345	1,262	2,900	1,900	0	0	0	0	0	0	64,451
Local												
91000100 TransNet-MC	53,033	3,637	1,492	248	112	42	9	1	0	0	0	58,574
Miscellaneous Revenue (AT&T)	1,206	0	0	0	0	0	0	0	0	0	0	1,206
Total Funding	\$308,079	\$13,847	\$10,094	\$5,073	\$2,412	\$2,042	\$940	\$51	\$0	\$0	\$0	\$342,538

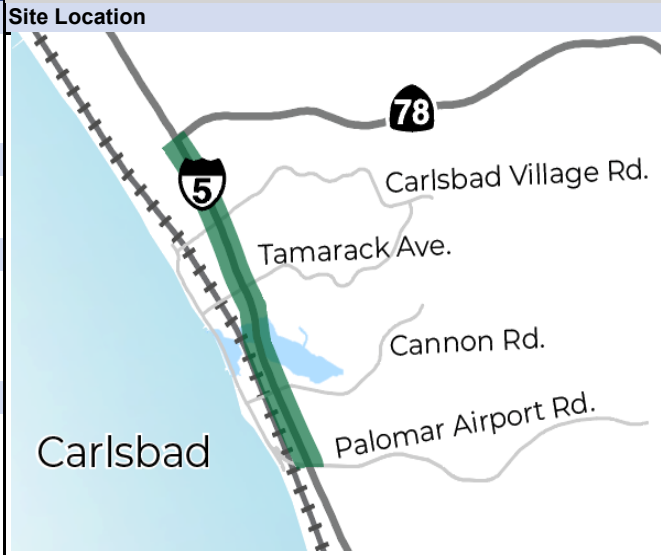
Project Scope
 Construct one High Occupancy Vehicle lane in each direction and a southbound auxiliary lane at Cannon Road, community enhancement, soundwalls and long-term plant establishment.

Project Limits
 On I-5 from Palomar Airport Road to north of SR 78.

Progress to Date
 All lanes are open to public. Outside widening, slope repair, lagoon and community enhancements, and soundwalls still to be constructed in FY 2024 and FY 2025.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	March-20
Begin Construction	October-21
Open to Public	July-23
Construction Complete	January-29



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$236	\$358	\$266	\$264	\$89	\$28	\$20	\$4	\$0	\$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	1,700	900	500	246	0	0	0	0	0	0	3,346
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$236	\$2,161	\$1,166	\$764	\$335	\$28	\$20	\$4	\$0	\$0	\$0	\$4,714

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	10,549	1,000	448	75	125	50	0	0	0	0	0	12,247
Right-of-Way Support	965	134	(99)	0	0	0	0	0	0	0	0	1,000
Right-of-Way Capital	13	987	0	0	0	0	0	0	0	0	0	1,000
Construction Support	1,390	5,026	4,240	2,050	731	250	200	150	0	0	0	14,037
Construction Capital	20,856	32,173	20,965	15,326	4,623	800	700	550	0	0	0	95,993
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$33,773	\$39,320	\$25,554	\$17,451	\$5,479	\$1,100	\$900	\$700	\$0	\$0	\$0	\$124,277

Total Expenditures

Total Expenditures	\$34,009	\$41,481	\$26,720	\$18,215	\$5,814	\$1,128	\$920	\$704	\$0	\$0	\$0	\$128,991
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TransNet Pass-Through	\$1,360	\$827	\$241	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,428
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
CMAQ	\$7,624	\$7,721	\$6,465	\$305	\$476	\$50	\$0	\$0	\$0	\$0	\$0	\$22,641
DEMO	0	492	0	0	0	0	0	0	0	0	0	492
RSTP	8,020	94	(136)	0	0	0	0	0	0	0	0	7,978
State												
SHOPP	1,961	2,400	889	891	603	0	0	0	0	0	0	6,744
STIP-RIP	14,808	27,786	18,095	16,255	4,400	1,050	900	700	0	0	0	83,994
Local												
91000100 TransNet-MC	1,596	2,988	1,407	764	335	28	20	4	0	0	0	7,142
Total Funding	\$34,009	\$41,481	\$26,720	\$18,215	\$5,814	\$1,128	\$920	\$704	\$0	\$0	\$0	\$128,991

Project Scope

Westbound and eastbound High Occupancy Lane on SR 56 from El Camino Real to Carmel Valley Road.

Project Limits

On SR 56 from El Camino Real to Carmel Valley Road.

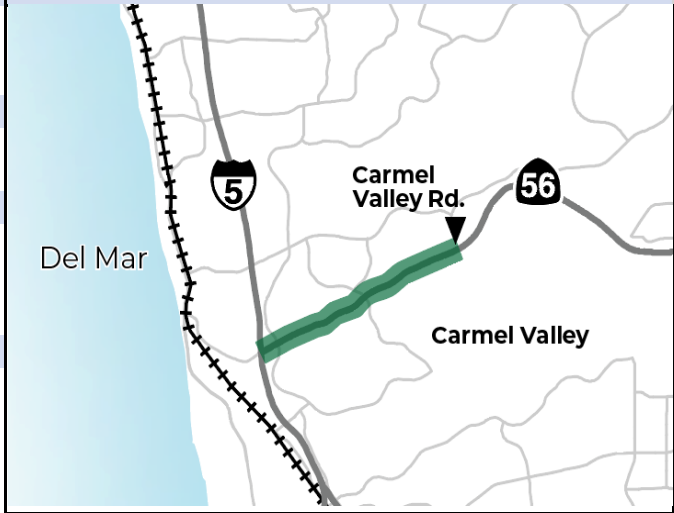
Progress to Date

Final environmental document was completed under CIP 1200503. Design is complete and construction to begin in summer 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	May-23
Begin Construction	August-23
Open to Public	December-24
Construction Complete	May-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$32	\$15	\$10	\$4	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$63
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$32	\$15	\$10	\$4	\$1	\$1	\$0	\$0	\$0	\$0	\$0	\$63

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	4,565	648	106	47	15	0	0	0	0	0	0	5,381
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	100	3,625	625	75	75	0	0	0	0	0	4,500
Construction Capital	0	500	13,000	4,000	250	250	0	0	0	0	0	18,000
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$4,565	\$1,248	\$16,731	\$4,672	\$340	\$325	\$0	\$0	\$0	\$0	\$0	\$27,881

Total Expenditures \$4,597 \$1,263 \$16,741 \$4,676 \$341 \$326 \$0 \$0 \$0 \$0 \$0 \$0 \$27,944

TransNet Pass-Through \$873 \$426 \$18 \$10 \$1 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$1,328

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
HPP - SAFETEA-LU	\$3,691	\$223	\$88	\$37	\$14	\$0	\$0	\$0	\$0	\$0	\$0	\$4,053
Local												
91000100 TransNet-MC	906	440	28	14	2	1	0	0	0	0	0	1,391
City of San Diego	0	600	16,625	4,625	325	325	0	0	0	0	0	22,500
Total Funding	\$4,597	\$1,263	\$16,741	\$4,676	\$341	\$326	\$0	\$0	\$0	\$0	\$0	\$27,944

Project Scope

Corridor study, preliminary engineering and design for the conversion of existing High Occupancy Vehicle lanes to Express Lanes along the I-5 and I-805 corridors.

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.

Progress to Date

The final environmental document for the I-805 portion was cleared under CIP 1280503 and the I-5 portion was cleared under CIP 1200501. Preliminary engineering is underway with design to begin in winter 2023.

Major Milestones

Draft Environmental Document	February-10
Final Environmental Document	December-10
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$13	\$26	\$116	\$108	\$0	\$0	\$0	\$0	\$0	\$0	\$263
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	397	200	6,820	1,175	0	0	0	0	0	0	8,592
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	500	200	505	75	0	0	0	0	0	0	1,280
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$910	\$426	\$7,441	\$1,358	\$0	\$0	\$0	\$0	\$0	\$0	\$10,135

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	890	2,000	4,075	1,800	0	0	0	0	0	0	8,765
Right-of-Way Support	0	0	0	0	250	0	0	0	0	0	0	250
Right-of-Way Capital	0	0	0	0	1,000	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$890	\$2,000	\$4,075	\$3,050	\$0	\$0	\$0	\$0	\$0	\$0	\$10,015

Total Expenditures

Total Expenditures	\$0	\$1,800	\$2,426	\$11,516	\$4,408	\$0	\$0	\$0	\$0	\$0	\$0	\$20,150
Caltrans STIP Pass Through to SANDAG	\$0	\$890	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$890
TransNet Pass-Through	\$0	\$0	\$542	\$7,383	\$1,300	\$0	\$0	\$0	\$0	\$0	\$0	\$9,225

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
83010001 STIP-RIP	\$0	\$0	\$426	\$7,441	\$1,358	\$0	\$0	\$0	\$0	\$0	\$0	\$9,225
STIP-RIP	0	0	2,000	4,075	3,050	0	0	0	0	0	0	9,125
Local												
91000100 TransNet-MC	0	1,800	0	0	0	0	0	0	0	0	0	1,800
Total Funding	\$0	\$1,800	\$2,426	\$11,516	\$4,408	\$0	\$0	\$0	\$0	\$0	\$0	\$20,150

Project Scope

Construct two bus rapid transit (BRT) stations in the median of SR 15. Portions of the BRT station at El Cajon Boulevard were constructed by the Mid-City Rapid Bus project (1240001).

Project Limits

On SR 15 at University Avenue and El Cajon Boulevard.

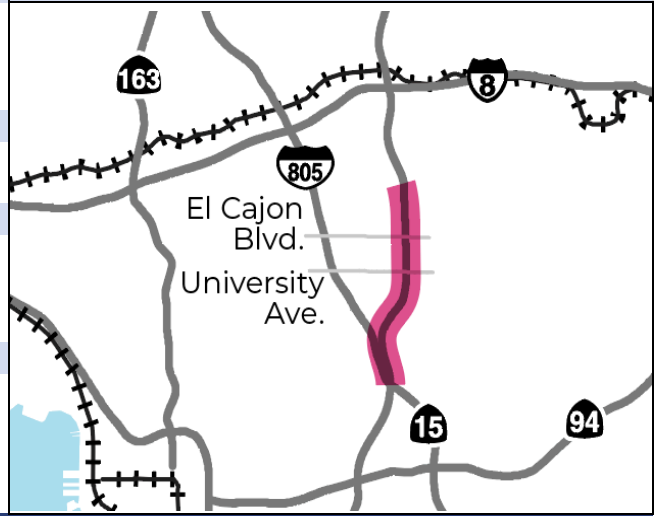
Progress to Date

This project is open to the public. Plant establishment is complete. In FY 2024, the project team will continue working with the community to bring artwork along the Centerline stations.

Major Milestones

Draft Environmental Document	December-10
Final Environmental Document	June-11
Ready to Advertise	December-14
Begin Construction	July-15
Open to Public	February-18
Construction Complete	October-21

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,487	\$8	\$4	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,499
Environmental Document	1,885	1	0	0	0	0	0	0	0	0	0	1,886
Design	5,023	0	0	0	0	0	0	0	0	0	0	5,023
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	2,076	90	4	0	0	0	0	0	0	0	0	2,170
Construction Capital	38,851	100	65	0	0	0	0	0	0	0	0	39,016
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	357	30	28	0	0	0	0	0	0	0	0	415
Project Contingency	0	0	334	0	0	0	0	0	0	0	0	334
Total SANDAG	\$49,679	\$229	\$435	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$50,343

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$483	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$483
Design	2,177	0	0	0	0	0	0	0	0	0	0	2,177
Right-of-Way Support	238	1	0	0	0	0	0	0	0	0	0	239
Right-of-Way Capital	30	15	0	0	0	0	0	0	0	0	0	45
Construction Support	8,477	100	150	0	0	0	0	0	0	0	0	8,727
Construction Capital	588	5	7	0	0	0	0	0	0	0	0	600
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$11,993	\$121	\$157	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,271

Total Expenditures \$61,672 \$350 \$592 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$62,614

TransNet Pass-Through \$11,994 \$120 \$157 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$12,271

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72320001 FTA 5307 CA-90-Z207	\$961	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$961
72380001 FTA 5307 CA-90-Z091	761	0	0	0	0	0	0	0	0	0	0	761
72420001 FTA 5307 CA-95-X313	21,428	0	0	0	0	0	0	0	0	0	0	21,428
Local												
91000100 TransNet-MC	38,522	350	592	0	0	0	0	0	0	0	0	39,464
Total Funding	\$61,672	\$350	\$592	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62,614

Project Scope

Bus stopover facility and potentially a multiuse facility that could include office, residential, and retail development.

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.

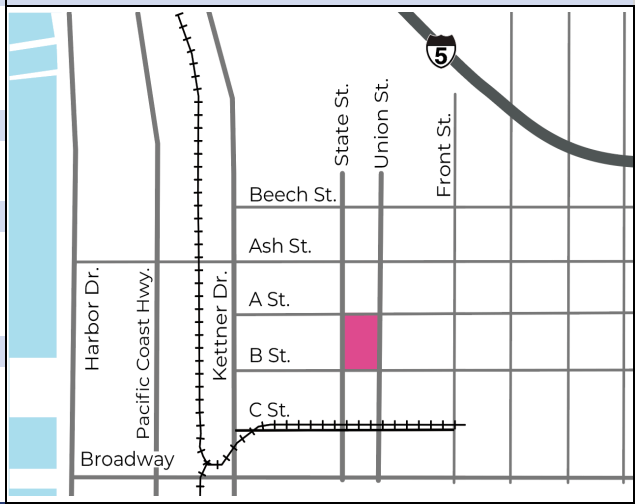
Progress to Date

Two parcels were acquired in FY 2022 and the third parcel was acquired in FY 2023. In FY 2024, the project team will continue negotiations for acquisition of the remaining parcel(s) necessary to construct the facility.

Major Milestones

Draft Environmental Document	June-16
Final Environmental Document	October-22
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,857	\$50	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,999
Environmental Document	580	7	0	0	0	0	0	0	0	0	0	587
Design	2,009	0	0	0	0	0	0	0	0	0	0	2,009
Right-of-Way Support	229	149	0	0	0	0	0	0	0	0	0	378
Right-of-Way Capital	13,178	17,000	7,792	0	0	0	0	0	0	0	0	37,970
Construction Support	0	200	200	0	0	0	0	0	0	0	0	400
Construction Capital	25	1,000	1,000	0	0	0	0	0	0	0	0	2,025
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	396	51	51	0	0	0	0	0	0	0	0	498
Communications	84	25	0	0	0	0	0	0	0	0	0	109
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$18,358	\$18,482	\$9,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$18,358	\$18,482	\$9,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72540001 FTA Section 5307 CA-2023-004	\$0	\$12,837	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$12,837
74100001 RSTP	0	0	1,448	0	0	0	0	0	0	0	0	1,448
Local												
91000100 TransNet-MC	18,358	4,245	7,687	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	\$18,358	\$18,482	\$9,135	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,975

Project Scope

Mitigation for impacts from the I-15 Managed Lanes Project, SR 52 Extension Project, San Diego Culvert Rehabilitation Project, and I-805 Culvert Replacement Project. Mitigation includes wetland creation, restoration and enhancement.

Project Limits

Near intersection of SR 125/SR 52 at Mission Gorge Rd., in the city of Santee.

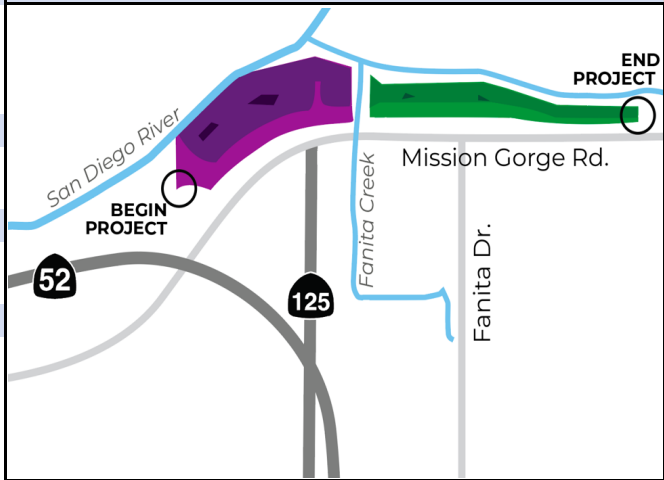
Progress to Date

Work anticipated for FY 2024 will include perimeter fencing repair, main gate repair/replacement, weed abatement, and any potential rehabilitation that may be needed.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$7	\$18	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$7	\$18	\$28	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$53

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	50	25	25	0	0	0	0	0	0	0	100
Right-of-Way Capital	0	0	500	100	0	0	0	0	0	0	0	600
Construction Support	0	50	35	15	0	0	0	0	0	0	0	100
Construction Capital	0	0	225	44	0	0	0	0	0	0	0	269
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$100	\$785	\$184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,069

Total Expenditures	\$0	\$107	\$803	\$212	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,122
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TransNet Pass-Through	\$0	\$100	\$785	\$184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,069
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-MC	\$0	\$107	\$803	\$212	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,122
Total Funding	\$0	\$107	\$803	\$212	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,122

Project Scope

Operational improvements along SR 52.

Project Limits

Along SR 52 from I-805 to SR 125.

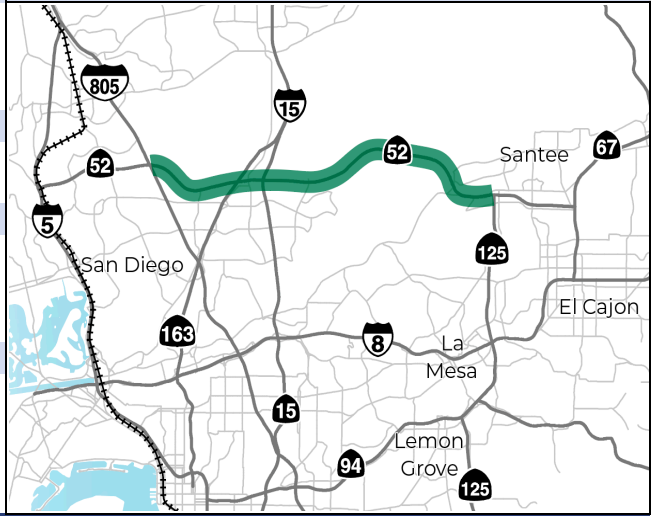
Progress to Date

Environmental document is 20% complete. Work in FY 2024 will include work on the environmental document and continued interaction with private developer.

Major Milestones

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$45	\$40	\$103	\$212	\$0	\$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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	10	30	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	\$55	\$70	\$103	\$212	\$0	\$0	\$0	\$0	\$0	\$0	\$440

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$70	\$169	\$200	\$134	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$573
Design	0	0	0	932	10,125	0	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$70	\$169	\$200	\$1,066	\$10,125	\$0	\$0	\$0	\$0	\$0	\$0	\$11,630

Total Expenditures	\$70	\$224	\$270	\$1,169	\$10,337	\$0	\$0	\$0	\$0	\$0	\$0	\$12,070
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TransNet Pass-Through	\$0	\$0	\$0	\$0	\$2,560	\$0	\$0	\$0	\$0	\$0	\$0	\$2,560
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
SB1-LPP	\$0	\$0	\$0	\$0	\$3,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
Local												
91000100 TransNet-MC	0	55	70	103	2,772	0	0	0	0	0	0	3,000
Private Developer Funds (Santee)	70	169	200	1,066	4,565	0	0	0	0	0	0	6,070
Total Funding	\$70	\$224	\$270	\$1,169	\$10,337	\$0	\$0	\$0	\$0	\$0	\$0	\$12,070

*Environmental dates are TBD due to private developer's hold on this project. Dates will be updated once schedule is confirmed.

Project Scope

Develop alternatives to enhance temporary evacuation capacity along SR 67.

Project Limits

Along SR 67 from Mapleview Street to Dye Road in San Diego County.

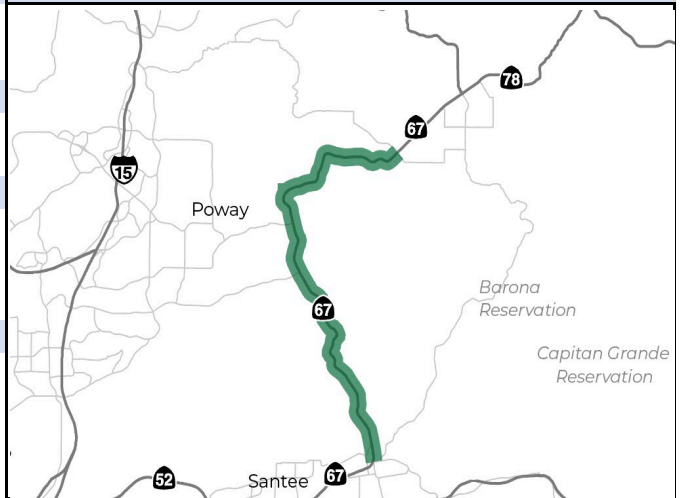
Progress to Date

Initial biological studies and preliminary design are complete. Second season of biological studies is 30% complete and will continue in FY 2024.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$17	\$31	\$49	\$37	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$160
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$17	\$31	\$49	\$37	\$26	\$0	\$0	\$0	\$0	\$0	\$0	\$160

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document*	\$4,094	\$3,128	\$4,870	\$3,162	\$586	\$0	\$0	\$0	\$0	\$0	\$0	\$15,840
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 Caltrans	\$4,094	\$3,128	\$4,870	\$3,162	\$586	\$0	\$0	\$0	\$0	\$0	\$0	\$15,840

Total Expenditures	\$4,111	\$3,159	\$4,919	\$3,199	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
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TransNet Pass-Through	\$0	\$140	\$370	\$162	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$672
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
RSTP**	\$4,094	\$2,988	\$2,250	\$1,500	\$293	\$0	\$0	\$0	\$0	\$0	\$0	\$11,125
State												
SB1-LPP	0	0	2,250	1,500	293	0	0	0	0	0	0	4,043
Local												
91000100 TransNet-MC	17	171	419	199	26	0	0	0	0	0	0	832
Total Funding	\$4,111	\$3,159	\$4,919	\$3,199	\$612	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000

*Estimated cost to complete Environmental phase for current scope is \$16 million.

**Matched with Toll Credits

Project Scope

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

Project Limits

On SR 76 from Mission Road to I-15.

Progress to Date

The highway and interchange projects are open to the public. In FY 2024, develop an agreement to transfer private developer funding to Caltrans and begin the final closeout process.

Major Milestones

Draft Environmental Document	September-10
Final Environmental Document	March-12
Ready to Advertise	May-12
Begin Construction	August-12
Open to Public	May-17
Construction Complete	September-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,701	\$32	\$79	\$67	\$0	\$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	2,476	74	104	84	0	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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$16,137	\$107	\$186	\$151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$16,581

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$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	6,486	0	157	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	24,301	219	1,138	0	0	0	0	0	0	0	0	25,658
Construction Capital	108,983	1,151	2,249	0	0	0	0	0	0	0	0	112,383
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$181,179	\$1,392	\$3,566	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$186,137

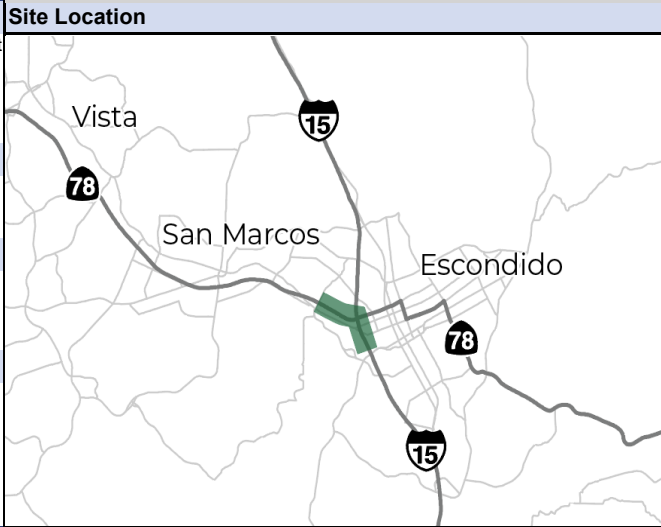
Total Expenditures

Misc/Pass-Through	\$0	\$0	\$0	\$0	\$0	\$4,958	\$0	\$0	\$0	\$0	\$0	\$4,958
TransNet Pass-Through	\$56,684	\$212	\$3,537	\$0	\$0	(\$4,958)	\$0	\$0	\$0	\$0	\$0	\$55,475

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
FHWA Discretionary - Truck Parking Facilities	\$300	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$300
RSTP	92,477	1,180	29	0	0	0	0	0	0	0	0	93,686
State												
CMIA	27,085	0	0	0	0	0	0	0	0	0	0	27,085
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	47,049	107	186	151	0	0	0	0	0	0	0	47,493
91000100 TransNet-MC AC	1,209	212	3,537	0	0	(\$4,958)	0	0	0	0	0	0
91130001 SD County TIF	2,032	0	0	0	0	4,958	0	0	0	0	0	6,990
92060001/91130001 Miscellaneous/Private Dev	2,286	0	0	0	0	0	0	0	0	0	0	2,286
Private Developer	1,040	0	0	0	0	0	0	0	0	0	0	1,040
Rainbow Water District	3,566	0	0	0	0	0	0	0	0	0	0	3,566
Total Funding	\$197,316	\$1,499	\$3,752	\$151	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$202,718

Project Scope
 Final environmental document and design for High Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-15 for northbound-to-westbound and eastbound-to-southbound traffic and managed lanes between the connector and Twin Oaks Valley Road.



Project Limits
 On SR 78 and I-15 from Twin Oaks Valley Road to West Valley Parkway.

Progress to Date
 Environmental phase is 70% complete. Work in FY 2024 will include completion of draft environmental document.

Major Milestones	
Draft Environmental Document	November-23
Final Environmental Document	November-24
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$141	\$80	\$38	\$100	\$165	\$132	\$20	\$0	\$0	\$0	\$0	\$676
Environmental Document	382	266	202	0	0	0	0	0	0	0	0	850
Design	0	0	0	100	400	0	0	0	0	0	0	500
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	203	67	38	42	50	0	0	0	0	0	0	400
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$726	\$413	\$278	\$242	\$615	\$132	\$20	\$0	\$0	\$0	\$0	\$2,426

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$7,322	\$2,627	\$1,862	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,811
Design	0	0	0	1,000	5,440	9,610	2,650	0	0	0	0	18,700
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 Caltrans	\$7,322	\$2,627	\$1,862	\$1,000	\$5,440	\$9,610	\$2,650	\$0	\$0	\$0	\$0	\$30,511

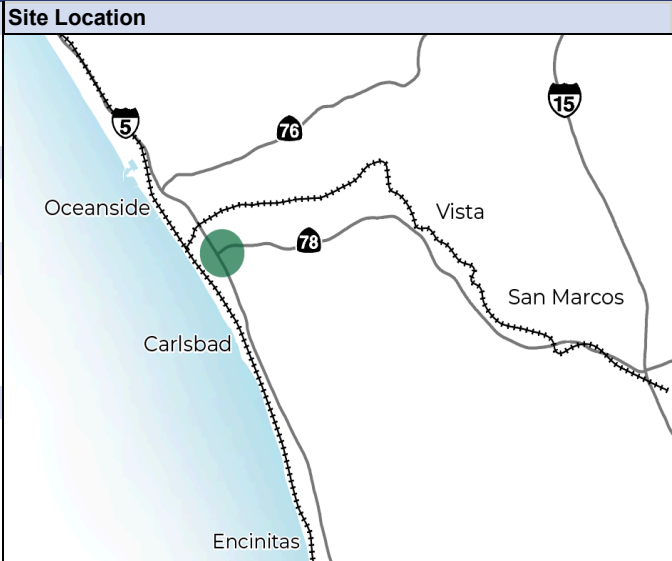
Total Expenditures

Total Expenditures	\$8,048	\$3,040	\$2,140	\$1,242	\$6,055	\$9,742	\$2,670	\$0	\$0	\$0	\$0	\$32,937
Caltrans STIP Pass Through to	\$588	\$204	\$208	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
TransNet Pass-Through	\$811	\$0	\$0	\$254	\$356	\$560	\$1,500	\$0	\$0	\$0	\$0	\$3,481

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
RSTP	\$0	\$0	\$0	\$746	\$4,084	\$6,550	\$650	\$0	\$0	\$0	\$0	\$12,030
State												
83010001 STIP-RIP	494	286	220	0	0	0	0	0	0	0	0	1,000
SB1-LPP	0	0	0	0	1,000	2,500	500	0	0	0	0	4,000
STIP-RIP	6,511	2,627	1,862	0	0	0	0	0	0	0	0	11,000
Local												
91000100 TransNet-MC	1,043	127	58	496	971	692	1,520	0	0	0	0	4,907
Total Funding	\$8,048	\$3,040	\$2,140	\$1,242	\$6,055	\$9,742	\$2,670	\$0	\$0	\$0	\$0	\$32,937

Project Scope	
Final environmental document and preliminary engineering for High Occupancy Vehicle/Managed Lanes direct connectors at SR 78 and I-5.	
Project Limits	
At SR 78 and I-5 Connector.	
Progress to Date	
Environmental phase is 15% complete.	
Major Milestones	
Draft Environmental Document	December-28
Final Environmental Document	April-29
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$31	\$95	\$50	\$36	\$14	\$7	\$5	\$1	\$0	\$0	\$239
Environmental Document	0	300	1,200	1,250	450	180	100	100	50	0	0	3,630
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$331	\$1,295	\$1,300	\$486	\$194	\$107	\$105	\$51	\$0	\$0	\$3,869

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$2,534	\$483	\$3,222	\$2,546	\$1,490	\$1,004	\$550	\$350	\$70	\$0	\$0	\$12,249
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 Caltrans	\$2,534	\$483	\$3,222	\$2,546	\$1,490	\$1,004	\$550	\$350	\$70	\$0	\$0	\$12,249

Total Expenditures	\$2,534	\$814	\$4,517	\$3,846	\$1,976	\$1,198	\$657	\$455	\$121	\$0	\$0	\$16,118
TransNet Pass-Through	\$2,534	\$483	\$1,750	\$1,726	\$1,070	\$704	\$350	\$200	\$20	\$0	\$0	\$8,837

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
RSTP	\$0	\$0	\$1,472	\$820	\$420	\$300	\$200	\$150	\$50	\$0	\$0	\$3,412
Local												
91000100 TransNet-MC	2,534	814	3,045	3,026	1,556	898	457	305	71	0	0	12,706
Total Funding	\$2,534	\$814	\$4,517	\$3,846	\$1,976	\$1,198	\$657	\$455	\$121	\$0	\$0	\$16,118

Project Scope
 Environmental studies and preliminary engineering for High Occupancy Vehicle/Managed Lanes along SR 78.

Site Location



Project Limits
 On SR 78 from I-5 to I-15.

Progress to Date
 Environmental phase is 10% complete.

Major Milestones

Draft Environmental Document	April-29
Final Environmental Document	TBD
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$5	\$11	\$214	\$150	\$145	\$50	\$40	\$10	\$0	\$0	\$0	\$625
Environmental Document	0	0	4,500	4,200	2,500	1,175	400	50	0	0	0	12,825
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	50	50	50	0	0	0	0	0	0	150
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$5	\$11	\$4,764	\$4,400	\$2,695	\$1,225	\$440	\$60	\$0	\$0	\$0	\$13,600

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$451	\$3,149	\$7,324	\$6,000	\$3,650	\$2,575	\$1,475	\$776	\$0	\$0	\$0	\$25,400
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 Caltrans	\$451	\$3,149	\$7,324	\$6,000	\$3,650	\$2,575	\$1,475	\$776	\$0	\$0	\$0	\$25,400

Total Expenditures

Total Expenditures	\$456	\$3,160	\$12,088	\$10,400	\$6,345	\$3,800	\$1,915	\$836	\$0	\$0	\$0	\$39,000
TransNet Pass-Through	\$0	\$0	\$523	\$0	\$800	\$0	\$624	\$0	\$0	\$0	\$0	\$1,947
Caltrans Pass-Through	\$0	\$0	\$748	\$2,675	\$1,050	\$1,695	\$950	\$450	\$0	\$0	\$0	\$7,568

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72100001 CMAQ	\$0	\$0	\$2,719	\$1,754	\$1,695	\$950	\$390	\$60	\$0	\$0	\$0	\$7,568
CMAQ	0	0	4,401	4,000	2,175	2,250	851	776	0	0	0	14,453
RSTP	451	3,149	400	0	0	0	0	0	0	0	0	4,000
State												
SB1-LPP	0	0	2,000	2,000	675	325	0	0	0	0	0	5,000
Local												
91000100 TransNet-MC	5	11	2,568	2,646	1,800	275	674	0	0	0	0	7,979
Total Funding	\$456	\$3,160	\$12,088	\$10,400	\$6,345	\$3,800	\$1,915	\$836	\$0	\$0	\$0	\$39,000

*Estimated cost to complete Environmental phase for current scope is \$44 million; Estimated cost to complete Design is \$90 million.

Project Scope

Railway signaling design work and software modifications to make improvements on Blue Line Grade Crossing to provide pedestrian crossing improvements. Construction for hardware modifications will take place on Border to Bayshore (1223056).

Project Limits

Along the Blue Line trolley from 12th and Imperial to San Ysidro.

Progress to Date

Design is complete. Software modifications will start in August 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	August-23
Open to Public	April-24
Construction Complete	October-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$31	\$25	\$35	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$96
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	68	77	0	0	0	0	0	0	0	0	0	145
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	10	96	0	0	0	0	0	0	0	0	106
Construction Capital	0	0	20	0	0	0	0	0	0	0	0	20
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$99	\$112	\$151	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$99	\$112	\$151	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-MC	\$99	\$112	\$151	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367
Total Funding	\$99	\$112	\$151	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$367

Project Scope

New low-floor vehicle procurement for San Diego Trolley system.

Project Limits

Forty-seven Light Rail Vehicles (LRVs) to replace existing SD100 fleet . To support additional, more frequent trolley service.

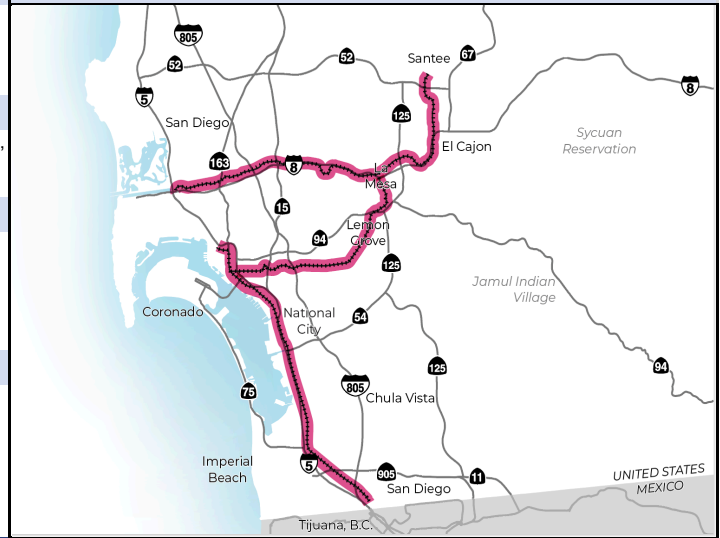
Progress to Date

The first 25 vehicles have been delivered, accepted and put into service. The first payments have been made on the optional 22 vehicles.

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	June-25

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1	\$60	\$125	\$74	\$0	\$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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$60	\$125	\$74	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260

Metropolitan Transit System Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	30,000	12,000	15,000	15,000	0	0	0	0	0	0	0	72,000
Total Metropolitan Transit	\$30,000	\$12,000	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000

Total Expenditures	\$30,001	\$12,060	\$15,125	\$15,074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,260
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP*	\$30,000	\$12,000	\$15,000	\$15,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,000
Local												
91000100 TransNet-MC	1	60	125	74	0	0	0	0	0	0	0	260
Total Funding	\$30,001	\$12,060	\$15,125	\$15,074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72,260

*Matched with local MTS funds

Project Scope

Design for rail grade separation in the city of Chula Vista at Palomar Street.

Project Limits

Palomar Street and Industrial Boulevard in the city of Chula Vista.

Progress to Date

Design is 30% complete.

Major Milestones

Draft Environmental Document	January-20
Final Environmental Document	November-24
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$71	\$80	\$89	\$20	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$260
Environmental Document	0	0	750	250	0	0	0	0	0	0	0	1,000
Design	482	1,200	1,850	1,750	0	0	0	0	0	0	0	5,282
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	20	30	0	0	0	0	0	0	0	0	50
Project Contingency	0	0	158	250	0	0	0	0	0	0	0	408
Total SANDAG	\$553	\$1,300	\$2,877	\$2,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$553	\$1,300	\$2,877	\$2,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72100001 CMAQ*	\$509	\$1,298	\$2,873	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,930
72340001 Future Federal	0	0	0	2,000	0	0	0	0	0	0	0	2,000
Local												
91000100 TransNet-MC	44	2	4	20	0	0	0	0	0	0	0	70
Total Funding	\$553	\$1,300	\$2,877	\$2,270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,000

*Matched with Toll Credits

Project Scope

Design and right-of-way of southbound SR 125 to eastbound SR 94 direct connector. Phase 1 includes operational improvements on SR 125 Northbound Auxiliary Lane, SR 125 Southbound Auxiliary Lane, and SR 94 Eastbound Auxiliary Lane. Phase 2 will include SR 125 Southbound to SR 94 Eastbound Direct Connector.

Project Limits

On SR 94 and SR 125 from Lemon Avenue to Bancroft Drive.

Progress to Date

Design is 80% complete for Phase I. Work in FY 2024 will focus on design and revalidation of environmental document.

Major Milestones

Draft Environmental Document	February-15
Final Environmental Document	December-15
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$68	\$6	\$59	\$40	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$205
Environmental Document	1,528	0	0	0	0	0	0	0	0	0	0	1,528
Design	29	10	6	0	0	0	0	0	0	0	0	45
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$1,625	\$16	\$65	\$40	\$32	\$0	\$0	\$0	\$0	\$0	\$0	\$1,778

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$5,275	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,275
Design	10,430	323	2,675	1,393	800	0	0	0	0	0	0	15,621
Right-of-Way Support	284	108	1,123	530	455	0	0	0	0	0	0	2,500
Right-of-Way Capital	1,481	1	2,058	2,058	3,468	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$17,470	\$432	\$5,856	\$3,981	\$4,723	\$0	\$0	\$0	\$0	\$0	\$0	\$32,462

Total Expenditures

Total Expenditures	\$19,095	\$448	\$5,921	\$4,021	\$4,755	\$0	\$0	\$0	\$0	\$0	\$0	\$34,240
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TransNet Pass-Through	\$419	\$14	\$812	\$534	\$357	\$0	\$0	\$0	\$0	\$0	\$0	\$2,136
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
RSTP	\$958	\$30	\$1,128	\$983	\$2,201	\$0	\$0	\$0	\$0	\$0	\$0	\$5,300
RSTP-STP	700	0	0	0	0	0	0	0	0	0	0	700
State												
SB1-LPP	260	63	1,241	1,071	1,365	0	0	0	0	0	0	4,000
SHA	26	0	0	0	0	0	0	0	0	0	0	26
STIP-RIP	8,755	325	2,675	1,393	800	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	2,044	30	877	574	389	0	0	0	0	0	0	3,914
Total Funding	\$19,095	\$448	\$5,921	\$4,021	\$4,755	\$0	\$0	\$0	\$0	\$0	\$0	\$34,240

Project Scope

Design 0.6 miles of double-track, a new bridge over San Luis Rey River, and new signals.

Project Limits

On the LOSSAN Rail Corridor from Control Point (CP) Eastbrook near Oceanside Harbor Drive to CP Shell near Surfrider Way.

Progress to Date

Design is complete. Work in FY 2024 will focus on acquiring necessary permits and seeking additional funding.

Major Milestones

Draft Environmental Document	July-14
Final Environmental Document	September-14
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,574	\$220	\$350	\$350	\$300	\$187	\$0	\$0	\$0	\$0	\$0	\$2,981
Environmental Document	4,491	0	0	0	0	0	0	0	0	0	0	4,491
Design	3,041	407	200	0	0	0	0	0	0	0	0	3,648
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	335	5,400	10,000	5,000	0	0	0	0	0	0	20,735
Construction Capital	0	0	17,000	36,000	16,700	0	0	0	0	0	0	69,700
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	10	10	0	0	0	0	0	0	0	0	20
Communications	18	7	25	25	25	0	0	0	0	0	0	100
Project Contingency	0	0	2,000	4,000	1,800	0	0	0	0	0	0	7,800
Total SANDAG	\$9,124	\$979	\$24,985	\$50,375	\$23,825	\$187	\$0	\$0	\$0	\$0	\$0	\$109,475

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$9,124	\$979	\$24,985	\$50,375	\$23,825	\$187	\$0	\$0	\$0	\$0	\$0	\$109,475
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
75460002 FRA State of Good Repair	\$0	\$0	\$24,937	\$2,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$27,300
75470001 FRA-PRIIA	3,526	0	0	0	0	0	0	0	0	0	0	3,526
State												
82500001 SB1-LPP	1,441	359	0	0	0	0	0	0	0	0	0	1,800
Local												
91000100 TransNet-MC	4,157	620	48	0	0	0	0	0	0	0	0	4,825
Total Funding	\$9,124	\$979	\$24,985	\$2,363	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$37,451

Note: The entire cost for this project is estimated to be \$109 million. Continued progress is subject to a funding allocation.

Project Scope

Prepare final environmental document and 30% design for 1.0 miles of double-track, a new bridge across Buena Vista Lagoon, and new signals.

Project Limits

On the LOSSAN Rail Corridor from Mile Post (MP) 228.4 near Kelly Street to MP 229.5 near Carlsbad Boulevard across Buena Vista Lagoon and near Carlsbad Village Station.

Progress to Date

Environmental clearance and feasibility study are complete. Design is 30% complete. Continuing efforts to seek funding in FY 2024.

Major Milestones

Draft Environmental Document	May-18
Final Environmental Document	May-19
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,047	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,051
Environmental Document	1,587	0	0	0	0	0	0	0	0	0	0	1,587
Design	74	0	0	0	0	0	0	0	0	0	0	74
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	21	0	0	0	0	0	0	0	0	0	0	21
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$2,729	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,733

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$2,729	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,733
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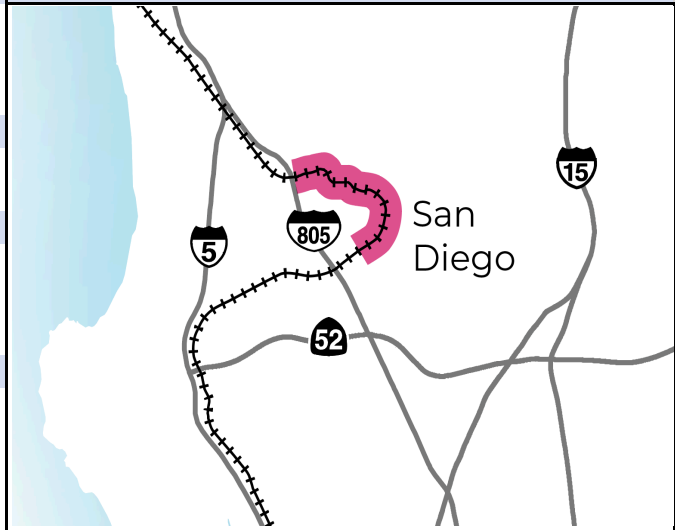
Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
75470001 FRA-PRIA	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$380
Local												
91000100 TransNet-MC	2,349	2	2	0	0	0	0	0	0	0	0	2,353
Total Funding	\$2,729	\$2	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,733

Project Scope

Final environmental, design and right-of-way activities for 1.9 miles of double-track, curve straightening and new signals.

Site Location



Project Limits

On the LOSSAN Rail Corridor from Mile Post (MP) 251 near I-805 to MP 253 near Miramar Road.

Progress to Date

Design is 90% complete. Completion of design, permitting and right-of-way is expected in FY 2024.

Major Milestones

Draft Environmental Document	November-16
Final Environmental Document	May-18
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$2,495	\$400	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,295
Environmental Document	2,874	0	0	0	0	0	0	0	0	0	0	2,874
Design	8,378	215	500	25	0	0	0	0	0	0	0	9,118
Right-of-Way Support	369	362	166	0	0	0	0	0	0	0	0	897
Right-of-Way Capital	347	6,706	5,365	0	0	0	0	0	0	0	0	12,418
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	164	400	436	0	0	0	0	0	0	0	0	1,000
Communications	30	5	28	25	0	0	0	0	0	0	0	88
Project Contingency	0	0	50	0	0	0	0	0	0	0	0	50
Total SANDAG	\$14,657	\$8,088	\$6,945	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,740

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$14,657	\$8,088	\$6,945	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,740
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
75470001 FRA-PRIA	\$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	577	5,825	4,098	0	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	7,258	2,263	2,847	50	0	0	0	0	0	0	0	12,418
Total Funding	\$14,657	\$8,088	\$6,945	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$29,740

Project Scope

The San Dieguito Lagoon Double-Track & Special Events Platform improvements will include 2.1 miles of double-track, special events platform, replacement of the San Dieguito Bridge, and other various improvements.

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.

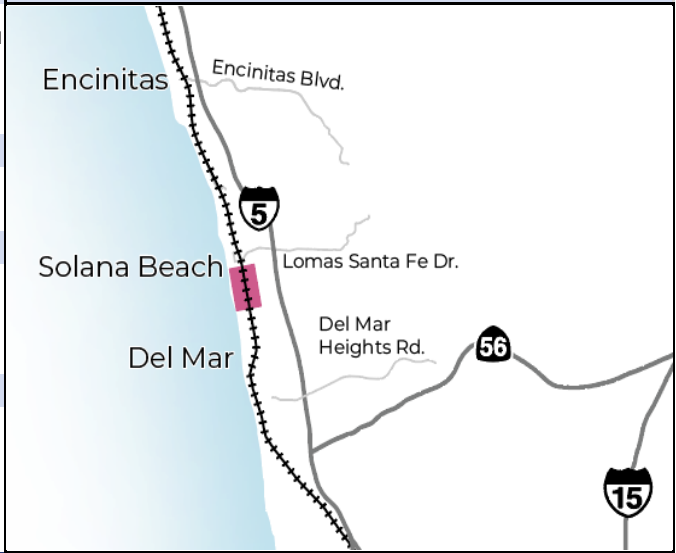
Progress to Date

Design and federal environmental clearance is complete. Phase 1 pre-construction outreach started in FY 2023 and will continue through FY 2024.

Major Milestones

Draft Environmental Document	October-14
Final Environmental Document	August-22
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$2,651	\$300	\$300	\$126	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,377
Environmental Document	4,014	133	0	0	0	0	0	0	0	0	0	4,147
Design	10,646	1,289	1,000	800	0	0	0	0	0	0	0	13,735
Right-of-Way Support	12	389	0	0	0	0	0	0	0	0	0	401
Right-of-Way Capital	0	1,000	0	0	0	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	10	174	90	0	0	0	0	0	0	0	274
Communications	76	10	164	90	0	0	0	0	0	0	0	340
Project Contingency	0	500	467	131	0	0	0	0	0	0	0	1,098
Total SANDAG	\$17,399	\$3,631	\$2,105	\$1,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,372

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$17,399	\$3,631	\$2,105	\$1,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,372
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72340001 FTA Section 5307	\$0	\$2,827	\$1,684	\$989	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,500
75470001 FRA-PRIIA	6,705	0	0	0	0	0	0	0	0	0	0	6,705
State												
82500001 SB1-LPP	3,581	0	0	0	0	0	0	0	0	0	0	3,581
Local												
91000100 TransNet-MC	6,613	1,304	421	248	0	0	0	0	0	0	0	8,586
91000100 TransNet-MC AC	500	(500)	0	0	0	0	0	0	0	0	0	0
Total Funding	\$17,399	\$3,631	\$2,105	\$1,237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$24,372

Project Scope

Conduct preliminary engineering for prioritization of LOSSAN Rail Corridor improvement projects. Preparation of Project Study Reports, design criteria, standard plans and funding applications to better define future projects.

Project Limits

On the LOSSAN Rail Corridor from Santa Fe Depot to Stuart Mesa Maintenance Facility.

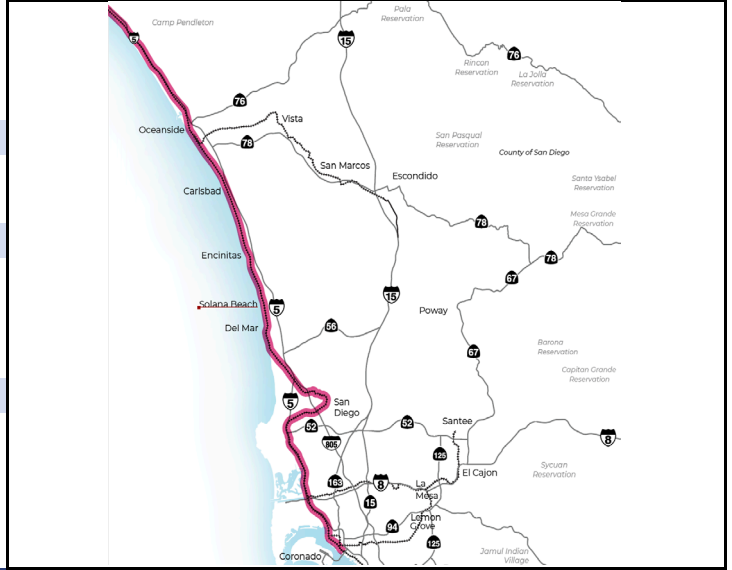
Progress to Date

Ongoing preliminary engineering and project prioritization of the LOSSAN Rail Corridor improvement projects to support grant opportunities in FY 2024.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$288	\$20	\$30	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$361
Environmental Document	1,138	50	90	10	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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$1,426	\$70	\$120	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,649

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,426	\$70	\$120	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,649
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-MC	\$1,426	\$70	\$120	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,649
Total Funding	\$1,426	\$70	\$120	\$33	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,649

Project Scope

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

Project Limits

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

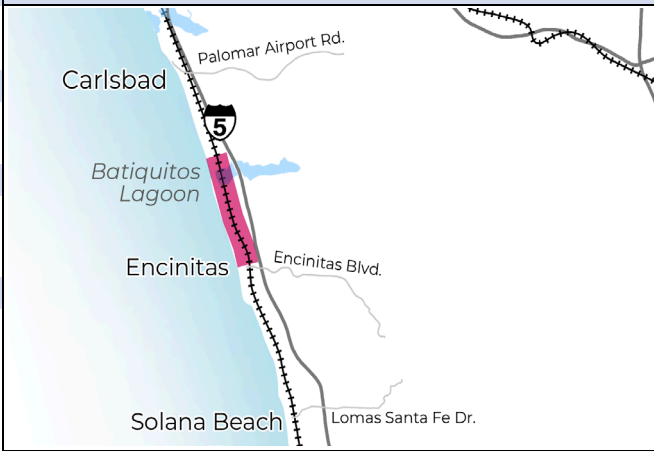
Progress to Date

Design is complete. Work in FY 2024 will consist of finalizing permitting and pursuing construction funding.

Major Milestones

Draft Environmental Document	April-14
Final Environmental Document	July-14
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,826	\$100	\$253	\$145	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,324
Environmental Document	3,163	0	0	0	0	0	0	0	0	0	0	3,163
Design	6,393	200	424	359	0	0	0	0	0	0	0	7,376
Right-of-Way Support	0	0	107	0	0	0	0	0	0	0	0	107
Right-of-Way Capital	0	0	48	0	0	0	0	0	0	0	0	48
Construction Support	24	5	236	199	0	0	0	0	0	0	0	464
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	41	5	30	30	0	0	0	0	0	0	0	106
Communications	16	0	100	0	0	0	0	0	0	0	0	116
Project Contingency	0	0	50	50	0	0	0	0	0	0	0	100
Total SANDAG	\$11,463	\$310	\$1,248	\$783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$13,804

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	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
Vehicles	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	\$12,118	\$360	\$1,248	\$783	\$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 (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
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	1,250	0	0	0	0	0	0	0	0	0	0	1,250
Local												
91000100 TransNet-MC	5,868	360	1,248	783	0	0	0	0	0	0	0	8,259
Total Funding	\$12,118	\$360	\$1,248	\$783	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,509

Project Scope

Procurement of two additional train sets to provide more frequent commuter rail service, including 30-minute peak period service, along the LOSSAN Rail Corridor.

Project Limits

Along the LOSSAN Rail Corridor.

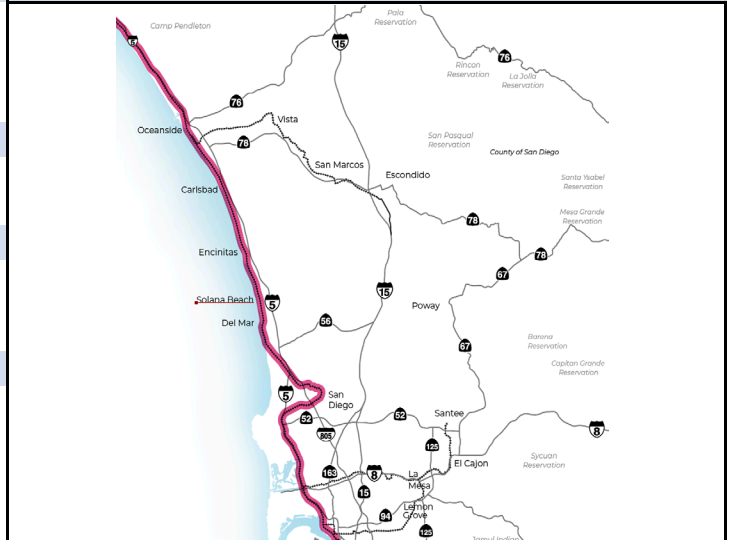
Progress to Date

Initial train set is in operation. Second train set is scheduled to be in operation in FY 2024.

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-24
Construction Complete	June-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$12	\$5	\$23	\$0	\$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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$12	\$5	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40

North County Transit District Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	24,310	34,073	377	0	0	0	0	0	0	0	0	58,760
Total North County Transit	\$24,310	\$34,073	\$377	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,760

Total Expenditures	\$24,322	\$34,078	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
82500001 SB1-LPP	\$10,313	\$10,887	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$21,200
Local												
91000100 TransNet-MC	14,009	10,968	23	0	0	0	0	0	0	0	0	25,000
NCTD	0	12,223	377	0	0	0	0	0	0	0	0	12,600
Total Funding	\$24,322	\$34,078	\$400	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$58,800

Project Scope

Includes preliminary engineering, Project Study Report, design criteria and funding applications for complete corridor projects.

Project Limits

On LOSSAN Rail Corridor from downtown San Diego at Mile Post (MP) 269 to the Orange County Line at MP 207.4.

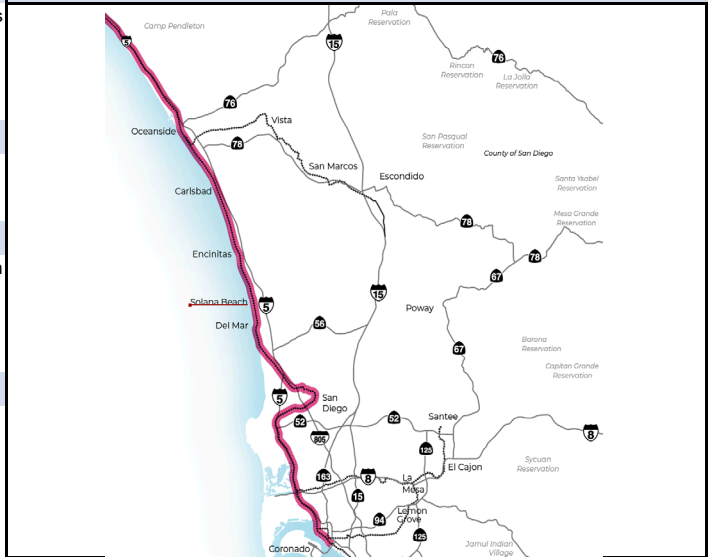
Progress to Date

Preliminary engineering and corridor studies are 98% complete. Outreach will continue through FY 2024.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$325	\$410	\$280	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,015
Environmental Document	2,554	750	500	0	0	0	0	0	0	0	0	3,804
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	100	100	0	0	0	0	0	0	0	0	200
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$2,879	\$1,261	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,020

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$2,879	\$1,261	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,020
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP*	\$2,800	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
Local												
91000100 TransNet-MC	79	1,061	880	0	0	0	0	0	0	0	0	2,020
Total Funding	\$2,879	\$1,261	\$880	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,020

*Matched with Toll Credits
 5.1-31

Project Scope
 Construct 0.8 miles of double-track and other various improvements.

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).

Progress to Date
 Design completed under CIP 1239813. Construction to begin in spring 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	October-23
Begin Construction	April-24
Open to Public	October-26
Construction Complete	April-28



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$70	\$600	\$600	\$500	\$102	\$0	\$0	\$0	\$0	\$1,872
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	225	5,500	5,500	3,087	300	0	0	0	0	14,612
Construction Capital	0	0	500	22,382	18,976	8,866	0	0	0	0	0	50,724
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	10	10	10	10	10	0	0	0	0	50
Communications	0	0	50	90	90	20	0	0	0	0	0	250
Project Contingency	0	0	1,000	2,400	2,400	1,000	367	0	0	0	0	7,167
Total SANDAG	\$0	\$0	\$1,855	\$30,982	\$27,576	\$13,483	\$779	\$0	\$0	\$0	\$0	\$74,675

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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

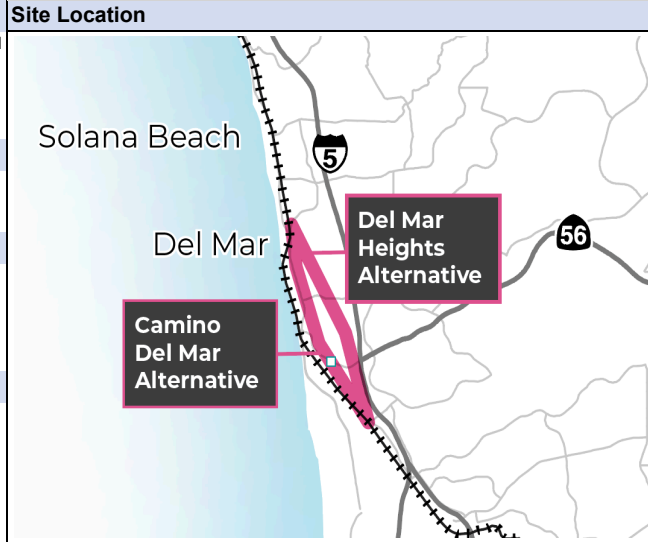
Total Expenditures \$0 \$0 \$1,855 \$30,982 \$27,576 \$13,483 \$779 \$0 \$0 \$0 \$0 \$74,675

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72100001 CMAQ	\$0	\$0	\$0	\$7,784	\$4,816	\$0	\$0	\$0	\$0	\$0	\$0	\$12,600
72340001 FTA Section 5307	0	0	0	6,736	6,264	0	0	0	0	0	0	13,000
State												
82500005 SB1-TCEP	0	0	1,655	16,462	12,411	0	0	0	0	0	0	30,528
Local												
91060001 NCTD	0	0	200	0	0	0	0	0	0	0	0	200
Total Funding	\$0	\$0	\$1,855	\$30,982	\$23,491	\$0	\$0	\$0	\$0	\$0	\$0	\$56,328

Note: The entire cost of this project is estimated to be \$74 million. Continued funding is subject to funding allocation.

Project Scope
 Completion of project approval and environmental document (PA&ED) phase re-aligning the LOSSAN rail corridor away from the Del Mar Bluffs with a double-track system, and the advancement of the design and right-of-way phases.



Project Limits
 Within the City of Del Mar and the City of San Diego from Control Point (CP) Valley at Mile Post (MP) 242 to CP Sorrento at MP 249.1.

Progress to Date
 Preliminary engineering work and initiate environmental clearance will occur in FY 2024.

Major Milestones

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

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$9,500	\$10,411	\$10,960	\$954	\$433	\$60	\$0	\$0	\$0	\$0	\$32,318
Environmental Document	0	17,500	36,400	36,900	17,500	0	0	0	0	0	0	108,300
Design	0	0	0	23,000	69,000	0	0	0	0	0	0	92,000
Right-of-Way Support	0	0	0	800	900	800	0	0	0	0	0	2,500
Right-of-Way Capital	0	0	0	0	2,867	34,400	5,733	0	0	0	0	43,000
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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	50	300	300	150	1,475	225	0	0	0	0	2,500
Communications	0	500	500	600	0	0	0	0	0	0	0	1,600
Project Contingency	0	1,200	4,000	4,160	4,990	6,650	0	0	0	0	0	21,000
Total SANDAG	\$0	\$28,750	\$51,611	\$76,720	\$96,361	\$43,758	\$6,018	\$0	\$0	\$0	\$0	\$303,218

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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

	\$0	\$28,750	\$51,611	\$76,720	\$96,361	\$43,758	\$6,018	\$0	\$0	\$0	\$0	\$303,218
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$0	\$500	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
State												
85170001 Cap & Trade - TIRCP	0	28,750	50,600	75,960	95,407	43,325	5,958	0	0	0	0	300,000
Local												
91000100 TransNet-MC	0	0	511	760	954	433	60	0	0	0	0	2,718
Total Funding	\$0	\$28,750	\$51,611	\$76,720	\$96,361	\$43,758	\$6,018	\$0	\$0	\$0	\$0	\$303,218

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, and TSP maintenance reporting for Rapid Fleet.

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.

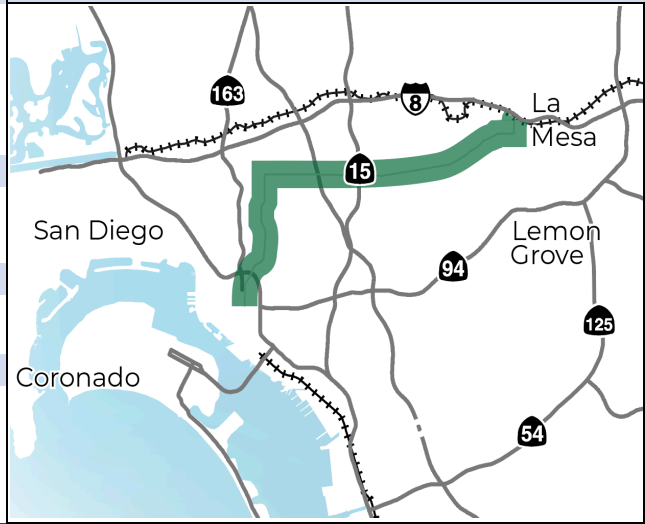
Progress to Date

Project opened to the public in 2014. Work in FY 2024 will focus on TSP infrastructure maintenance reporting.

Major Milestones

Draft Environmental Document	November-08
Final Environmental Document	March-09
Ready to Advertise	December-12
Begin Construction	May-13
Open to Public	October-14
Construction Complete	November-23

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$2,501	\$30	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,541
Environmental Document	987	0	0	0	0	0	0	0	0	0	0	987
Design	3,186	0	0	0	0	0	0	0	0	0	0	3,186
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	120	0	0	0	0	0	0	0	0	0	17,847
Vehicles	16,463	0	0	0	0	0	0	0	0	0	0	16,463
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	24	50	113	0	0	0	0	0	0	0	0	187
Communications	89	0	0	0	0	0	0	0	0	0	0	89
Project Contingency	0	35	60	0	0	0	0	0	0	0	0	95
Total SANDAG	\$44,108	\$235	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,526

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$44,108	\$235	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,526

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
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	21,439	114	97	0	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	21,346	121	86	0	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	\$44,108	\$235	\$183	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$44,526

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.

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.

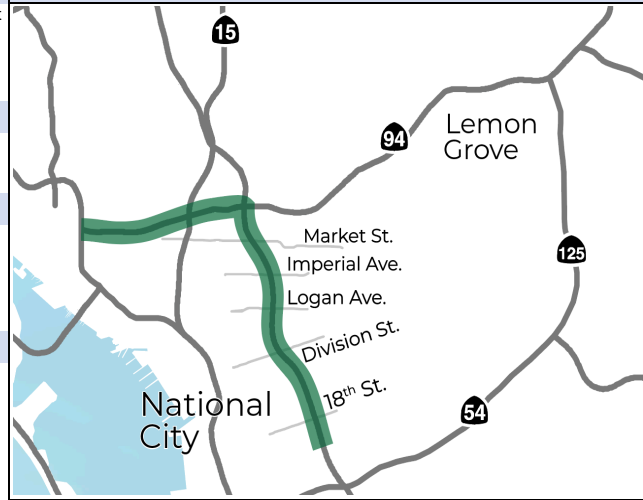
Progress to Date

Revenue operations of the full corridor began in 2022. Rider and driver surveys are being prepared, along with updated environmental documentation in FY 2024. Pilot operations will continue through summer of 2025.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	December-16
Ready to Advertise	May-17
Begin Construction	July-20
Open to Public	June-22
Construction Complete	May-26

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,382	\$100	\$100	\$15	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$1,607
Environmental Document	102	0	0	0	0	0	0	0	0	0	0	102
Design	1,818	0	20	80	0	0	0	0	0	0	0	1,918
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	579	50	49	50	0	0	0	0	0	0	0	728
Construction Capital	5,794	272	272	300	0	0	0	0	0	0	0	6,638
Vehicles	17,019	0	0	50	0	0	0	0	0	0	0	17,069
I.T.	1	60	60	60	0	0	0	0	0	0	0	181
Legal	0	300	0	300	0	0	0	0	0	0	0	600
Communications	386	110	150	0	0	0	0	0	0	0	0	646
Project Contingency	0	0	234	90	0	0	0	0	0	0	0	324
Total SANDAG	\$27,081	\$892	\$885	\$945	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$29,813

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$100	\$100	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Design	30	31	28	1	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	75	177	133	8	2	0	0	0	0	0	0	395
Construction Capital	20	70	256	5	1	0	0	0	0	0	0	352
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$125	\$378	\$517	\$64	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087

Total Expenditures

Total Expenditures	\$27,206	\$1,270	\$1,402	\$1,009	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$30,900
Caltrans PM Services	\$271	\$271	\$270	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$812
TransNet Pass-Through	\$149	\$354	\$517	\$64	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$1,087

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
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	13,122	1,270	1,402	1,009	13	0	0	0	0	0	0	16,816
Total Funding	\$27,206	\$1,270	\$1,402	\$1,009	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$30,900

Project Scope
 Construct soundwalls (Units 1 and 2) and Sweetwater River Bridge improvements.

Project Limits
 Along I-805 from Palomar Street to SR 54.

Progress to Date
 Construction of Unit 1 Soundwalls is complete. Sweetwater River Bridge improvements project is in plant establishment. Design for Unit 2 Soundwalls is complete. Construction of Unit 2 will begin summer 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	February-18
Begin Construction	May-18
Open to Public	April-21
Construction Complete	October-29



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$364	\$60	\$345	\$208	\$42	\$12	\$5	\$1	\$1	\$0	\$0	\$1,038
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	106	0	1	0	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	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	277	85	150	150	38	0	0	0	0	0	0	700
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	199	5	30	10	6	0	0	0	0	0	0	250
Project Contingency	0	0	600	0	1,332	0	0	0	0	0	0	1,932
Total SANDAG	\$946	\$150	\$1,126	\$368	\$1,418	\$12	\$5	\$1	\$1	\$0	\$0	\$4,027

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$41	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42
Design	15,729	4,099	57	0	0	0	0	0	0	0	0	19,885
Right-of-Way Support	1,161	81	75	0	0	0	0	0	0	0	0	1,317
Right-of-Way Capital	1,121	25	488	0	0	0	0	0	0	0	0	1,634
Construction Support	8,543	208	4,006	2,195	570	275	115	60	20	0	0	15,992
Construction Capital	32,886	350	25,172	9,748	1,952	850	123	89	25	0	0	71,195
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$59,481	\$4,764	\$29,798	\$11,943	\$2,522	\$1,125	\$238	\$149	\$45	\$0	\$0	\$110,065
Total Expenditures	\$60,427	\$4,914	\$30,924	\$12,311	\$3,940	\$1,137	\$243	\$150	\$46	\$0	\$0	\$114,092
Caltrans Pass-Through	\$72	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$72
TransNet Pass-Through	\$4,662	\$2,131	\$2,207	\$1,045	\$223	\$85	\$40	\$25	\$15	\$0	\$0	\$10,433

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
DEMO	\$0	\$80	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,080
RSTP	30,736	2,276	19,027	16,305	2,257	1,040	198	124	30	0	0	71,993
State												
85040001 SHOPP	72	0	0	0	0	0	0	0	0	0	0	72
SHOPP	23,895	260	892	132	30	0	0	0	0	0	0	25,209
SHOPP - G12	104	100	768	366	12	0	0	0	0	0	0	1,350
Local												
91000100 TransNet-MC	5,620	2,198	3,332	1,413	1,641	97	45	26	16	0	0	14,388
91000100 TransNet-MC AC	0	0	5,905	(5,905)	0	0	0	0	0	0	0	0
Total Funding	\$60,427	\$4,914	\$30,924	\$12,311	\$3,940	\$1,137	\$243	\$150	\$46	\$0	\$0	\$114,092

Project Scope

Design and construct one northbound and one southbound auxiliary lane.

Project Limits

Along I-805 from SR 52 to Nobel Drive.

Progress to Date

Design is complete. Construction is scheduled to begin in fall 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	April-23
Begin Construction	September-23
Open to Public	April-25
Construction Complete	October-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$18	\$5	\$5	\$5	\$5	\$2	\$2	\$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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$5	\$5	\$5	\$5	\$2	\$2	\$0	\$0	\$0	\$0	\$42

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	3,804	1,055	20	0	0	0	0	0	0	0	0	4,879
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	10	1,150	1,150	1,140	690	460	0	0	0	0	4,600
Construction Capital	0	50	9,250	7,400	600	600	600	0	0	0	0	18,500
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$3,804	\$1,115	\$10,420	\$8,550	\$1,740	\$1,290	\$1,060	\$0	\$0	\$0	\$0	\$27,979

Total Expenditures	\$3,822	\$1,120	\$10,425	\$8,555	\$1,745	\$1,292	\$1,062	\$0	\$0	\$0	\$0	\$28,021
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TransNet Pass-Through	\$0	\$669	\$10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$679
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
SHOPP	\$0	\$60	\$10,400	\$8,550	\$1,740	\$1,290	\$1,060	\$0	\$0	\$0	\$0	\$23,100
STIP-RIP	3,804	386	10	0	0	0	0	0	0	0	0	4,200
Local												
91000100 TransNet-MC	18	674	15	5	5	2	2	0	0	0	0	721
Total Funding	\$3,822	\$1,120	\$10,425	\$8,555	\$1,745	\$1,292	\$1,062	\$0	\$0	\$0	\$0	\$28,021

Project Scope

Environmental studies for two transit priority lanes and/or a transit priority connector along SR 94 from I-805 to I-5.

Project Limits

On SR 94 from I-5 to I-805.

Progress to Date

Environmental phase to begin in winter 2022.

Major Milestones

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$3	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
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	\$3	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$8

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$263	\$528	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$792
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 Caltrans	\$0	\$263	\$528	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$792

Total Expenditures	\$0	\$266	\$533	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
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Caltrans Pass-Through	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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TransNet Pass-Through	\$0	\$263	\$528	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$792
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-MC	\$0	\$266	\$533	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800
Total Funding	\$0	\$266	\$533	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$800

Project Scope

Final environmental document for two additional transit priority lanes between SR 15 and SR 52 and restripe of the viaduct over Mission Valley.

Project Limits

On I-805 from SR 15 to SR 52.

Progress to Date

Environmental phase to begin in summer 2023.

Major Milestones

Draft Environmental Document	July-26
Final Environmental Document	April-28
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$39	\$76	\$76	\$70	\$39	\$0	\$0	\$0	\$0	\$300
Environmental Document	0	0	10	30	30	25	10	0	0	0	0	105
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	2	6	8	2	2	0	0	0	0	20
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$51	\$112	\$114	\$97	\$51	\$0	\$0	\$0	\$0	\$425

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$3,750	\$7,500	\$7,575	\$7,000	\$3,750	\$0	\$0	\$0	\$0	\$29,575
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 Caltrans	\$0	\$0	\$3,750	\$7,500	\$7,575	\$7,000	\$3,750	\$0	\$0	\$0	\$0	\$29,575

Total Expenditures \$0 \$0 \$3,801 \$7,612 \$7,689 \$7,097 \$3,801 \$0 \$0 \$0 \$0 \$30,000

TransNet Pass-Through \$0 \$0 \$3,750 \$5,250 \$5,575 \$5,500 \$3,500 \$0 \$0 \$0 \$0 \$23,575

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
RSTP	\$0	\$0	\$0	\$2,250	\$2,000	\$1,500	\$250	\$0	\$0	\$0	\$0	\$6,000
Local												
91000100 TransNet-MC	0	0	3,801	5,362	5,689	5,597	3,551	0	0	0	0	24,000
Total Funding	\$0	\$0	\$3,801	\$7,612	\$7,689	\$7,097	\$3,801	\$0	\$0	\$0	\$0	\$30,000

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.

Project Limits

On I-805 from SR 94 to SR 15.

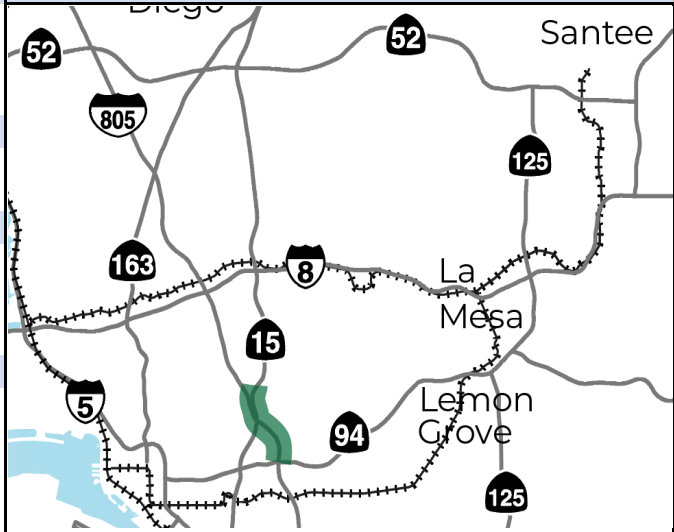
Progress to Date

Environmental document completed under CIP 1280501. Design began in spring 2023.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$10	\$100	\$80	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$250
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	180	20	0	0	0	0	0	0	200
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$10	\$100	\$260	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$450

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	250	5,530	7,720	550	0	0	0	0	0	0	14,050
Right-of-Way Support	0	30	250	200	20	0	0	0	0	0	0	500
Right-of-Way Capital	0	0	500	500	0	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$280	\$6,280	\$8,420	\$570	\$0	\$0	\$0	\$0	\$0	\$0	\$15,550

Total Expenditures	\$0	\$290	\$6,380	\$8,680	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000
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Caltrans Pass-Through	\$0	\$10	\$100	\$250	\$80	\$0	\$0	\$0	\$0	\$0	\$0	\$1,400
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72100001 CMAQ	\$0	\$5	\$50	\$130	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$225
CMAQ	0	140	3,140	5,010	285	0	0	0	0	0	0	8,575
State												
82500001 SB1-LPP	0	5	50	130	40	0	0	0	0	0	0	225
LPP	0	140	3,140	3,410	285	0	0	0	0	0	0	6,975
Total Funding	\$0	\$290	\$6,380	\$8,680	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$16,000

Goods Movement



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.

Budget Comparison

FY 2024

\$56,851,000

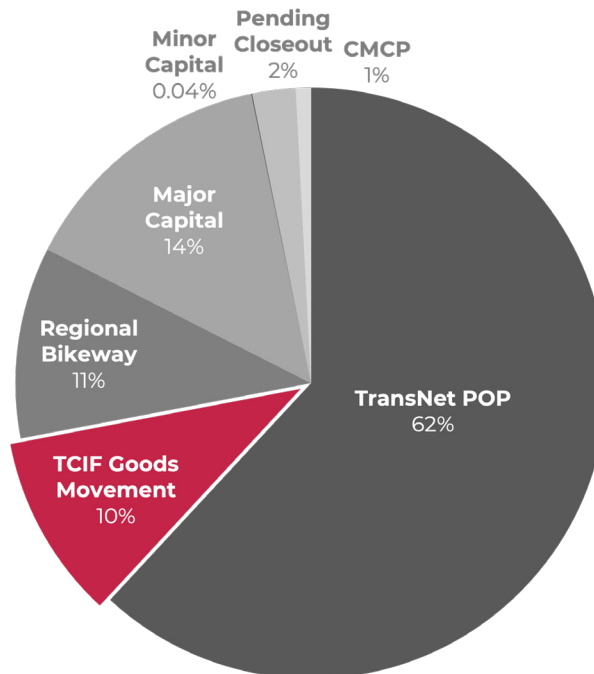
FY 2023

\$42,449,000

FY24 Major Projects

- ▶ SR 11 Otay Mesa Port of Entry

Capital Budget Breakdown



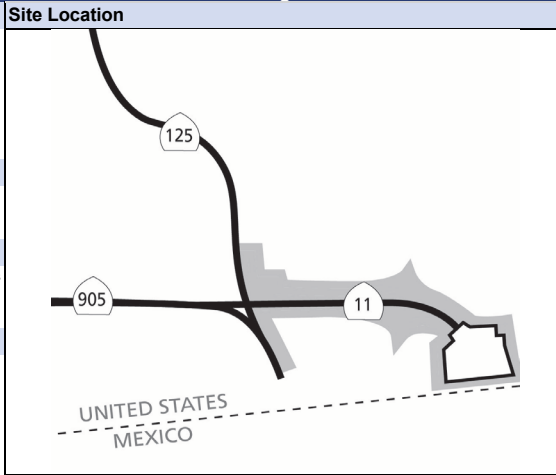
Project Scope
 Design and right-of-way (ROW) for four-lane toll highway from SR 125 to proposed Port of Entry (POE), including the proposed Commercial Vehicle Enforcement Facility (CVEF) and POE at the Mexico border. Construction of CVEF, POE, and tolling system. Prepare engineering studies for the Otay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

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

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

Major Milestones

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



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$5,576	\$3,102	\$3,890	\$6,360	\$2,340	\$2,340	\$0	\$0	\$0	\$0	\$0	\$23,608
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	9,135	7,719	31,148	0	0	0	0	0	0	0	0	48,002
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	26,011	14,188	5,093	0	0	0	0	0	45,292
Construction Capital	0	0	0	265,052	144,551	63,946	0	0	0	0	0	473,549
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	2,453	2,678	2,050	1,000	1,500	0	0	0	0	0	0	9,681
Communications	1,571	689	0	547	273	0	0	0	0	0	0	3,080
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$18,735	\$14,188	\$37,088	\$298,970	\$162,852	\$71,379	\$0	\$0	\$0	\$0	\$0	\$603,212

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	33,903	635	0	0	0	0	0	0	0	0	0	34,538
Right-of-Way Support	6,438	3,049	0	0	0	0	0	0	0	0	0	9,487
Right-of-Way Capital	100,263	24,718	810	0	0	0	0	0	0	0	0	125,791
Construction Support	0	1,245	1,660	830	291	124	0	0	0	0	0	4,150
Construction Capital	0	9,467	12,623	6,311	2,209	947	0	0	0	0	0	31,557
Total Caltrans	\$140,604	\$39,114	\$15,093	\$7,141	\$2,500	\$1,071	\$0	\$0	\$0	\$0	\$0	\$205,523

Total Expenditures	\$159,339	\$53,302	\$52,181	\$306,111	\$165,352	\$72,450	\$0	\$0	\$0	\$0	\$0	\$808,735
Caltrans Pass-Through	\$1,733	\$0	\$826	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,559
TransNet Pass-Through	\$1,579	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,579

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72340001 Future Federal	\$0	\$0	\$0	\$100,000	\$50,000	\$0	\$0	\$0	\$0	\$0	\$0	\$150,000
74030001 ITS - SANDAG	438	0	0	0	0	0	0	0	0	0	0	438
74040001 CBI - SANDAG	6,903	4,710	0	0	0	0	0	0	0	0	0	11,613
74040002 FHWA-STBG - SANDAG	1,731	4,700	869	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	116,389	1,030	0	0	0	0	0	0	0	0	0	117,419
FHWA STBG - Caltrans	11,546	11,667	14,282	7,141	2,499	1,072	0	0	0	0	0	48,207
State												
82500005 SB1-TCEP (Cycle #2)	777	2,248	2,875	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)	1,076	22,115	4,287	0	0	0	0	0	0	0	0	27,478
SB1-TCEP - Caltrans	9,860	0	0	0	0	0	0	0	0	0	0	9,860
Local												
91000100 TransNet-Border	3,793	1,956	25,056	245	0	0	0	0	0	0	0	31,050
91000100 TransNet-Border Caltrans	1,357	468	0	0	0	0	0	0	0	0	0	1,825
91000100 TransNet-MC	5,018	3,173	950	0	0	0	0	0	0	0	0	9,141
93140001 SR 125 Toll Revenues	342	1,236	1,362	0	0	0	0	0	0	0	0	2,940
Total Funding	\$159,339	\$53,302	\$52,181	\$107,386	\$52,499	\$1,072	\$0	\$0	\$0	\$0	\$0	\$425,780

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

CIP No.: **1201103**

RTIP No.: **V11**

Project Manager: **Nikki Tiongco**

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.

Project Limits

On new alignment from Enrico Fermi Drive to Otay Mesa Port of Entry and at SR 905/125/11 interchange.

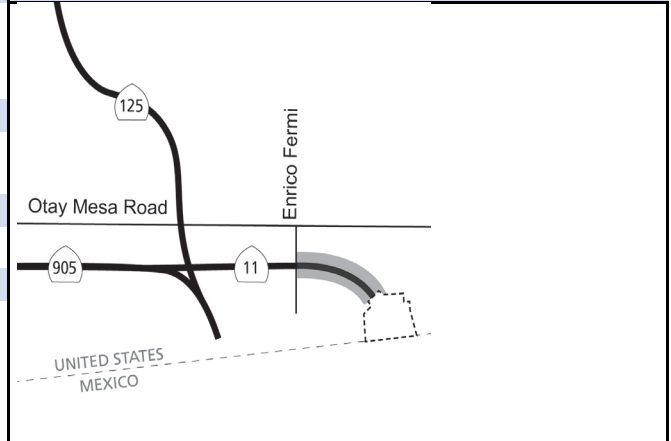
Progress to Date

Project is open to the public. Plant establishment is 97% complete.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	May-19
Open to Public	December-21
Construction Complete	November-23

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$410	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$410
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	193	1	0	0	0	0	0	0	0	0	0	194
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$603	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$604

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	18,298	622	130	0	0	0	0	0	0	0	0	19,050
Construction Capital	103,810	4,305	0	0	0	0	0	0	0	0	0	108,115
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$122,108	\$4,927	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,165

Total Expenditures	\$122,711	\$4,928	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,769
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SR 125 Toll Pass-Through	\$11,178	\$613	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$11,791
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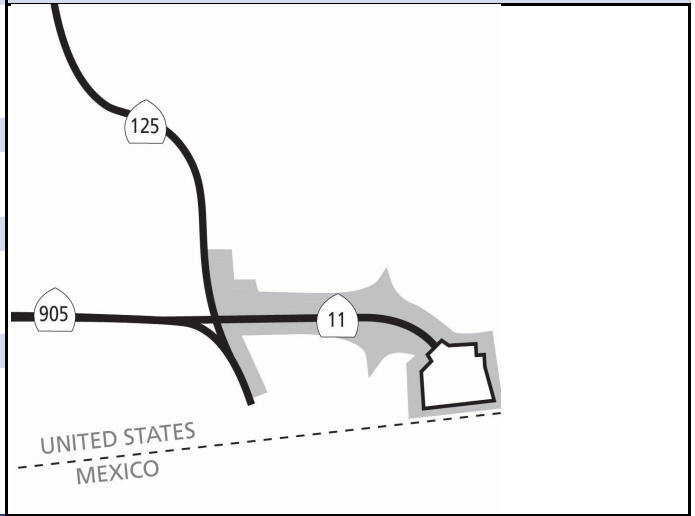
Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
CBI	\$3,218	\$109	\$23	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,350
FASTLANE	47,318	1,962	0	0	0	0	0	0	0	0	0	49,280
State												
SHOPP	52,877	2,042	0	0	0	0	0	0	0	0	0	54,919
TCIF	7,517	201	107	0	0	0	0	0	0	0	0	7,825
Local												
93140001 SR 125 Toll	11,781	614	0	0	0	0	0	0	0	0	0	12,395
Total	\$122,711	\$4,928	\$130	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$127,769

Project Scope

Design and construct new utility services including water, sewer, communication, electrical, and gas that will facilitate operations for the future Otay Mesa East POE and CHP-operated Commercial Vehicle Enforcement Facility.

Site Location



Project Limits

On State Route 11 at 1.9 miles east of Sanyo Avenue Undercrossing.

Progress to Date

Project construction contract was awarded. Utility work began in spring 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	N/A
Begin Construction	March-23
Open to Public	N/A
Construction Complete	March-25

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$250	\$200	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$450
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	700	1,500	0	0	0	0	0	0	0	0	2,200
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	15	40	0	0	0	0	0	0	0	0	55
Construction Capital	0	2,000	2,800	1,637	0	0	0	0	0	0	0	6,437
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$2,965	\$4,540	\$1,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,142

Caltrans Expenditure Plan (thousands of dollars)

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

Total Expenditures \$0 \$2,965 \$4,540 \$1,637 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$9,142

Caltrans Pass-Through \$0 \$2,965 \$4,540 \$1,637 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$9,142

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
82500005 SB1-TCEP	\$0	\$2,965	\$4,540	\$1,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,142
Total Funding	\$0	\$2,965	\$4,540	\$1,637	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,142

Regional Bikeway



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.

Budget Comparison

FY 2024

\$58,920,000

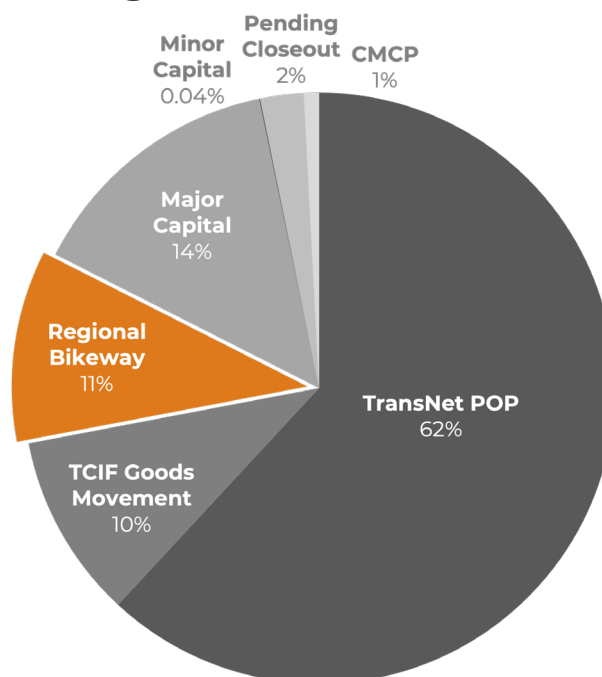
FY 2023

\$48,532,000

FY24 Major Projects

- ▶ Bayshore Bikeway: Barrio Logan (1223055)
- ▶ Border to Bayshore Bikeway (1223056)
- ▶ Uptown Bikeways: Eastern Hillcrest Bikeway (1223083)

Capital Budget Breakdown



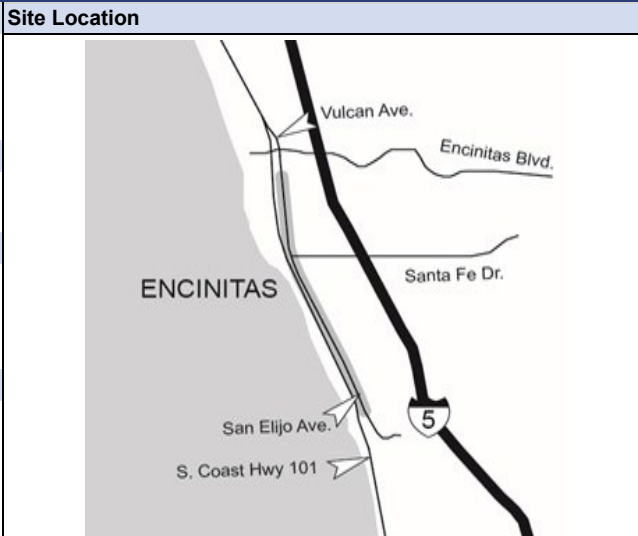
Project Scope
Environmental clearance, design, and construction of 1.7 miles of new bicycle facility.

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).

Progress to Date
Phase 1 (1.3 miles) is open to the public. Final design for Phase 2 (0.4 miles) is complete. Construction for Phase 2 can begin when additional funding is identified.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	August-17
Ready to Advertise	January-18
Begin Construction	March-18
Open to Public	TBD
Construction Complete	TBD



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$939	\$42	\$35	\$250	\$250	\$50	\$0	\$0	\$0	\$0	\$0	\$1,566
Environmental Document	706	0	0	0	0	0	0	0	0	0	0	706
Design	1,016	125	21	0	0	0	0	0	0	0	0	1,162
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	71	50	600	600	50	0	0	0	0	0	2,179
Construction Capital	81	0	0	2,700	2,700	0	0	0	0	0	0	5,481
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	10	0	0	0	0	0	0	0	0	0	0	10
Communications	85	0	20	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	\$3,645	\$238	\$126	\$3,650	\$3,650	\$100	\$0	\$0	\$0	\$0	\$0	\$11,409

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$5,592	\$120	\$99	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,811

Total Expenditures

Total Expenditures	\$9,237	\$358	\$225	\$3,650	\$3,650	\$100	\$0	\$0	\$0	\$0	\$0	\$17,220
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TransNet-BPNS Pass-Through	\$4,786	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,786
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
75370001 TE	\$234	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$234
State												
ATP-R	992	20	13	0	0	0	0	0	0	0	0	1,025
Local												
91000100 TransNet-BPNS	7,792	338	212	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	\$9,237	\$358	\$225	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,820

Note: The entire cost for this project is estimated to be \$17 million. Continued progress is subject to a funding allocation.

Project Scope

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

Project Limits

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

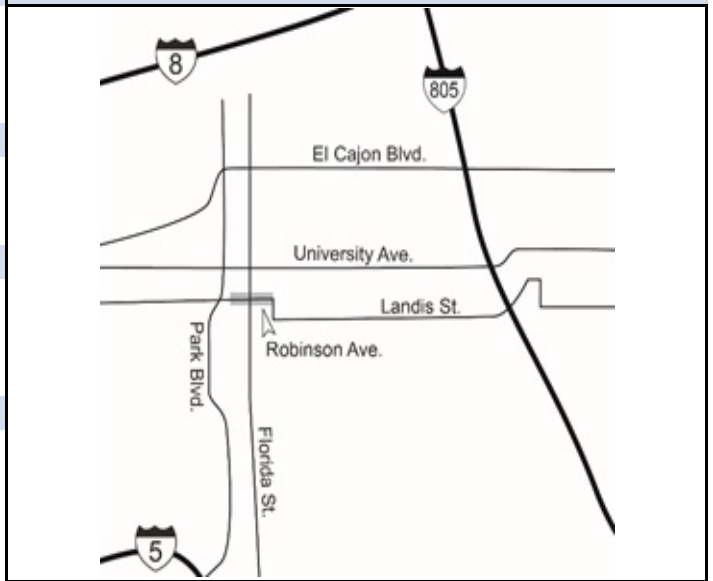
Progress to Date

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

Major Milestones

Draft Environmental Document	January-16
Final Environmental Document	May-16
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$781	\$50	\$50	\$150	\$150	\$26	\$0	\$0	\$0	\$0	\$0	\$1,207
Environmental Document	2,184	0	0	0	0	0	0	0	0	0	0	2,184
Design	458	191	100	0	0	0	0	0	0	0	0	749
Right-of-Way Support	33	61	50	0	0	0	0	0	0	0	0	144
Right-of-Way Capital	0	18	116	163	0	0	0	0	0	0	0	297
Construction Support	0	0	0	375	375	67	0	0	0	0	0	817
Construction Capital	0	0	0	1,800	1,800	190	0	0	0	0	0	3,790
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	49	20	80	22	17	0	0	0	0	0	0	188
Communications	52	5	10	40	0	0	0	0	0	0	0	107
Project Contingency	0	0	50	180	180	20	0	0	0	0	0	430
Total SANDAG	\$3,557	\$345	\$456	\$2,730	\$2,522	\$303	\$0	\$0	\$0	\$0	\$0	\$9,913

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$3,557	\$345	\$456	\$2,730	\$2,522	\$303	\$0	\$0	\$0	\$0	\$0	\$9,913
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-BPNS	\$950	\$345	\$456	\$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	\$3,557	\$345	\$456	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,358

Note: The entire cost for this project is estimated to be \$10 million. Continued progress is subject to a funding allocation.

Project Scope

Environmental clearance and design of 2 miles of new bike path, including connection to Mast Park.

Project Limits

Along San Diego River from West Hills Parkway to Mast Park.

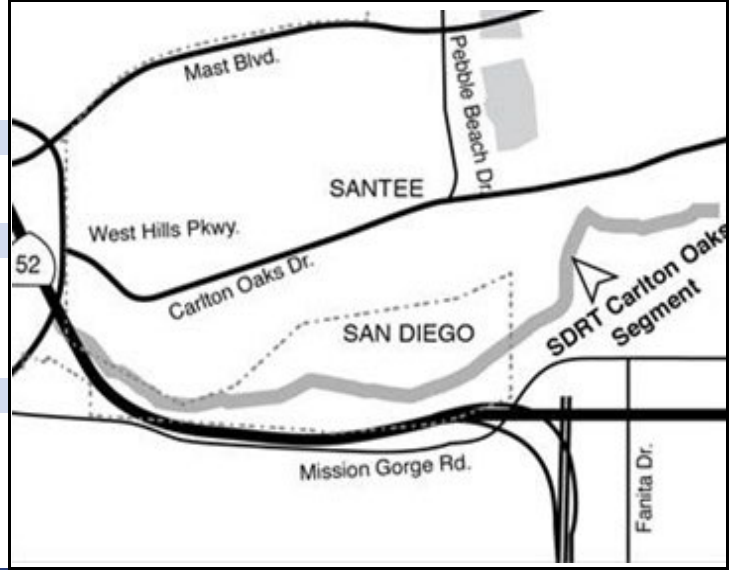
Progress to Date

Environmental clearance is complete. Design is 90% complete. Design to be completed in FY 2024 and this project will be transferred to private developer for construction.

Major Milestones

Draft Environmental Document	March-17
Final Environmental Document	June-17
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$340	\$10	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$365
Environmental Document	514	0	0	0	0	0	0	0	0	0	0	514
Design	369	50	262	0	0	0	0	0	0	0	0	681
Right-of-Way Support	0	10	13	0	0	0	0	0	0	0	0	23
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	15	0	2	0	0	0	0	0	0	0	0	17
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$1,238	\$70	\$292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,238	\$70	\$292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
85160000 Coastal Conservancy	\$332	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$332
Local												
91000100 TransNet-BPNS	906	70	292	0	0	0	0	0	0	0	0	1,268
Total Funding	\$1,238	\$70	\$292	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,600

Project Scope

Environmental clearance, design, and construction of 1.0 miles of new bike path.

Project Limits

On and along Terrace Drive and Central Avenue from Adams Avenue to Landis Street in the City of San Diego.

Progress to Date

Design is 98% complete. Project will be advertised for construction in fall 2024.

Major Milestones

Draft Environmental Document	April-18
Final Environmental Document	July-23
Ready to Advertise	July-24
Begin Construction	January-25
Open to Public	April-26
Construction Complete	April-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$310	\$29	\$100	\$150	\$15	\$10	\$0	\$0	\$0	\$0	\$0	\$614
Environmental Document	265	50	0	0	0	0	0	0	0	0	0	315
Design	661	51	50	0	0	0	0	0	0	0	0	762
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	70	200	520	19	0	0	0	0	0	809
Construction Capital	0	0	0	950	1,524	110	0	0	0	0	0	2,584
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	1	0	0	0	0	0	0	0	0	1
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	22	2	24	53	29	0	0	0	0	0	0	130
Project Contingency	0	0	50	100	50	50	0	0	0	0	0	250
Total SANDAG	\$1,259	\$135	\$295	\$1,453	\$2,138	\$189	\$0	\$0	\$0	\$0	\$0	\$5,469

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,259	\$135	\$295	\$1,453	\$2,138	\$189	\$0	\$0	\$0	\$0	\$0	\$5,469
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74030003 ATP-R	\$0	\$0	\$245	\$1,293	\$1,296	\$0	\$0	\$0	\$0	\$0	\$0	\$2,834
Local												
91000100 TransNet-BPNS	1,259	135	50	160	842	189	0	0	0	0	0	2,635
Total Funding	\$1,259	\$135	\$295	\$1,453	\$2,138	\$189	\$0	\$0	\$0	\$0	\$0	\$5,469

Project Scope

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

Project Limits

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

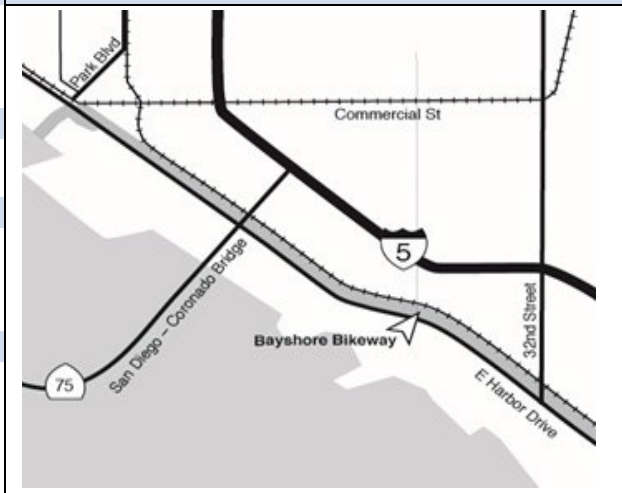
Progress to Date

Construction is 30% complete. Work will continue in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	December-18
Ready to Advertise	October-21
Begin Construction	March-22
Open to Public	December-25
Construction Complete	December-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,691	\$500	\$733	\$807	\$675	\$125	\$25	\$0	\$0	\$0	\$0	\$4,556
Environmental Document	1,038	1	0	0	0	0	0	0	0	0	0	1,039
Design	3,469	599	553	0	0	0	0	0	0	0	0	4,621
Right-of-Way Support	240	129	19	0	0	0	0	0	0	0	0	388
Right-of-Way Capital	270	1,100	2,642	220	0	0	0	0	0	0	0	4,232
Construction Support	457	1,618	1,800	1,482	612	100	10	0	0	0	0	6,079
Construction Capital	949	8,229	10,442	7,443	1,895	300	35	0	0	0	0	29,293
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	80	55	0	0	0	0	0	0	0	0	0	135
Communications	26	6	100	85	85	0	0	0	0	0	0	302
Project Contingency	0	0	880	1,879	1,282	0	0	0	0	0	0	4,041
Total SANDAG	\$8,220	\$12,237	\$17,169	\$11,916	\$4,549	\$525	\$70	\$0	\$0	\$0	\$0	\$54,686

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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 \$8,220 \$12,237 \$17,169 \$11,916 \$4,549 \$525 \$70 \$0 \$0 \$0 \$0 \$0 \$54,686

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74040003 FHWA HIP CPFCD	\$0	\$835	\$2,411	\$2,404	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,650
74030003 ATP-R	0	4,944	0	0	0	0	0	0	0	0	0	4,944
74090001 Carbon Red Prg (CRP)	0	0	3,543	0	0	0	0	0	0	0	0	3,543
75500001 CRRSAA	1,006	2,797	3,250	2,147	0	0	0	0	0	0	0	9,200
State												
85160000 Coastal Conservancy	0	350	0	0	0	0	0	0	0	0	0	350
Local												
91000100 TransNet-BPNS	7,204	647	7,965	1,518	760	125	25	0	0	0	0	18,244
91040000 TDA-Bike	0	2,664	0	0	0	0	0	0	0	0	0	2,664
91080001 County of San Diego	10	0	0	0	0	0	0	0	0	0	0	10
Total Funding	\$8,220	\$12,237	\$17,169	\$6,069	\$760	\$125	\$25	\$0	\$0	\$0	\$0	\$44,605

Note: The entire cost for this project is estimated to be \$55 million. Continued progress is subject to a funding allocation.

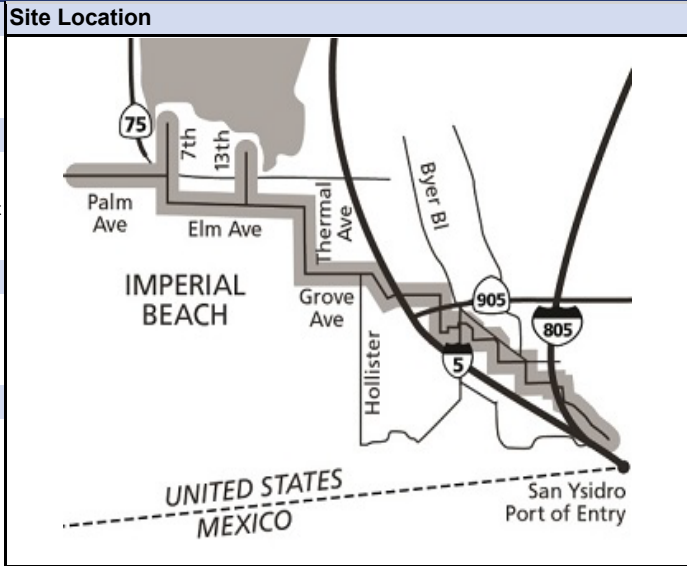
Project Scope
 Environmental clearance, design, and construction of 6.5 miles of new bikeways.

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.

Progress to Date
 Construction is 20% complete. Work will continue in FY 2024.

Major Milestones

Draft Environmental Document	January-19
Final Environmental Document	April-19
Ready to Advertise	May-22
Begin Construction	November-22
Open to Public	September-25
Construction Complete	September-26



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$534	\$240	\$220	\$124	\$25	\$5	\$0	\$0	\$0	\$0	\$0	\$1,148
Environmental Document	2,162	(14)	0	0	0	0	0	0	0	0	0	2,148
Design	1,237	80	33	0	0	0	0	0	0	0	0	1,350
Right-of-Way Support	285	0	0	0	0	0	0	0	0	0	0	285
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	78	1,100	1,150	920	112	10	0	0	0	0	0	3,370
Construction Capital	0	6,510	8,155	5,200	340	40	0	0	0	0	0	20,245
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	103	75	0	0	0	0	0	0	0	0	178
Communications	73	7	0	0	0	0	0	0	0	0	0	80
Project Contingency	0	0	200	200	0	0	0	0	0	0	0	400
Total SANDAG	\$4,369	\$8,026	\$9,833	\$6,444	\$477	\$55	\$0	\$0	\$0	\$0	\$0	\$29,204

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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 \$4,369 \$8,026 \$9,833 \$6,444 \$477 \$55 \$0 \$0 \$0 \$0 \$0 \$0 \$29,204

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74030003 ATP-R	\$1,280	\$5,455	\$3,486	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,221
74090001 Carbon Red Prg (CRP)	0	0	1,087	780	15	0	0	0	0	0	0	1,882
74100001 RSTP	19	2,000	4,000	5,664	0	0	0	0	0	0	0	11,683
75500001 CRRSAA	0	435	1,260	0	0	0	0	0	0	0	0	1,695
Local												
91000100 TransNet-BPNS	3,070	136	0	0	462	55	0	0	0	0	0	3,723
Total Funding	\$4,369	\$8,026	\$9,833	\$6,444	\$477	\$55	\$0	\$0	\$0	\$0	\$0	\$29,204

Project Scope

Environmental clearance, design, and construction of 3.0 miles of new bike and pedestrian facilities between North Park and Downtown San Diego.

Project Limits

Along the Pershing Drive corridor from Landis Street to C Street in the City of San Diego.

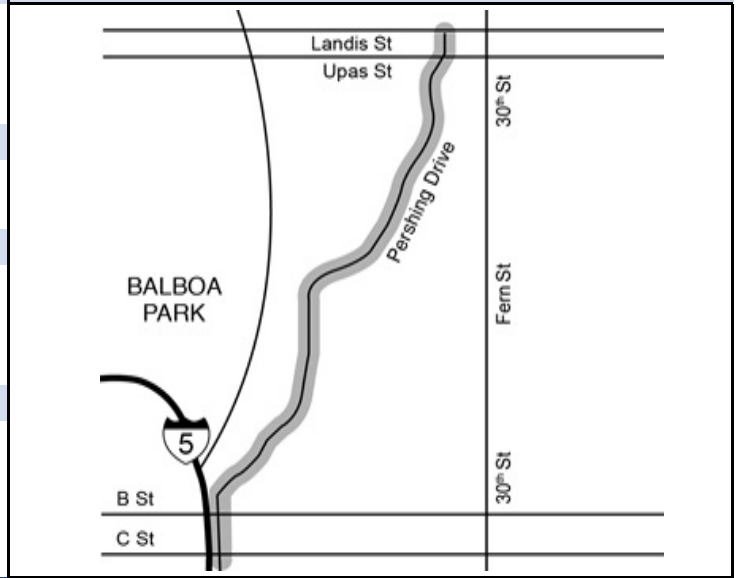
Progress to Date

Construction is 75% complete. Project is scheduled to open to the public in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	January-17
Ready to Advertise	July-21
Begin Construction	December-21
Open to Public	January-24
Construction Complete	January-25

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$923	\$250	\$150	\$92	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,415
Environmental Document	596	0	0	0	0	0	0	0	0	0	0	596
Design	1,523	0	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	100	44	0	0	0	0	0	0	0	0	144
Construction Support	1,026	1,986	1,662	465	0	0	0	0	0	0	0	5,139
Construction Capital	2,789	6,408	4,657	100	0	0	0	0	0	0	0	13,954
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	3	0	0	0	0	0	0	0	0	0	0	3
Legal	0	10	0	0	0	0	0	0	0	0	0	10
Communications	49	0	40	30	0	0	0	0	0	0	0	119
Project Contingency	0	25	54	0	0	0	0	0	0	0	0	79
Total SANDAG	\$6,909	\$8,785	\$6,607	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,988

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$6,909	\$8,785	\$6,607	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,988
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-BPNS	\$6,909	\$5,932	\$6,607	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$20,135
91040000 TDA-Bike	0	2,853	0	0	0	0	0	0	0	0	0	2,853
Total Funding	\$6,909	\$8,785	\$6,607	\$687	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,988

Project Scope

Environmental clearance, design, and construction of 3.5 miles of urban on-street bikeways.

Project Limits

In San Diego, on Imperial Avenue from 17th Street to 47th Street with connections to Downtown San Diego at various locations.

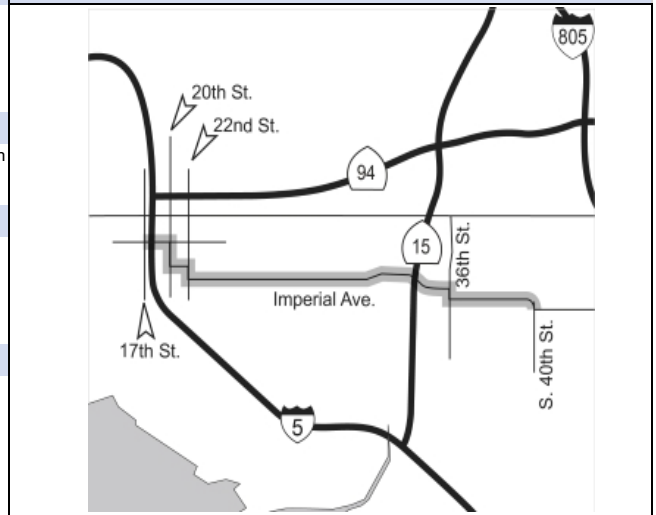
Progress to Date

Project has been advertised. Construction will begin in winter 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	April-19
Ready to Advertise	May-23
Begin Construction	November-23
Open to Public	November-25
Construction Complete	November-26

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$436	\$176	\$280	\$280	\$160	\$12	\$0	\$0	\$0	\$0	\$0	\$1,344
Environmental Document	839	0	0	0	0	0	0	0	0	0	0	839
Design	1,620	79	94	0	0	0	0	0	0	0	0	1,793
Right-of-Way Support	67	20	0	0	0	0	0	0	0	0	0	87
Right-of-Way Capital	118	2	0	0	0	0	0	0	0	0	0	120
Construction Support	350	24	1,300	1,800	550	82	0	0	0	0	0	4,106
Construction Capital	0	0	4,000	5,900	1,700	136	0	0	0	0	0	11,736
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	1	15	41	25	25	0	0	0	0	0	0	107
Communications	101	0	75	75	60	0	0	0	0	0	0	311
Project Contingency	0	0	250	250	33	0	0	0	0	0	0	533
Total SANDAG	\$3,532	\$316	\$6,040	\$8,330	\$2,528	\$230	\$0	\$0	\$0	\$0	\$0	\$20,976

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$3,532	\$316	\$6,040	\$8,330	\$2,528	\$230	\$0	\$0	\$0	\$0	\$0	\$20,976
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74030003 ATP-R	\$0	\$0	\$2,568	\$1,882	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,450
74090001 Carbon Red Prg (CRP)	0	0	0	1,732	741	120	0	0	0	0	0	2,593
74100001 RSTP	0	0	0	1,000	863	0	0	0	0	0	0	1,863
75500001 CRRSAA	0	0	2,475	1,427	198	0	0	0	0	0	0	4,100
State												
85170002 Cap & Trade - AHSCP	0	0	799	0	0	0	0	0	0	0	0	799
Local												
91000100 TransNet-BPNS	3,532	316	198	370	208	16	0	0	0	0	0	4,640
Total Funding	\$3,532	\$316	\$6,040	\$6,411	\$2,010	\$136	\$0	\$0	\$0	\$0	\$0	\$18,445

Note: The entire cost for this project is estimated to be \$21 million. Continued progress is subject to a funding allocation.

Project Scope

Environmental clearance, design, and construction of 1.2 miles of bikeway consisting of on-street bike facilities and traffic calming improvements.

Project Limits

In the City of San Diego on Howard Avenue between Park Boulevard and 32nd Street.

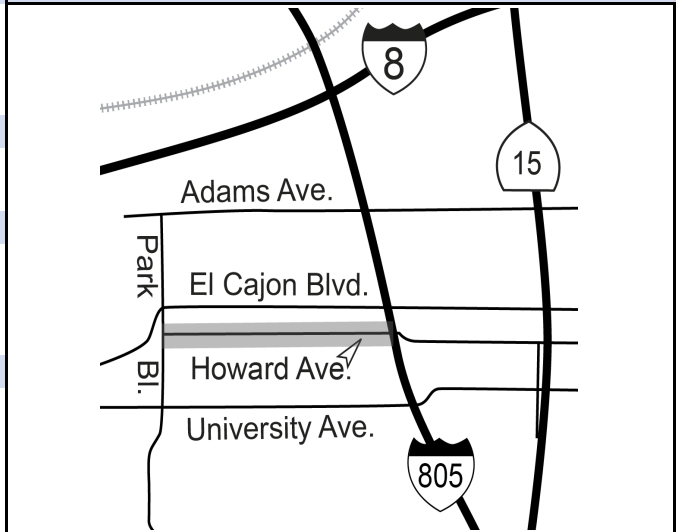
Progress to Date

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

Major Milestones

Draft Environmental Document	February-18
Final Environmental Document	July-23
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$167	\$29	\$150	\$285	\$275	\$100	\$0	\$0	\$0	\$0	\$0	\$1,006
Environmental Document	170	45	15	0	0	0	0	0	0	0	0	230
Design	972	55	44	0	0	0	0	0	0	0	0	1,071
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	100	970	1,200	300	0	0	0	0	0	2,570
Construction Capital	0	0	0	2,955	3,800	950	0	0	0	0	0	7,705
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	28	3	35	35	35	0	0	0	0	0	0	136
Project Contingency	0	0	0	500	220	65	0	0	0	0	0	785
Total SANDAG	\$1,337	\$132	\$344	\$4,745	\$5,530	\$1,415	\$0	\$0	\$0	\$0	\$0	\$13,503

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,337	\$132	\$344	\$4,745	\$5,530	\$1,415	\$0	\$0	\$0	\$0	\$0	\$13,503
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$0	\$0	\$250	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
State												
83100001 ATP-R	0	0	0	1,396	0	0	0	0	0	0	0	1,396
Local												
91000100 TransNet-BPNS	1,337	132	344	0	0	0	0	0	0	0	0	1,813
Total Funding	\$1,337	\$132	\$344	\$1,646	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,459

Note: The entire cost for this project is estimated to be \$13.5 million. Continued progress is subject to a funding allocation.

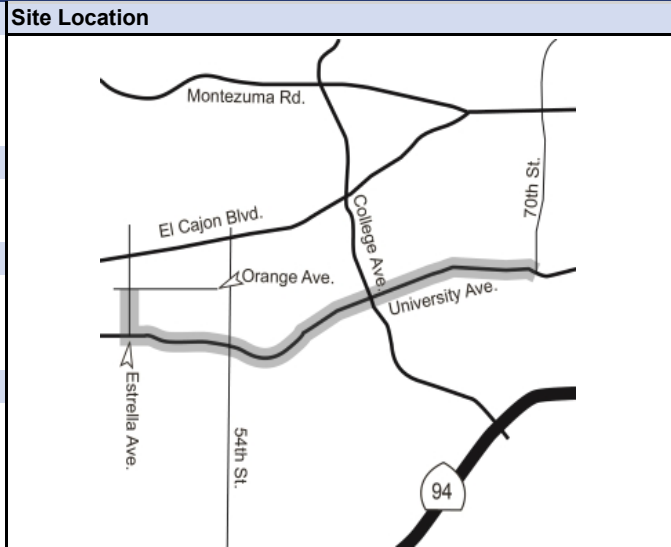
Project Scope
 Final environmental clearance, design, and construction of 2.8 miles of on-street protected bikeway.

Project Limits
 In the City of San Diego communities of City Heights and Eastern Area on University Avenue between Estrella Avenue and 69th Street.

Progress to Date
 Design is 95% complete. Construction can begin when additional funding is identified.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	July-20
Ready to Advertise	July-24
Begin Construction	January-25
Open to Public	January-27
Construction Complete	January-28



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$270	\$100	\$150	\$375	\$375	\$150	\$17	\$0	\$0	\$0	\$0	\$1,437
Environmental Document	257	1	0	0	0	0	0	0	0	0	0	258
Design	2,202	85	100	0	0	0	0	0	0	0	0	2,387
Right-of-Way Support	66	3	0	0	0	0	0	0	0	0	0	69
Right-of-Way Capital	0	0	30	0	0	0	0	0	0	0	0	30
Construction Support	168	50	139	1,650	2,950	1,250	80	0	0	0	0	6,287
Construction Capital	0	0	0	5,500	10,000	4,258	0	0	0	0	0	19,758
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	1	9	0	0	0	0	0	0	0	0	0	10
Communications	37	8	40	100	100	75	0	0	0	0	0	360
Project Contingency	0	0	100	350	350	100	0	0	0	0	0	900
Total SANDAG	\$3,001	\$256	\$559	\$7,975	\$13,775	\$5,833	\$97	\$0	\$0	\$0	\$0	\$31,496

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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 **\$3,001** **\$256** **\$559** **\$7,975** **\$13,775** **\$5,833** **\$97** **\$0** **\$0** **\$0** **\$0** **\$31,496**

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74030003 ATP-R	\$0	\$0	\$0	\$3,444	\$5,021	\$96	\$0	\$0	\$0	\$0	\$0	\$8,561
74100001 RSTP	0	0	0	1,182	2,000	0	0	0	0	0	0	3,182
State												
85170001 TIRCP	0	0	0	3,153	6,554	283	0	0	0	0	0	9,990
Local												
91000100 TransNet-BPNS	3,001	256	559	196	200	225	17	0	0	0	0	4,454
Total Funding	\$3,001	\$256	\$559	\$7,975	\$13,775	\$604	\$17	\$0	\$0	\$0	\$0	\$26,187

Note: The entire cost for this project is estimated to be \$31 million. Continued progress is subject to a funding allocation.

Project Scope

Design and construction of 1.7 miles of on-street bikeway and the Normal Street Promenade.

Project Limits

University Avenue at SR 163 and connecting to the North Park/Mid-City Bikeways.

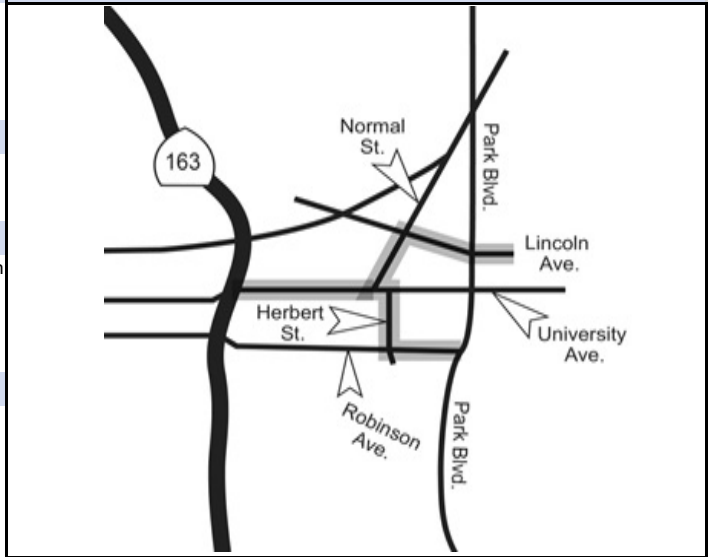
Progress to Date

Design is complete. Project will advertise for construction in fall 2023. Construction will begin in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	July-16
Ready to Advertise	August-23
Begin Construction	February-24
Open to Public	February-26
Construction Complete	February-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$284	\$200	\$250	\$310	\$303	\$100	\$0	\$0	\$0	\$0	\$0	\$1,447
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	2,512	574	125	0	0	0	0	0	0	0	0	3,211
Right-of-Way Support	9	10	0	0	0	0	0	0	0	0	0	19
Right-of-Way Capital	8	0	0	0	0	0	0	0	0	0	0	8
Construction Support	219	25	1,900	2,600	400	35	0	0	0	0	0	5,179
Construction Capital	0	0	6,035	8,200	2,130	0	0	0	0	0	0	16,365
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	52	56	50	50	50	11	0	0	0	0	0	269
Communications	19	55	100	100	25	0	0	0	0	0	0	299
Project Contingency	0	0	450	990	697	100	0	0	0	0	0	2,237
Total SANDAG	\$3,103	\$920	\$8,910	\$12,250	\$3,605	\$246	\$0	\$0	\$0	\$0	\$0	\$29,034

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$3,103	\$920	\$8,910	\$12,250	\$3,605	\$246	\$0	\$0	\$0	\$0	\$0	\$29,034
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet MC	\$0	\$136	\$3,092	\$2,543	\$275	\$111	\$0	\$0	\$0	\$0	\$0	\$6,157
91000100 TransNet-BPNS	2,628	520	0	0	0	0	0	0	0	0	0	3,148
91030001 City of San Diego	475	264	5,818	6,008	600	35	0	0	0	0	0	13,200
Total Funding	\$3,103	\$920	\$8,910	\$8,551	\$875	\$146	\$0	\$0	\$0	\$0	\$0	\$22,505

Note: The entire cost for this project is estimated to be \$29 million. Continued progress is subject to a funding allocation.

Project Scope

Design and construction of 3.3 miles of on-street bikeways.

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.

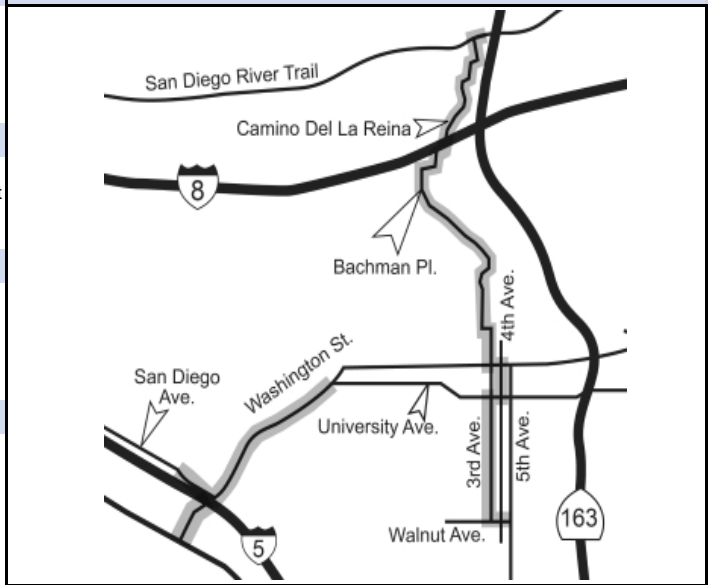
Progress to Date

Design is complete. Project will be advertised in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	July-16
Ready to Advertise	February-24
Begin Construction	August-24
Open to Public	August-26
Construction Complete	August-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$250	\$137	\$250	\$350	\$220	\$35	\$22	\$0	\$0	\$0	\$0	\$1,264
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	2,021	544	0	0	0	0	0	0	0	0	0	2,565
Right-of-Way Support	1	7	0	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	164	1,040	940	380	200	0	0	0	0	2,724
Construction Capital	0	0	0	5,762	3,662	460	0	0	0	0	0	9,884
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	19	20	80	80	80	40	0	0	0	0	0	319
Project Contingency	0	0	0	200	200	94	0	0	0	0	0	494
Total SANDAG	\$2,291	\$708	\$494	\$7,432	\$5,102	\$1,009	\$222	\$0	\$0	\$0	\$0	\$17,258

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$2,291	\$708	\$494	\$7,432	\$5,102	\$1,009	\$222	\$0	\$0	\$0	\$0	\$17,258
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
82500001 SB1-LPP	\$0	\$0	\$244	\$3,679	\$2,525	\$504	\$48	\$0	\$0	\$0	\$0	\$7,000
83010001 STIP	0	0	244	3,679	2,526	504	47	0	0	0	0	7,000
Local												
91000100 TransNet-BPNS	2,291	708	6	74	51	1	127	0	0	0	0	3,258
Total Funding	\$2,291	\$708	\$494	\$7,432	\$5,102	\$1,009	\$222	\$0	\$0	\$0	\$0	\$17,258

Project Scope

Final design of 1.8 miles of on-street bikeways.

Project Limits

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

Progress to Date

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

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	July-16
Ready to Advertise	TBD
Begin Construction	TBD
Open to Public	TBD
Construction Complete	TBD

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$58	\$15	\$39	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$112
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	87	150	162	0	0	0	0	0	0	0	0	399
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	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	\$155	\$165	\$237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$557

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$155	\$165	\$237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$557
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet-BPNS	\$155	\$165	\$237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$557
Total Funding	\$155	\$165	\$237	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$557

Project Scope

Design and construction of 2.5 miles of bikeway consisting of on-street bike facilities and traffic calming improvements.

Project Limits

In the City of San Diego community of City Heights on Orange Avenue, between 32nd Street and Estrella Avenue.

Progress to Date

Design is complete. Construction will begin in spring 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	June-22
Ready to Advertise	October-23
Begin Construction	April-24
Open to Public	April-26
Construction Complete	April-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$149	\$55	\$145	\$175	\$175	\$50	\$0	\$0	\$0	\$0	\$0	\$749
Environmental Document	0	49	0	0	0	0	0	0	0	0	0	49
Design	905	62	50	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	200	1,100	950	100	0	0	0	0	0	2,350
Construction Capital	0	0	600	3,600	3,100	100	0	0	0	0	0	7,400
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	6	15	30	30	20	0	0	0	0	0	0	101
Project Contingency	0	0	90	170	90	0	0	0	0	0	0	350
Total SANDAG	\$1,060	\$181	\$1,115	\$5,075	\$4,335	\$250	\$0	\$0	\$0	\$0	\$0	\$12,016

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,060	\$181	\$1,115	\$5,075	\$4,335	\$250	\$0	\$0	\$0	\$0	\$0	\$12,016
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74090001 Carbon Red Prg (CRP)*	\$0	\$0	\$315	\$700	\$4,335	\$250	\$0	\$0	\$0	\$0	\$0	\$5,600
74100001 RSTP	0	0	132	726	0	0	0	0	0	0	0	858
State												
83100001 ATP-R	0	0	668	3,649	0	0	0	0	0	0	0	4,317
Local												
91000100 TransNet-BPNS	1,060	181	0	0	0	0	0	0	0	0	0	1,241
Total Funding	\$1,060	\$181	\$1,115	\$5,075	\$4,335	\$250	\$0	\$0	\$0	\$0	\$0	\$12,016

*Matched with Toll Credits

Project Scope

The GObyBIKE San Diego Construction Outreach Program builds support for new bike infrastructure.

Project Limits

The start-up 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.

Progress to Date

Communications team will focus on the following CIPs in FY 2024: 1223054, 1223055, 1223056, 1223057, 1223058, 1223083, 1223084, 1223087, and 1223094.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$424	\$197	\$150	\$45	\$0	\$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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	400	310	290	151	0	0	0	0	0	0	0	1,151
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$824	\$507	\$440	\$196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,967

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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

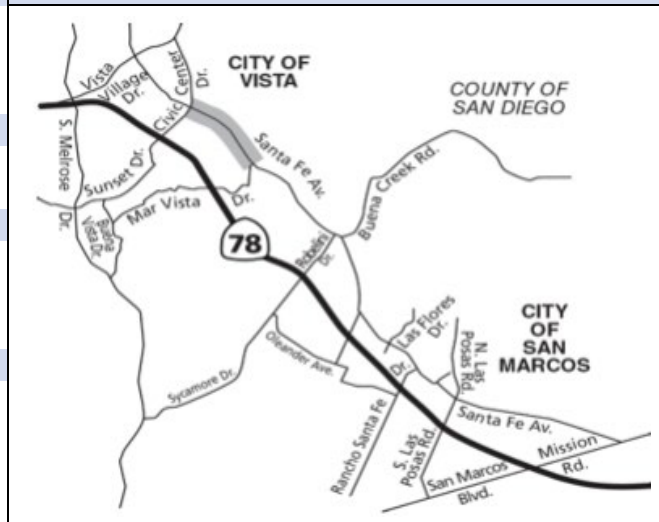
Total Expenditures	\$824	\$507	\$440	\$196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,967
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
8310001 ATP-R	\$577	\$355	\$311	\$138	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,381
Local												
91000100 TransNet-BPNS	247	152	129	58	0	0	0	0	0	0	0	586
Total Funding	\$824	\$507	\$440	\$196	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,967

Project Scope
 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



Project Limits
 Phase 3 runs between Mar Vista Drive and Civic Center Drive in the City of Vista.

Progress to Date
 Design is complete. Project will advertise for construction in fall 2023. Construction will begin in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	August-23
Begin Construction	February-24
Open to Public	February-26
Construction Complete	February-27

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$83	\$170	\$200	\$240	\$240	\$110	\$0	\$0	\$0	\$0	\$0	\$1,043
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	863	250	261	0	0	0	0	0	0	0	0	1,374
Right-of-Way Support	52	70	54	0	0	0	0	0	0	0	0	176
Right-of-Way Capital	18	51	249	0	0	0	0	0	0	0	0	318
Construction Support	0	0	880	1,350	1,350	720	0	0	0	0	0	4,300
Construction Capital	37	58	3,100	4,750	4,750	2,018	0	0	0	0	0	14,713
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	75	50	0	0	0	0	0	0	0	0	125
Communications	0	5	60	60	60	60	0	0	0	0	0	245
Project Contingency	0	0	100	400	300	63	0	0	0	0	0	863
Total SANDAG	\$1,053	\$679	\$4,954	\$6,800	\$6,700	\$2,971	\$0	\$0	\$0	\$0	\$0	\$23,157

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,053	\$679	\$4,954	\$6,800	\$6,700	\$2,971	\$0	\$0	\$0	\$0	\$0	\$23,157
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74090001 Carbon Red Prg (CRP)*	\$0	\$0	\$1,129	\$500	\$500	\$1,753	\$0	\$0	\$0	\$0	\$0	\$3,882
74100001 RSTP	0	0	825	2,406	3,100	609	0	0	0	0	0	6,940
State												
82500001 SB1-LPP	0	0	0	1,791	3,100	560	0	0	0	0	0	5,451
83100001 ATP-R	330	0	3,000	2,103	0	0	0	0	0	0	0	5,433
Local												
91000100 TransNet-BPNS	723	679	0	0	0	49	0	0	0	0	0	1,451
Total Funding	\$1,053	\$679	\$4,954	\$6,800	\$6,700	\$2,971	\$0	\$0	\$0	\$0	\$0	\$23,157

*Matched with Toll Credits

Project Scope

Design and construction of 2.2 miles of Class I bike path.

Project Limits

Phase 4 runs between Civic Center Drive and North Drive in the City of Vista.

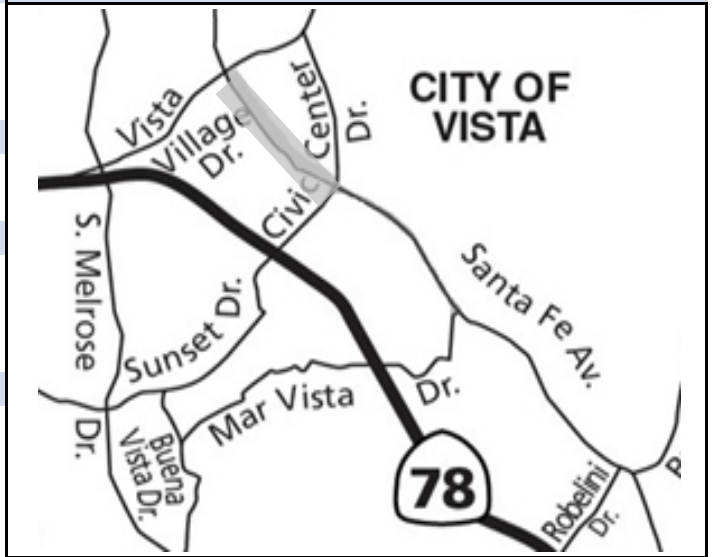
Progress to Date

Design is 30% complete. Final design and right-of-way work will begin in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	July-25
Begin Construction	January-26
Open to Public	January-28
Construction Complete	January-29

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$35	\$125	\$125	\$250	\$250	\$20	\$5	\$0	\$0	\$0	\$810
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	0	36	700	400	100	0	0	0	0	0	0	1,236
Right-of-Way Support	0	0	25	50	0	0	0	0	0	0	0	75
Right-of-Way Capital	0	0	0	100	200	0	0	0	0	0	0	300
Construction Support	0	0	50	250	875	875	180	20	0	0	0	2,250
Construction Capital	0	0	0	0	4,450	4,500	221	50	0	0	0	9,221
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	50	50	0	0	0	0	0	0	0	100
Communications	0	0	0	0	30	50	25	0	0	0	0	105
Project Contingency	0	0	0	0	450	450	20	0	0	0	0	920
Total SANDAG	\$0	\$71	\$950	\$975	\$6,355	\$6,125	\$466	\$75	\$0	\$0	\$0	\$15,017

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$0	\$71	\$950	\$975	\$6,355	\$6,125	\$466	\$75	\$0	\$0	\$0	\$15,017
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74030003 ATP-R	\$0	\$63	\$836	\$337	\$6,000	\$4,821	\$0	\$0	\$0	\$0	\$0	\$12,057
Local												
91000100 TransNet-BPNS	0	8	114	47	0	0	0	0	0	0	0	169
Total Funding	\$0	\$71	\$950	\$384	\$6,000	\$4,821	\$0	\$0	\$0	\$0	\$0	\$12,226

Note: The entire cost for this project is estimated to be \$15 million. Continued progress is subject to a funding allocation.

Major Capital



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.

Budget Comparison

FY 2024

\$83,329,000

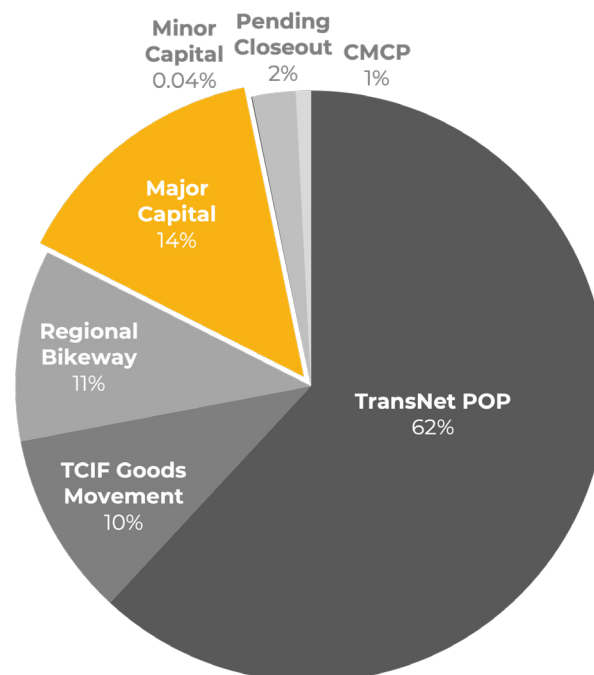
FY 2023

\$63,701,000

FY24 Major Projects

- ▶ Del Mar Bluffs V (1147100)
- ▶ Central Mobility Hub (1149000)
- ▶ San Onofre to Pulgas Double-Tracking – Phase 2 (1146600)

Capital Budget Breakdown



Project Scope

Installation of OCS insulators and 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.

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.

Progress to Date

Construction along the Orange Line is complete. Construction along the Green Line is ongoing and approximately 45% complete.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	June-16
Begin Construction	April-17
Open to Public	October-19
Construction Complete	July-25

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$843	\$140	\$70	\$5	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$1,060
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	331	43	10	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	1,142	116	500	0	0	0	0	0	0	0	0	1,758
Construction Capital	4,287	500	3,377	0	0	0	0	0	0	0	0	8,164
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	2	0	0	0	0	0	0	0	0	0	0	2
Communications	31	30	9	0	0	0	0	0	0	0	0	70
Project Contingency	0	200	245	0	0	0	0	0	0	0	0	445
Total SANDAG	\$6,636	\$1,029	\$4,211	\$5	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$11,883

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$6,636	\$1,029	\$4,211	\$5	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$11,883
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
70270001 FTA Section 5309	\$339	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$339
FTA Section 5307	5,797	1,029	1,310	0	0	0	0	0	0	0	0	8,136
Local												
91000100 TransNet TSI	497	0	0	0	0	0	0	0	0	0	0	497
91040000 TDA	3	0	2,901	5	2	0	0	0	0	0	0	2,911
Total Funding	\$6,636	\$1,029	\$4,211	\$5	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$11,883

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.

Project Limits

Regionwide

Progress to Date

Implementation began in FY 2023. Phase 1 activities are underway and anticipated to go live in July 2023. Phase 2 activities will begin in FY 2024.

Major Milestones

Ready to Advertise	March-21
Begin Implementation	April-22
System Go Live	July-23
Implementation Complete	January-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$791	\$785	\$785	\$380	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,741
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
I.T.	146	600	400	281	0	0	0	0	0	0	0	1,427
Professional Services	856	668	329	156	0	0	0	0	0	0	0	2,009
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	\$1,793	\$2,053	\$1,514	\$817	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,177

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,793	\$2,053	\$1,514	\$817	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,177
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet/FasTrak® Swap	\$1,258	\$1,083	\$1,514	\$817	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,672
91040000 TDA	535	970	0	0	0	0	0	0	0	0	0	1,505
Total Funding	\$1,793	\$2,053	\$1,514	\$817	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$6,177

Project Scope
Implement a Contract Management System that will replace multiple databases with a single database system to administer SANDAG contracts and procurements.
Project Limits
Regionwide
Progress to Date
Phase I go-live and Phase II go-live for amendments of legacy records and eSignature completed. Design enhancements including creation of new forms for Real Estate Records and Contractor rate adjustments and integration with ERP system to be completed in FY 2024.
Major Milestones
Ready to Advertise May-17
Begin Implementation January-19
System Go Live October-19
Implementation Complete July-24



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$460	\$1	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$461
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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	497	53	39	2	0	0	0	0	0	0	0	591
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	\$957	\$54	\$39	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,052

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$957	\$54	\$39	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,052
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91000100 TransNet Administration	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$150
91000100 TransNet MC	360	50	36	0	0	0	0	0	0	0	0	446
91040000 TDA	406	0	0	0	0	0	0	0	0	0	0	406
93140001 SR 125 Toll Revenues	41	4	2	2	0	0	0	0	0	0	0	50
Total Funding	\$957	\$54	\$39	\$2	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,052

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. This will provide the redundancy to communications information network to SANDAG tolling, Caltrans, MTS, and NCTD.

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.

Progress to Date

Escondido and Oceanside Fiber Optic Communications Design Gap Closures are completed. Construction for SR 125 Fiber Optic Gap Closure began in FY 2023 and will continue in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	August-19
Begin Construction	March-20
Open to Public	October-23
Construction Complete	October-23

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$155	\$70	\$70	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$314
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	100	30	36	0	0	0	0	0	0	0	0	166
Construction Capital	454	100	130	0	0	0	0	0	0	0	0	684
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	24	20	0	0	0	0	0	0	0	0	44
Total SANDAG	\$709	\$224	\$256	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,208

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$709	\$224	\$256	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,208
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Funding Plan (thousands of dollars)

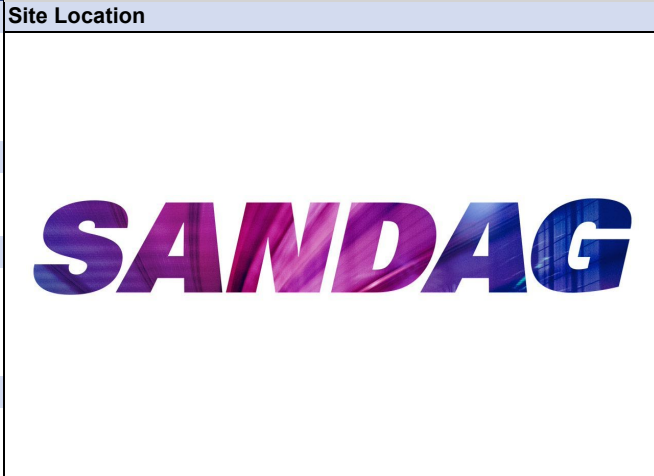
Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91060000 NCTD	\$90	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$90
91200001 MTS	150	0	0	0	0	0	0	0	0	0	0	150
92140001 I-15 FasTrak® Revenues	234	94	95	5	0	0	0	0	0	0	0	428
93140001 SR 125 Toll Revenues	234	131	161	14	0	0	0	0	0	0	0	540
Total Funding	\$709	\$224	\$256	\$19	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,208

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.

Project Limits
 Regionwide

Progress to Date
 Design for revised focused scope is complete and project is ready to advertise. Replacement of access control system, including cameras and security, at SR 125 will occur in FY 2024.

Major Milestones
 Ready to Advertise July-23
 Begin Implementation January-24
 Implementation Complete January-25



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$67	\$173	\$143	\$11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$394
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	492	59	0	0	0	0	0	0	0	0	0	551
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	550	150	45	0	0	0	0	0	0	0	745
Professional Services	0	205	190	0	0	0	0	0	0	0	0	395
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	\$559	\$987	\$483	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,085

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$559	\$987	\$483	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,085
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
70260001 FTA Section 5309	\$447	\$787	\$413	\$21	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,668
Local												
93140001 SR 125 Toll Revenues match to FTA	112	200	70	35	0	0	0	0	0	0	0	417
Total Funding	\$559	\$987	\$483	\$56	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,085

Project Scope

This project will replace three aging timber trestle railway bridges.

Project Limits

On the LOSSAN Rail Corridor Mileposts 254.7, 255.1, 255.3.

Progress to Date

Project study reports are complete. Preliminary engineering will begin in FY 2024. Continuing work is contingent upon funding availability.

Major Milestones

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$39	\$4	\$23	\$36	\$80	\$180	\$470	\$330	\$0	\$0	\$0	\$1,162
Environmental Document	74	4	42	237	224	0	0	0	0	0	0	581
Design	0	0	0	500	400	0	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	250	470	350	0	0	0	1,070
Construction Capital	0	0	0	0	0	1,800	4,700	3,315	0	0	0	9,815
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	5	5	5	0	0	0	15
Communications	0	0	0	0	0	10	10	10	0	0	0	30
Project Contingency	0	0	0	100	100	170	450	295	0	0	0	1,115
Total SANDAG	\$113	\$8	\$65	\$873	\$804	\$2,415	\$6,105	\$4,305	\$0	\$0	\$0	\$14,688

Caltrans Expenditure Plan (thousands of dollars)

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

Total Expenditures	\$113	\$8	\$65	\$873	\$804	\$2,415	\$6,105	\$4,305	\$0	\$0	\$0	\$14,688
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72320001 FTA 5307 CA-90-Z207	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Local												
91000100 TransNet-MC	0	0	0	22	0	0	0	0	0	0	0	22
91040000 TDA	10	0	0	5	0	0	0	0	0	0	0	15
91060001 NCTD	63	8	65	7	0	0	0	0	0	0	0	143
Total Funding	\$113	\$8	\$65	\$34	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$220

Note: The entire cost of this project is estimated to be \$14 million. Continued progress is subject to a funding allocation.

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.



Project Limits
 City of Del Mar from Mile Post (MP) 244.1 near Coast Boulevard to MP 245.7 at Carmel Valley Road.

Progress to Date
 Project is open to the public. Plant establishment is complete. Final construction activities will occur in FY 2024.

Major Milestones

Draft Environmental Document	July-17
Final Environmental Document	February-19
Ready to Advertise	April-19
Begin Construction	January-20
Open to Public	February-22
Construction Complete	March-24

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,357	\$86	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,468
Environmental Document	117	0	0	0	0	0	0	0	0	0	0	117
Design	1,174	89	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	3,703	372	25	0	0	0	0	0	0	0	0	4,100
Construction Capital	11,100	446	0	0	0	0	0	0	0	0	0	11,546
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	2	0	0	0	0	0	0	0	0	0	0	2
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	183	2	0	0	0	0	0	0	0	0	0	185
Project Contingency	0	3	0	0	0	0	0	0	0	0	0	3
Total SANDAG	\$17,636	\$998	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,684

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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 \$17,636 \$998 \$50 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$18,684

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
FTA Section 5307	\$1,886	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,886
State												
83010001 2021 STIP	9,452	998	50	0	0	0	0	0	0	0	0	10,500
83010001 STIP	2,000	0	0	0	0	0	0	0	0	0	0	2,000
85160001 California Natural Resources Agency	3,079	0	0	0	0	0	0	0	0	0	0	3,079
Local												
91040000 TDA	200	0	0	0	0	0	0	0	0	0	0	200
91060001 NCTD	1,019	0	0	0	0	0	0	0	0	0	0	1,019
Total Funding	\$17,636	\$998	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,684

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.

Project Limits

On LOSSAN Rail Corridor from Milepost (MP) 256.6 to MP 258.

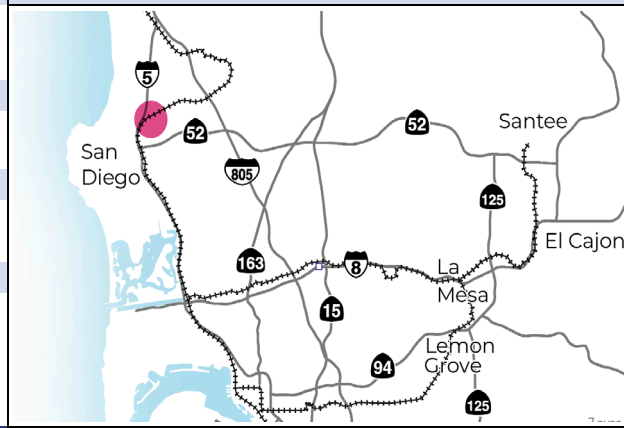
Progress to Date

Final environmental document completed. Project is scheduled to advertise for construction in early 2024.

Major Milestones

Draft Environmental Document	June-16
Final Environmental Document	July-23
Ready to Advertise	January-24
Begin Construction	July-24
Open to Public	July-26
Construction Complete	July-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$248	\$129	\$130	\$130	\$20	\$6	\$5	\$0	\$0	\$0	\$0	\$668
Environmental Document	2	148	0	0	0	0	0	0	0	0	0	150
Design	1,329	300	46	0	0	0	0	0	0	0	0	1,675
Right-of-Way Support	0	20	30	0	0	0	0	0	0	0	0	50
Right-of-Way Capital	0	100	50	0	0	0	0	0	0	0	0	150
Construction Support	7	0	800	1,400	800	25	10	0	0	0	0	3,042
Construction Capital	37	0	1,500	4,000	2,000	328	0	0	0	0	0	7,865
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	10	10	2	0	0	0	0	0	0	0	22
Communications	0	10	20	14	0	0	0	0	0	0	0	44
Project Contingency	0	0	242	200	26	50	0	0	0	0	0	518
Total SANDAG	\$1,623	\$717	\$2,828	\$5,746	\$2,846	\$409	\$15	\$0	\$0	\$0	\$0	\$14,184

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,623	\$717	\$2,828	\$5,746	\$2,846	\$409	\$15	\$0	\$0	\$0	\$0	\$14,184
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
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	625	618	253	60	0	0	0	0	0	0	0	1,556
75460003 FRA - CRISI	0	0	1,723	4,048	1,910	362	0	0	0	0	0	8,043
Local												
91000100 TransNet-MC	0	0	376	834	490	42	15	0	0	0	0	1,757
91040000 TDA - Match to CA-2018-153	157	98	134	0	0	0	0	0	0	0	0	389
91060001 NCTD	0	0	342	804	445	6	0	0	0	0	0	1,597
91060001 NCTD (STA-SB1) Match to CA-90-Z207	168	1	0	0	0	0	0	0	0	0	0	169
Total Funding	\$1,623	\$717	\$2,828	\$5,746	\$2,846	\$409	\$15	\$0	\$0	\$0	\$0	\$14,184

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.

Project Limits

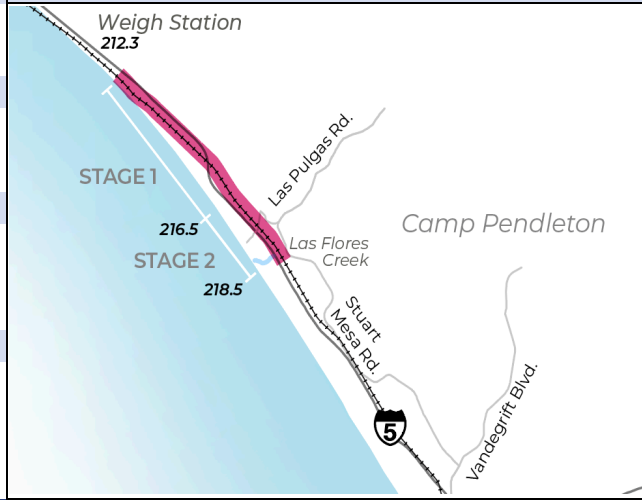
Progress to Date

Final design complete. Project advertised in FY 2023. Construction is anticipated to begin in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	April-12
Ready to Advertise	July-23
Begin Construction	January-24
Open to Public	July-26
Construction Complete	January-26

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$377	\$186	\$220	\$220	\$25	\$9	\$0	\$0	\$0	\$0	\$0	\$1,037
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	1,040	360	0	0	0	0	0	0	0	0	0	1,400
Right-of-Way Support	0	10	10	0	0	0	0	0	0	0	0	20
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	500	3,000	3,000	700	200	0	0	0	0	0	7,400
Construction Capital	0	0	9,900	9,000	4,000	700	0	0	0	0	0	23,600
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	2	5	5	0	0	0	0	0	0	0	12
Communications	0	20	10	10	0	0	0	0	0	0	0	40
Project Contingency	0	0	831	1,150	30	17	0	0	0	0	0	2,028
Total SANDAG	\$1,417	\$1,078	\$13,976	\$13,385	\$4,755	\$926	\$0	\$0	\$0	\$0	\$0	\$35,537

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$1,417	\$1,078	\$13,976	\$13,385	\$4,755	\$926	\$0	\$0	\$0	\$0	\$0	\$35,537
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
State												
82500005 SB1 - TCEP (Construction)	\$0	\$751	\$4,179	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,930
82500005 SB1 - TCEP (PS&E)	240	327	0	0	0	0	0	0	0	0	0	567
83000001 STIP IIP (Construction)	0	0	9,797	13,385	4,755	926	0	0	0	0	0	28,863
83000001 STIP	1,177	0	0	0	0	0	0	0	0	0	0	1,177
Total Funding	\$1,417	\$1,078	\$13,976	\$13,385	\$4,755	\$926	\$0	\$0	\$0	\$0	\$0	\$35,537

Project Scope

UC San Diego funded utility, bridge, and intersection improvements along Voigt Drive.

Project Limits

East campus along Voigt Drive.

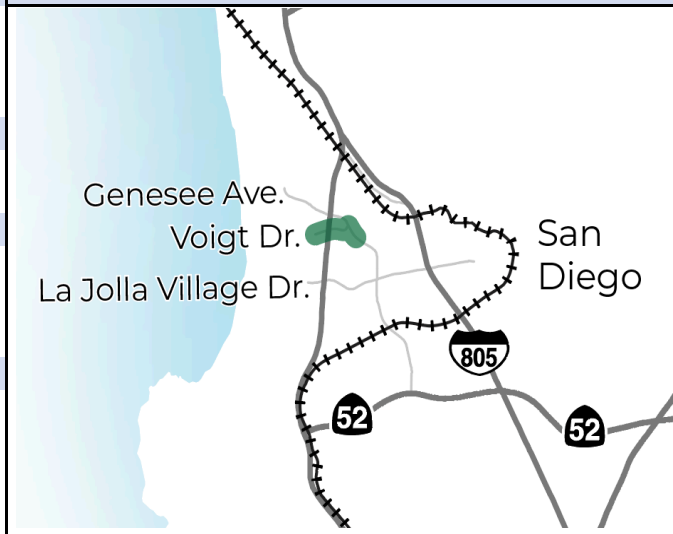
Progress to Date

Plant establishment is 95% complete. Final construction and closeout activities will occur in FY 2024.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	May-18
Ready to Advertise	January-19
Begin Construction	October-19
Open to Public	December-21
Construction Complete	July-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$37	\$61	\$138	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$276
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	225	16	10	0	0	0	0	0	0	0	0	251
Construction Capital	12,065	1,500	1,307	0	0	0	0	0	0	0	0	14,872
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	1	0	0	0	0	0	0	0	0	0	0	1
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$12,328	\$1,577	\$1,455	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$12,328	\$1,577	\$1,455	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91140001 UC San Diego	\$12,328	\$1,577	\$1,455	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400
Total Funding	\$12,328	\$1,577	\$1,455	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$15,400

Project Scope

Design and construct slope and drainage improvements.

Project Limits

San Ysidro Yard along Beyer Blvd.

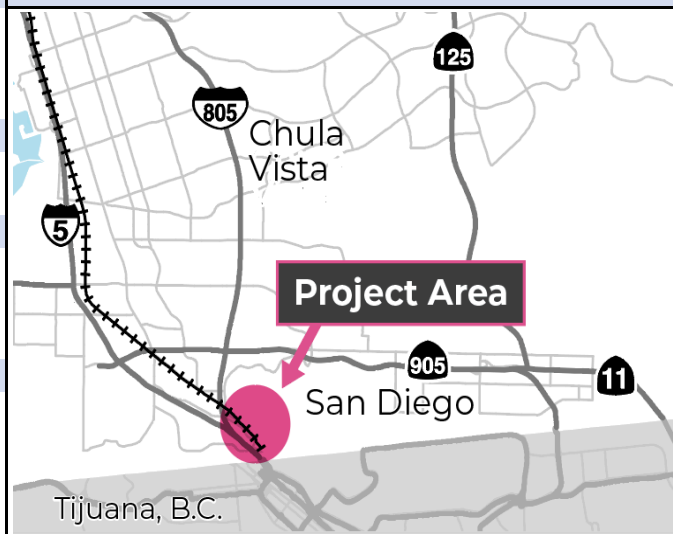
Progress to Date

Project advertised spring of 2023. Construction anticipated to begin summer of 2023.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	April-23
Begin Construction	June-23
Open to Public	May-24
Construction Complete	December-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$113	\$137	\$90	\$46	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$386
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	\$0
Design	413	9	0	0	0	0	0	0	0	0	0	\$422
Right-of-Way Support	15	5	0	0	0	0	0	0	0	0	0	\$20
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	\$0
Construction Support	63	100	509	125	0	0	0	0	0	0	0	\$797
Construction Capital	0	500	1,465	550	0	0	0	0	0	0	0	\$2,515
Vehicles	0	0	0	0	0	0	0	0	0	0	0	\$0
I.T.	0	0	0	0	0	0	0	0	0	0	0	\$0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	\$0
Communications	2	18	5	0	0	0	0	0	0	0	0	\$25
Project Contingency	0	250	150	64	0	0	0	0	0	0	0	\$464
Total SANDAG	\$606	\$1,019	\$2,219	\$785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,629

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$606	\$1,019	\$2,219	\$785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,629
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91200001 MTS	\$606	\$1,019	\$2,219	\$785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,629
Total Funding	\$606	\$1,019	\$2,219	\$785	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,629

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.

Progress to Date

Final design is complete. Construction will begin in summer 2023.

Major Milestones

Draft Environmental Document	January-21
Final Environmental Document	June-21
Ready to Advertise	February-23
Begin Construction	July-23
Open to Public	July-26
Construction Complete	July-27

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$693	\$350	\$350	\$350	\$350	\$50	\$25	\$0	\$0	\$0	\$0	\$2,168
Environmental Document	2,007	148	0	0	0	0	0	0	0	0	0	2,155
Design	2,546	1,304	0	0	0	0	0	0	0	0	0	3,850
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	500	5,000	5,000	4,500	900	100	0	0	0	0	16,000
Construction Capital	0	0	16,000	16,000	16,000	4,000	700	0	0	0	0	52,700
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	25	25	25	25	0	0	0	0	0	100
Communications	22	25	100	100	75	14	0	0	0	0	0	336
Project Contingency	0	0	240	150	150	150	0	0	0	0	0	690
Total SANDAG	\$5,268	\$2,327	\$21,715	\$21,625	\$21,100	\$5,139	\$825	\$0	\$0	\$0	\$0	\$77,999

Outside Agency Expenditure Plan (thousands of dollars)

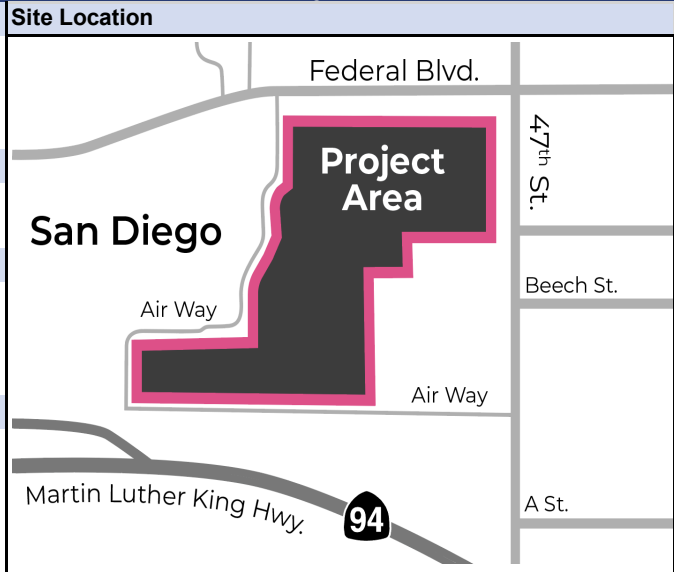
Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	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	\$5,268	\$2,327	\$21,715	\$21,625	\$21,100	\$5,139	\$825	\$0	\$0	\$0	\$0	\$77,999
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72310001 Future THUD	\$0	\$0	\$2,000	\$5,500	\$2,500	\$0	\$0	\$0	\$0	\$0	\$0	\$10,000
72320001 FTA Section 5307 CA-90-Z207	320	0	0	0	0	0	0	0	0	0	0	320
72510001 FTA Section 5307 CA-2021-195	253	1,410	1,337	0	0	0	0	0	0	0	0	3,000
75460002 FRA State of Good Repair	0	0	9,467	2,103	0	0	0	0	0	0	0	11,570
State												
82500005 SB1 - TCEP - State	0	0	5,000	0	0	0	0	0	0	0	0	5,000
82500006 SB1 - TCEP - Regional	0	0	831	10,522	13,998	5,024	825	0	0	0	0	31,200
85160001 California Natural Resources Agency	2,829	10	90	0	0	0	0	0	0	0	0	2,929
85170001 Cap & Trade - TIRCP	1,786	907	2,207	0	0	0	0	0	0	0	0	4,900
Local												
91060001 NCTD (FTA 5337)	0	0	783	3,500	4,602	115	0	0	0	0	0	9,000
91060001 NCTD (TDA)	80	0	0	0	0	0	0	0	0	0	0	80
Total Funding	\$5,268	\$2,327	\$21,715	\$21,625	\$21,100	\$5,139	\$825	\$0	\$0	\$0	\$0	\$77,999

Project Scope
 Title VI analysis and environment reviews to be conducted for new transit facility in compliance with state and federal law for MTS property acquisition and Clean Transit Advancement Campus.



Project Limits
 Ten acre parcel near the 47th Street and Federal Boulevard intersection in the City of San Diego.

Progress to Date
 Title VI analysis completed in October 2022. Final environmental process is scheduled to be completed in FY 2024.

Major Milestones

Draft Environmental Document	March-24
Final Environmental Document	January-25
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$35	\$26	\$4	\$3	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$68
Environmental Document	192	104	42	9	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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$227	\$130	\$46	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$415

Caltrans Expenditure Plan (thousands of dollars)

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

Total Expenditures \$227 \$130 \$46 \$12 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$415

Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
91200001 MTS	\$227	\$130	\$46	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$415
Total Funding	\$227	\$130	\$46	\$12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$415

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.

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

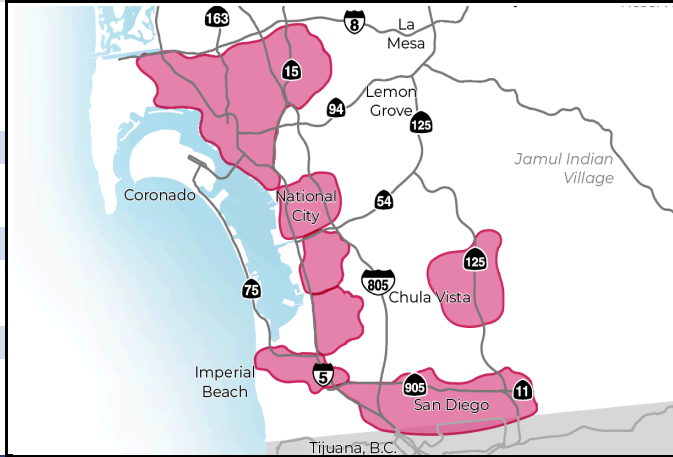
Progress to Date

Systems planning, which included finalizing system features and locations, was completed in FY 2023. System design began in FY 2023 and will continue into FY2024.

Major Milestones

Ready to Advertise	N/A
Begin Implementation	December-22
System Go Live	September-24
Implementation Complete	May-25

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$58	\$250	\$320	\$233	\$0	\$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
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	2,270	0	0	0	0	0	0	0	0	2,270
Professional Services	275	2,660	3,111	467	0	0	0	0	0	0	0	6,513
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	\$333	\$2,910	\$5,701	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,644

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$333	\$2,910	\$5,701	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,644
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74070001 FHWA ATCMTD	\$310	\$2,758	\$5,613	\$617	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,298
Local												
91000100 TransNet MC	23	152	88	83	0	0	0	0	0	0	0	346
Total Funding	\$333	\$2,910	\$5,701	\$700	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$9,644

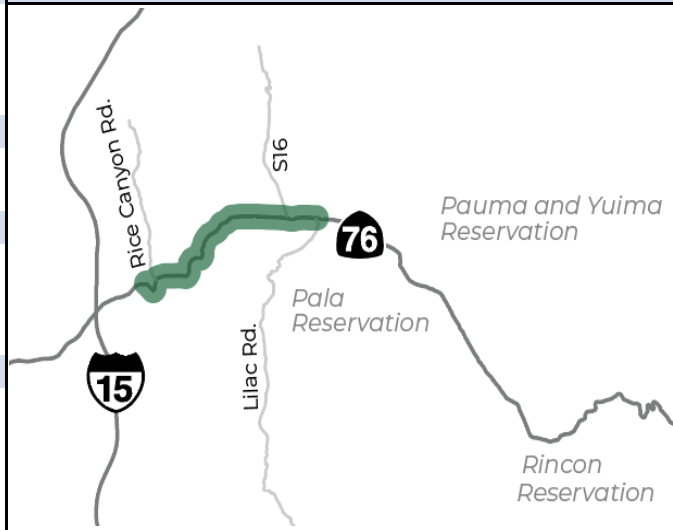
Note: Match Contribution for FY 2023-2024 from in-kind project expenses from CIP 1201101 (OME POE) totaling \$17 million.

Additional In-kind Match contribution of \$600 thousand from private industry partners

Project Scope

Preliminary design & environmental document for roadway straightening.

Site Location



Project Limits

Rice Canyon Road to Pala Reservation.

Progress to Date

New project. Preliminary engineering will begin in FY 2024.

Major Milestones

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

SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$175	\$175	\$150	\$0	\$0	\$0	\$0	\$0	\$0	\$500
Environmental Document	0	0	500	500	500	0	0	0	0	0	0	1,500
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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$675	\$675	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

Caltrans Expenditure Plan (thousands of dollars)

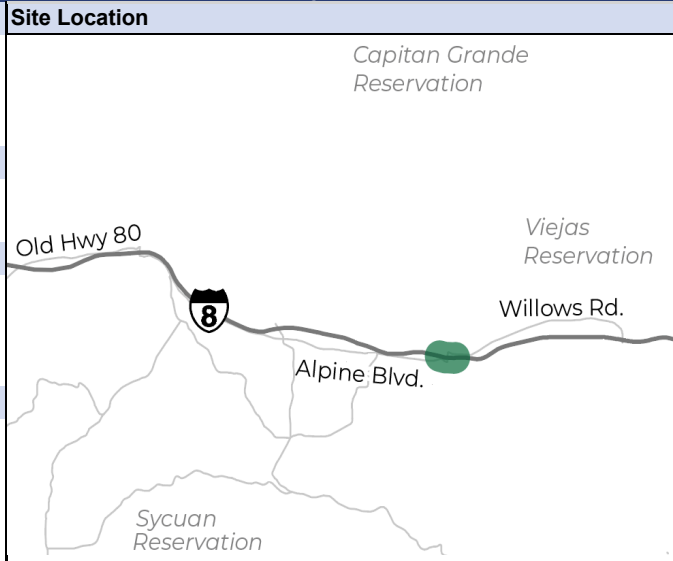
Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support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

Total Expenditures	\$0	\$0	\$675	\$675	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$0	\$675	\$675	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Total Funding	\$0	\$0	\$675	\$675	\$650	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

Project Scope	Preliminary design & environmental document for interchange improvements.
Project Limits	I-8/West Willows Road.
Progress to Date	New Project. Preliminary engineering will begin in FY 2024.
Major Milestones	Draft Environmental Document TBD Final Environmental Document TBD Ready to Advertise TBD Begin Construction TBD Open to Public TBD Construction Complete TBD



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$100	\$100	\$100	\$0	\$0	\$0	\$0	\$0	\$0	\$300
Environmental Document	0	0	850	850	850	0	0	0	0	0	0	2,550
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	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	\$950	\$950	\$950	\$0	\$0	\$0	\$0	\$0	\$0	\$2,850

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$50	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$150
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 Caltrans	\$0	\$0	\$50	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$150

Total Expenditures

Total Expenditures	\$0	\$0	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
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RSTP Pass-Through	\$0	\$0	\$50	\$50	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$150
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$0	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
Total Funding	\$0	\$0	\$1,000	\$1,000	\$1,000	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000

Project Name: **Central Mobility Hub**

CIP No.: **1149000**

RTIP No.: **SAN258**

Corridor Director: **Sharon Humphreys**

Project Manager: **Omar Atayee**

Project Scope

Conduct alternatives analysis, preliminary engineering, and environmental analysis for Central Mobility Hub and Airport Connection.

Project Limits

From I-8 to the San Diego International Airport and 12th and Imperial Trolley Center subject to concept screening through the environmental process.

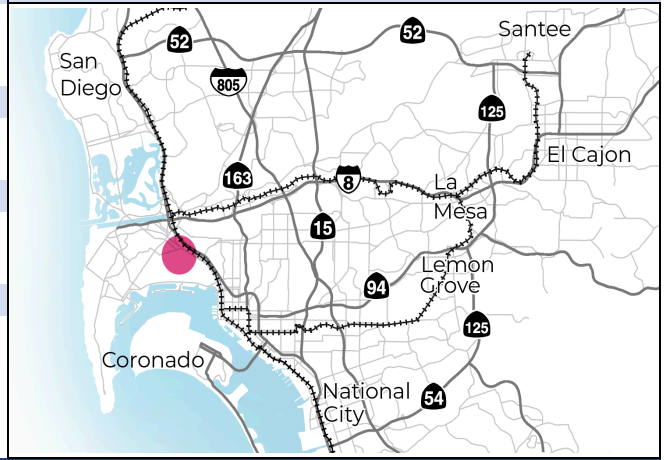
Progress to Date

Revised Notice of Preparation to initiate environmental work is complete. Environmental analysis and transit airport connection feasibility will occur in FY 2024.

Major Milestones

Draft Environmental Document	January-25
Final Environmental Document	TBD
Ready to Advertise	N/A
Begin Construction	N/A
Open to Public	N/A
Construction Complete	N/A

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration		\$2,759	\$1,283	\$1,320	\$1,410	\$1,409	\$330	\$0	\$0	\$0	\$0	\$8,511
Environmental Document		18,433	2,471	13,627	42,930	37,736	11,872	0	0	0	0	127,069
Design	1	0	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
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Professional Services	1,041	84	120	3,525	3,525	0	0	0	0	0	0	8,295
Communications	268	484	480	771	771	0	0	0	0	0	0	2,774
Project Contingency	0	0	0	7,300	7,300	0	0	0	0	0	0	14,600
Total SANDAG		\$22,502	\$4,322	\$15,547	\$55,936	\$50,741	\$12,202	\$0	\$0	\$0	\$0	\$161,250

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document		\$0	\$550	\$0	\$1,100	\$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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans		\$0	\$550	\$0	\$1,100	\$600	\$0	\$0	\$0	\$0	\$0	\$2,250

Total Expenditures		\$22,502	\$4,872	\$15,547	\$57,036	\$51,341	\$12,202	\$0	\$0	\$0	\$0	\$163,500
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Federal Pass-Through (PIO 93)		\$0	\$550	\$0	\$1,100	\$600	\$0	\$0	\$0	\$0	\$0	\$2,250
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
72100001 CMAQ		\$0	\$0	\$10,694	\$8,706	\$0	\$0	\$0	\$0	\$0	\$0	\$19,400
72500001 FTA Section 5307 CA-2020-267*	10,394	550	7,621	0	0	0	0	0	0	0	0	18,565
Local												
91000100 TransNet-MC	2,035	0	0	0	0	0	0	0	0	0	0	2,035
91000100 TransNet-MC AC	10,073	4,322	(5,689)	(8,706)	0	0	0	0	0	0	0	0
91070001 Port of San Diego	0	0	2,921	0	0	0	0	0	0	0	0	2,921
Total Funding		\$22,502	\$4,872	\$15,547	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,921

* Matched with Toll Credits

Note: The entire cost of this project is estimated to be \$163 million. Continued progress is subject to a funding allocation.

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.

Project Limits

Regionwide

Progress to Date

Regional tolling back office system went live in 2020. FY 2024 work will include further development of the remaining required features and the completion of the remaining system testing to achieve system acceptance.

Major Milestones

Draft Environmental Document	N/A
Final Environmental Document	N/A
Ready to Advertise	April-16
Begin Implementation	March-17
System Go Live	November-20
Implementation Complete	February-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
	Years											
Administration	\$1,503	\$233	\$234	\$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	1,056	2	0	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	3,151	788	485	0	0	0	0	0	0	0	0	4,424
Construction Capital	3,356	0	0	0	0	0	0	0	0	0	0	3,356
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	1,266	1,480	5,239	0	0	0	0	0	0	0	0	7,985
Professional Services	34	28	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	250	0	0	0	0	0	0	0	0	0	250
Total SANDAG	\$10,366	\$2,781	\$5,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,105

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
	Years											
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 Caltrans	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Total Expenditures	\$10,366	\$2,781	\$5,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,105
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Funding Plan (thousands of dollars)

Funding Source	Prior	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
	Years											
Local												
92140001 I-15 FasTrak® Revenue	\$3,757	\$1,025	\$1,016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$5,798
93140001 SR 125 Toll Revenues	6,609	1,756	4,942	0	0	0	0	0	0	0	0	\$13,307
Total Funding	\$10,366	\$2,781	\$5,958	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$19,105

Project Scope

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

Project Limits

SR 125 between Olay Mesa Road and SR 54, I-15 between SR 78 and SR 52, and along SR 11.

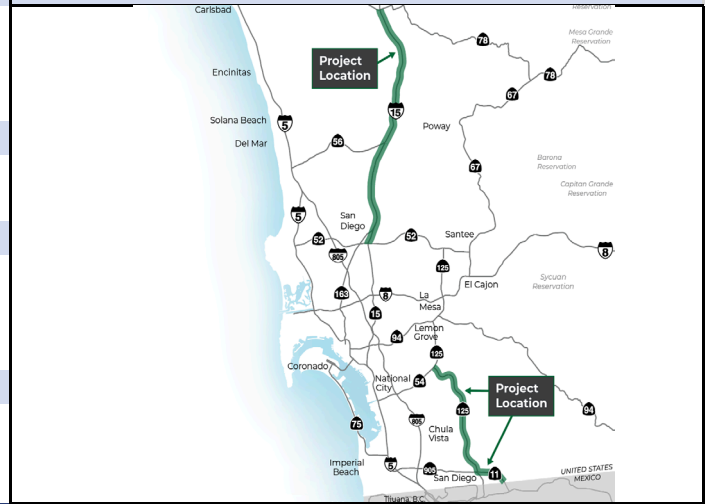
Progress to Date

Installation for I-15 was completed in FY 2022 and SR 125 was completed in FY 2023. Testing and acceptance and will continue through FY 2024.

Major Milestones

Ready to Advertise	May-17
Begin Implementation	December-17
System Go Live	October-21
Implementation Complete	July-24

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$1,047	\$260	\$60	\$465	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,832
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	886	1	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	1,484	550	527	396	0	0	0	0	0	0	0	2,957
Construction Capital	18,899	4,428	4,244	6,549	0	0	0	0	0	0	0	34,120
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	7,041	1,570	460	50	0	0	0	0	0	0	0	9,121
Professional Services	26	49	0	0	0	0	0	0	0	0	0	75
Communications	0	0	0	0	0	0	0	0	0	0	0	0
Project Contingency	0	0	300	500	0	0	0	0	0	0	0	800
Total SANDAG	\$29,383	\$6,858	\$5,591	\$7,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,792

Outside Agency Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
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	\$29,383	\$6,858	\$5,591	\$7,960	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,792
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Local												
92140001 I-15 FasTrak® Revenues	\$15,756	\$2,213	\$408	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$18,377
93140001 SR 125 Toll Revenues	13,627	4,645	5,183	360	0	0	0	0	0	0	0	23,815
Total Funding	\$29,383	\$6,858	\$5,591	\$360	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$42,192

Note: The entire cost of this project is estimated to be \$49 million. Funding for the SR 11 portion of this work is subject to a funding allocation.

Minor Capital



Projects described in this section include capital improvement and replacement projects of less than \$1 million.

Budget Comparison

FY 2024

\$231,000

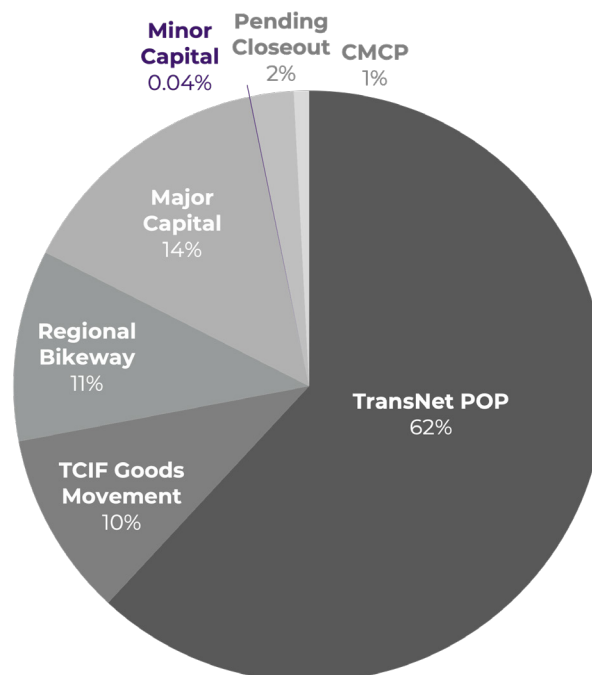
FY 2023

\$473,000

FY24 Major Projects

- ▶ Document Control (1128400)
- ▶ Regional Arterial Detection Deployment – Phase 1 (1144800)

Capital Budget Breakdown



FY 2024 Minor Capital Projects

Project No.	Project Title/Description	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
1144800	Regional Arterial Detection Deployment - Phase 1 Development of a 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
Total Minor Capital Projects		\$1,497

Projects Pending Closeout



Projects described in this section include capital projects that are open to the public and are substantially complete.

Budget Comparison

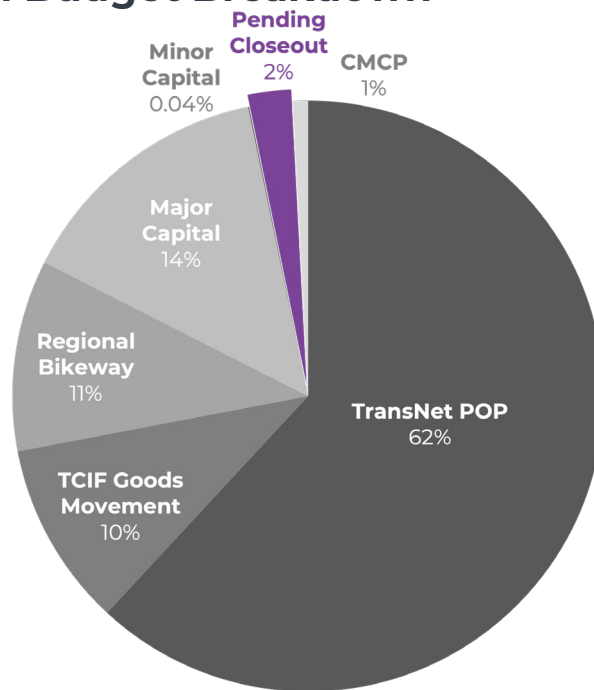
FY 2024

\$13,343,000

FY 2023

\$ 6,685,000

Capital Budget Breakdown



FY 2024 Projects Pending Closeout

Project No.	Project Title/Description	Budget Remaining as of June 2023 (thousands of dollars)	Total Budget (thousands of dollars)
1041502	SuperLoop New <i>SuperLoop</i> Rapid service, traffic signal priority measures, signalized intersections, street modifications, <i>SuperLoop</i> Rapid vehicles, and enhanced transit stops.	20	35,187
1145000	Los Peñasquitos Bridge Replacement This project replaces four aging timber trestle railway bridges.	34	48,073
1146900	El Portal Undercrossing Complete final design and construct pedestrian undercrossing underneath an existing North County Transit District operated railroad.	123	12,100
1147300	Del Mar Bluffs Emergency Repairs Emergency repairs to stabilize bluffs and improve trackside drainage.	27	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 (DARs) at various locations.	3	74,263
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.	1	12,513
1200506	I-5/Genesee Interchange and Widening 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 plant establishment project.	386	121,278
1200508	I-5/Gilman Drive Bridge Construct new overcrossing over I-5 between Gilman Drive and Medical Center Drive.	155	25,007
1200512	I-5/Genesee Auxiliary Lane Design and construction of southbound auxiliary lane on I-5 between Genesee Avenue and La Jolla Village Drive.	7	7,171
1201104	SR 11 and Otay Mesa East Port of Entry: Siempre Viva Interchange Construction Construction of Siempre Viva interchange.	65	32,308
1201105	SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study Develop an investment grade traffic and revenue study for the SR 11/Otay Mesa East Port of Entry project.	178	3,100
1201509	Downtown BRT Stations Construct new and modified transit stops at Park Boulevard, 11th Avenue, India Street, and Kettner Boulevard along Broadway.	10	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.	3,344	460,509

Project No.	Project Title/Description	Budget Remaining as of June 2023 (thousands of dollars)	Total Budget (thousands of dollars)
1207602	SR 76 Middle Reconstruct two-lane conventional highway as a four-lane conventional highway on SR 76 from Melrose Drive to Mission Road.	1,392	165,075
1223016	Coastal Rail Trail San Diego: Rose Creek Construct 2.1 miles Class 1 shared use path.	30	27,603
1223022	Uptown Bikeways: Fourth and Fifth Avenue Bikeways Construct 4.5 miles of new on-street bikeways.	71	24,379
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.	20	54,069
1223082	North Park/Mid-City Bikeways: Georgia-Meade Bikeway Design 3.5 miles and construct 6.5 miles of urban bikeways including traffic calming improvements. Includes construction of Landis Bikeway.	142	26,366
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.	1,272	37,181
1239806	San Elijo Lagoon Double Track Install 1.5 miles of new double-track, replace Bridge 240.4, reconfigure Control Point (CP) Cardiff with double crossovers, install new signals and drainage structures.	640	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 new signals.	18	32,813
1239811	Elvira to Morena Double-Track Convert 2.6 miles of single-track to double-track and install new signals. Construct new/replacement bridges at Mile Posts (MPs) 260.4, 259.6, 259.1, and 258.6. Construct new water/sewer facilities for the City of San Diego between Friars Road and SR 52. Construct universal crossover at CP Rose and signaling.	335	184,229
1239815	San Diego River Bridge Construct 0.9 miles of double-track and a new bridge along the LOSSAN Rail Corridor over San Diego River from MP 263.2 to MP 264.1.	143	92,296
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.	8	7,114
1280504	South Bay BRT Develop new Rapid transit service from the I-805/Palomar DAR to the Otay Mesa Border, including the construction of a guideway on East Palomar over SR 125, around Otay Ranch Town Center Mall and through the Millenia development.	783	127,391
1280505	I-805 HOV/Carroll Canyon Direct Access Ramp Construct two high-occupancy vehicle (HOV) lanes and north facing DAR at Carroll Canyon Road and extend Carroll Canyon Road as a four-lane arterial from Scranton Road to Sorrento Valley Road.	13	95,775

Project No.	Project Title/Description	Budget Remaining as of June 2023 (thousands of dollars)	Total Budget (thousands of dollars)
1280510	I-805 South: 2HOV and Direct Access Ramp Construct two HOV lanes between Palomar Street and SR 94, north-facing DARs and transit station at Palomar Street, and general-purpose lanes between Plaza Boulevard and SR 54.	32	183,031
1280511	I-805 North: 2 HOV Lanes Construct two HOV lanes and a south-facing DAR at Carroll Canyon Road.	394	112,086
1300601	San Ysidro Intermodal Freight Facility Purchase right-of-way, add storage tracks, and construct truck-loading staging area.	22	40,373
1390501	SR 905: I-805 to Britannia Boulevard Construct a six-lane freeway on new alignment from I-805 to Britannia Boulevard.	240	85,637
1390506	SR 125/905 Southbound to Westbound Connector Construct SR 125/905 southbound to westbound freeway grade-separated interchange connector.	1,017	28,992
1400405	SR 125 Ramps Overlay The project will complete pavement preservation on the SR 125 ramps and update American with Disabilities Act curb ramps.	1,764	8,759
1600501	Central Mobility Hub – Notice of Preparation (NOP) NOP, preliminary project alternatives development, and Public-Private Partnership procurement for Central Mobility Hub (CMH), Automated People Mover, roadway/freeway modifications, and supportive multi-use development.	679	5,714
1600504	CMCP – Central Mobility Connections 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, including the proposed development of a CMH and connections.	21	3,198
1600505	CMCP – Central Mobility Hub: Military Installation Resilience (Ph. 2) Oversight of utilization of data in transportation planning and development of the Comprehensive Multimodal Corridor Plan 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 CMH in the San Diego region.	70	978
1605201	CMCP – Coast, Canyons, and Trails (SR 52) 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.	10	2,144
1607801	CMCP – SPRINTER/Palomar Airport Road/SR 78 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.	33	3,000
Total Projects Pending Closeout		\$13,502	\$2,279,418

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.

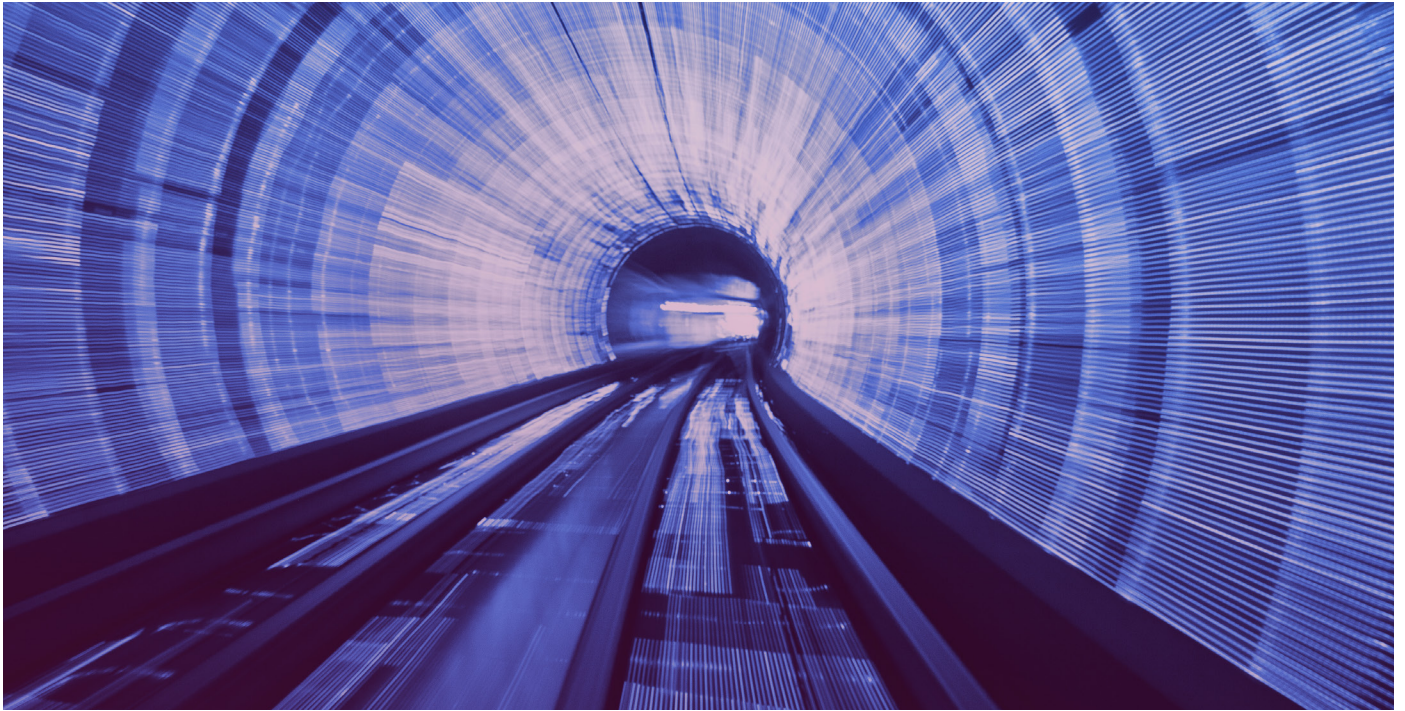
Projects Completed Through a Major Milestone

- ▶ Bayshore Bikeway: 8B Main Street to Palomar (1129900)
 - ▶ San Onofre Bridge Replacements (1145400)
 - ▶ Clairemont Mesa Blvd BRT Stations (12015150)
 - ▶ I-805 Imperial BRT Station (1280512)
-

FY 2024 Projects Completed Through A Major Milestone

Project No.	Project Title/Description	Funded to Date (thousands of dollars)	Completed Phase of Work	Budget Year
1129900	Bayshore Bikeway: 8B Main Street to Palomar Completed 65% 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 Street.	1,196	Design (65%)	FY 2022
1145400	San Onofre Bridge Replacements Project Study Report (PSR) for replacement of an aging timber trestle railway bridge that was built in the early 1900s.	110	PSR	FY 2023
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	Final Design	FY 2022
1280512	I-805 Imperial BRT Station PSR for an I-805 Rapid station with connection to the 47th Street Trolley complete.	1,673	PSR	FY 2016

Future Projects



The Future Projects section identifies approved Complete Corridor projects with funding beginning in FY 2025 and beyond.

Major Upcoming Projects

- ▶ I-5 HOV Conversion to Express Lanes (1200514)
 - ▶ I-805 HOV Conversion to Express Lanes (1280517)
 - ▶ CMCP – Airport to Airport Connection (1600001)
-

FY 2024 Future Projects

Project No.	Project Title/Description	Total Budget (thousands of dollars)
1200514	I-5 HOV Conversion to Express Lanes Design and construction to convert High-Occupancy Vehicle (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 Boulevard.	12,000
1223200	Pacific Coast Highway/Central Mobility Bikeway Construct bikeway along Pacific Coast Highway adjacent to future Central Mobility Hub.	3,496
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
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 that provides access to the Tijuana International Airport.	500
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.	1,500
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.	1,100
Total Future Projects		\$168,596

Comprehensive Multimodal Corridor Plan (CMCP)



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.

Budget Comparison

FY 2024

\$4,688,000

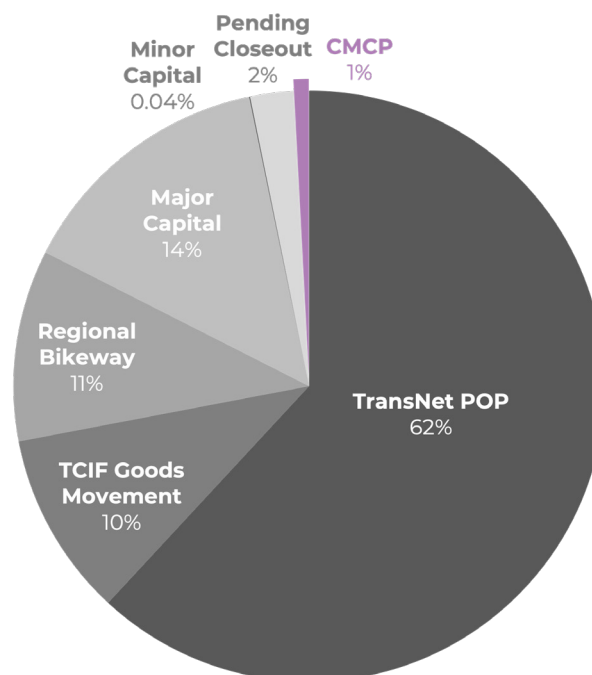
FY 2023

\$ 6,532,000

FY24 Major Projects

- ▶ Central Mobility Connections (1600504)
- ▶ High Speed Transit/I-8 (1600801)
- ▶ High Speed Transit/SR 94 (1609401)
- ▶ High Speed Transit/SR 125 (1612501)

Capital Budget Breakdown



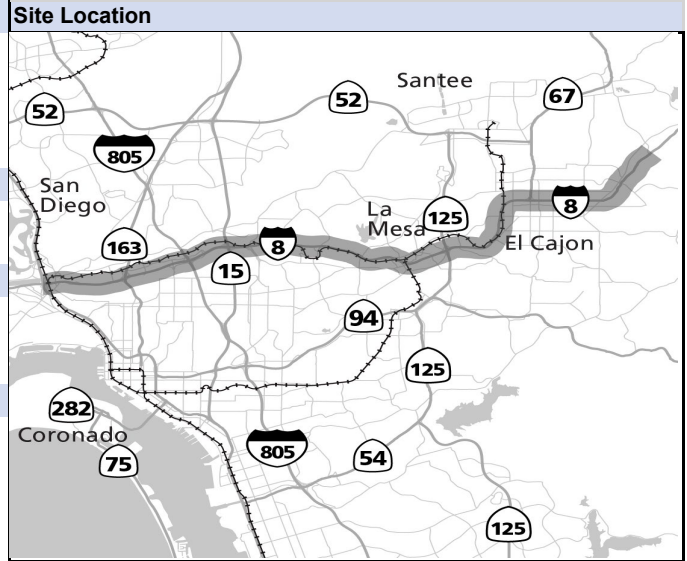
Project Scope
 Oversight of utilization of data in transportation planning and development of multimodal transportation solutions to increase transportation options, decrease congestion, and improve mobility along the I-8 Corridor. It will also consider future transportation connections to the proposed SDSU Mission Valley Campus development.

Project Limits
 Along the I-8 corridor from San Diego Bay to Lakeside.

Progress to Date
 Draft Transportation Solution Strategy Report is complete. Work in FY 2024 will include continued outreach and finalizing report.

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 (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$85	\$302	\$375	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$762
Environmental Document	263	671	391	0	0	0	0	0	0	0	0	1,325
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	1	0	0	0	0	0	0	0	0	0	1
Communications	2	75	40	0	0	0	0	0	0	0	0	117
Project Contingency	0	10	285	0	0	0	0	0	0	0	0	295
Total SANDAG	\$350	\$1,059	\$1,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,500

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$2	\$473	\$25	\$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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$2	\$473	\$25	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500

Total Expenditures	\$352	\$1,532	\$1,116	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,000
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TransNet Pass-Through to City of San Diego	\$0	\$30	\$40	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$70
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$341	\$989	\$1,091	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,421
RSTP	2	473	25	0	0	0	0	0	0	0	0	500
Local												
91000100 TransNet-MC	9	70	0	0	0	0	0	0	0	0	0	79
Total Funding	\$352	\$1,532	\$1,116	\$0	\$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 Scope

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.

Project Limits

Along the SR 94 corridor from I-5 to SR 125.

Progress to Date

Preliminary engineering and corridor studies to begin in FY 2024.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$0	\$325	\$425	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$750
Environmental Document	0	0	475	495	0	0	0	0	0	0	0	970
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	0	20	10	0	0	0	0	0	0	0	30
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$0	\$820	\$930	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,750

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$0	\$125	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$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
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
Total Caltrans	\$0	\$0	\$125	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250

Total Expenditures	\$0	\$0	\$945	\$1,055	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$0	\$760	\$870	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,630
RSTP	\$0	\$0	\$125	\$125	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Local												
91000100 TransNet-MC	0	0	60	60	0	0	0	0	0	0	0	120
Total Funding	\$0	\$0	\$945	\$1,055	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000

Project Scope

Development of multimodal transportation solutions to improve mobility in the corridor along SR 125 from SR 52 to SR 905 and the U.S.-Mexico border. The CMCP also will include analysis of tolls on the South Bay Expressway.

Project Limits

On SR 125 from SR 52 to SR 905 and the U.S.-Mexico Border.

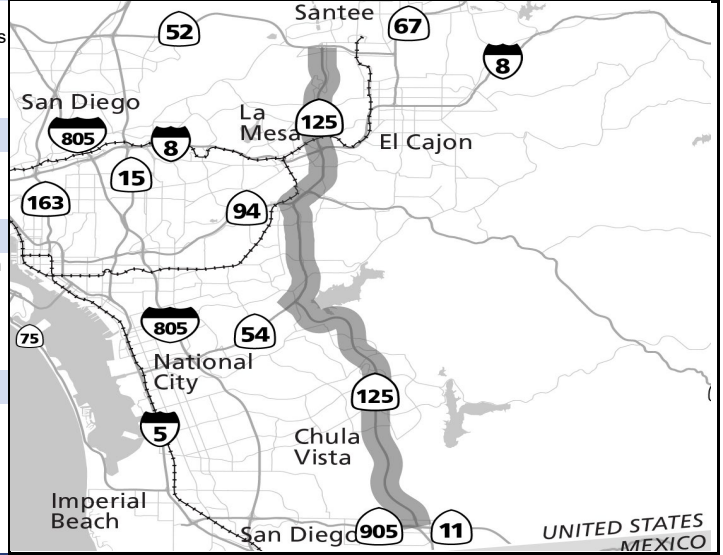
Progress to Date

Initial toll analysis is complete. Work in FY 2024 will consist of developing the CMCP transportation solutions, community outreach, and creation of the draft and final CMCP.

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

Site Location



SANDAG Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Administration	\$0	\$100	\$1,452	\$50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,602
Environmental Document	0	250	800	100	0	0	0	0	0	0	0	1,150
Design	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Support	0	0	0	0	0	0	0	0	0	0	0	0
Right-of-Way Capital	0	0	0	0	0	0	0	0	0	0	0	0
Construction Support	0	0	0	0	0	0	0	0	0	0	0	0
Construction Capital	0	0	0	0	0	0	0	0	0	0	0	0
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	0	0	0	0	0	0	0	0	0	0	0	0
Communications	0	10	50	30	0	0	0	0	0	0	0	90
Project Contingency	0	0	0	0	0	0	0	0	0	0	0	0
Total SANDAG	\$0	\$360	\$2,302	\$180	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,842

Caltrans Expenditure Plan (thousands of dollars)

Budget Phase	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Environmental Document	\$0	\$65	\$225	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350
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 Caltrans	\$0	\$65	\$225	\$60	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$350

Total Expenditures	\$0	\$425	\$2,527	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,192
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Funding Plan (thousands of dollars)

Funding Source	Prior Years	FY 23	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Total
Federal												
74100001 RSTP	\$0	\$40	\$2,197	\$140	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,377
RSTP	0	65	225	60	0	0	0	0	0	0	0	350
Local												
91000100 TransNet-MC	0	20	105	40	0	0	0	0	0	0	0	165
93140001 SR 125 Toll Revenues	0	300	0	0	0	0	0	0	0	0	0	300
Total Funding	\$0	\$425	\$2,527	\$240	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$3,192



CHAPTER 6

Internal Operations

The administration and IT budgets show the cost of staff time, office leases, contracted services, information systems support, travel, and training. These costs are allocated across projects in the OWP, regional operations and services, and capital budgets 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.

The Board's budget shows the costs associated with conducting the Board's business and related Policy Advisory Committee meetings. These costs are funded with SANDAG member agency assessments and TransNet funds. The information shown in the following pages includes the budget summaries and descriptions of cost categories for the FY 2024 budget and prior years.

FY 2024 Administration Budget

	FY 2022 Actual Budget	FY 2023 Estimated Budget	FY 2024 Budget	% of Non-Personnel Costs	Annual % Change		
Personnel							
Total SANDAG Salaries and Benefits	54,847,838	66,756,932	73,127,056	-	9.5%		
Administration Salaries and Benefits (Included in total shown above)	11,622,214	10,562,242	12,076,283	-	14.3%		
Subtotal Personnel	\$11,622,214	\$10,562,242	\$12,076,283	-	14.3%		
Non-Personnel							
Office and Graphics Supplies	163,884	187,500	188,000	2.0%	0.3%		
Postage	12,115	10,500	10,000	0.1%	-4.8%		
Contracted Services	1,394,899	1,700,792	1,968,853	20.7%	15.8%		
Parking and Mileage	74,446	70,000	79,000	0.8%	12.9%		
Travel	42,950	50,000	64,500	0.7%	29.0%		
Meeting and Miscellaneous Expenses	31,477	71,000	80,000	0.8%	12.7%		
Temporary Personnel	146,415	75,000	75,000	0.8%	0.0%		
Recruitment Expenses	14,148	60,000	118,500	1.2%	97.5%		
Memberships and Publications	120,554	111,800	146,500	1.5%	31.0%		
Rent, Facilities	3,789,195	4,066,000	4,475,000	47.0%	10.1%		
Lease/Purchase/Maintenance: Vehicles	8,508	20,000	20,000	0.2%	0.0%		
Lease/Purchase/Maintenance: Office Equipment	21,863	50,000	50,000	0.5%	0.0%		
Insurance	635,004	725,845	800,000	8.4%	10.2%		
Telecommunications	229,063	223,000	232,000	2.4%	4.0%		
Training Program	37,177	200,000	387,000	4.1%	93.5%		
COVID-19 Expenses	108,984	-	-	0.0%	0.0%		
Information Systems: Maintenance and Equipment	54,416	256,350	583,129	6.1%	127.5%		
Contingency Reserve	125,000	275,000	250,000	2.6%	-9.1%		
Subtotal Non-Personnel	\$7,010,098	\$8,152,787	\$9,527,482	-	16.9%		
Total Administration Budget	\$18,632,312	\$18,715,029	\$21,603,765	-	15.4%		
Less: Contingency funded separately with Member Assessments and TransNet	(125,000)	(275,000)	(250,000)	-	-9.1%		
Less: Items Funded with Other Sources ¹	(905,000)	(300,000)	-	-	-100.0		
Total Administration Costs Charged to Overhead	\$17,602,312	\$18,140,029	\$21,353,765	100.0%	17.7%		
Indirect Costs to be Allocated							
OIPA Indirect Cost - Salaries and Benefits ²	-	1,108,204	1,334,374	-	20.4%		
OIPA Indirect Cost - Non-Personnel ²	-	37,600	37,600	-	0.0%		
IT Indirect Cost - Salaries and Benefits	1,734,692	2,046,692	2,330,326	-	13.9%		
IT Indirect Costs - Non-Personnel	1,925,241	2,794,601	3,035,887	-	8.6%		
Total Indirect Costs to be Allocated (see below)	\$21,262,245	\$24,089,526	\$28,091,951	-	16.6%		
Indirect Costs							
The Administration Budget is allocated to the OWP, TransNet, Regional Operations, and Capital Projects as follows:							
	FY 2022 Actual Budget	% of Cost	FY 2023 Estimated Budget	% of Cost	FY 2024 Budget	% of Cost	Annual % Change
Salaries and Benefits							
OWP Projects	6,411,315	48%	6,304,467	50%	8,454,078	54%	34.1%
TransNet Projects	133,569	1%	126,089	1%	89,618	1%	-28.9%
Operations Projects	1,736,398	13%	1,386,983	11%	1,668,275	10%	20.3%
Capital Projects	5,075,624	38%	4,791,395	38%	5,529,012	35%	15.4%
Total Salaries and Benefits Allocated	\$13,356,906	100%	\$12,608,934	100%	\$15,740,983	100%	24.8%
Non-Personnel							
OWP Projects	3,794,563	48%	5,186,194	50%	6,633,388	54%	27.9%
TransNet Projects	79,053	1%	103,724	1%	70,318	1%	-32.2%
Operations Projects	1,027,694	13%	1,140,963	11%	1,308,992	10%	14.7%
Capital Projects	3,004,029	38%	3,941,507	38%	4,338,271	35%	10.1%
Total Non-Personnel Allocations	\$7,905,339	100%	\$10,372,388	100%	\$12,350,969	100%	19.1%
Total Indirect Costs Allocations	\$21,262,245	-	\$22,981,322	-	\$28,091,952	-	-

¹ Contingency Reserve for Community Benefits Agreement Implementation (FY 2022), and local Transportation Development Act funds for federally ineligible costs (FY 2023 and FY 2024)

² Beginning in FY 2023, indirect costs associated with OIPA will be spread throughout the agency's projects.

FY 2024 Administration Budget Detailed Descriptions

Account Title/Purpose	FY 2022 Actual Budget	FY 2023 Budget	FY 2024 Budget	Change Amount	Annual % Change	Primary Reason for Change
Office and Graphics Supplies Standard office supplies, paper, materials, ergonomic resources, outside graphics, etc.	163,884	187,500	188,000	500	0.3%	
Postage Standard mailing expenses, shipping costs, and couriers.	12,115	10,500	10,000	(500)	-4.8%	
Contracted Services Professional services related to: financial audits, legal consultation, program management and administration services, and organization development initiatives.	1,394,899	1,700,792	1,968,853	268,061	15.8%	Budget reflects anticipated need for professional services in FY 2024.
Parking and Mileage Parking validations and mileage reimbursement.	74,446	70,000	79,000	9,000	12.9%	Increase in parking rates at 401 B Street office.
Travel Employee business travel not charged to specific projects.	42,950	50,000	64,500	14,500	29.0%	Budget reflects anticipated travel expenses in FY 2024.
Meeting and Miscellaneous Expenses All-Hands employee meetings; public notices.	31,477	71,000	80,000	9,000	12.7%	Budget reflects increased costs for venue rentals and offsite meeting expenses.
Temporary Personnel Resources for short-term/interim staffing needs.	146,415	75,000	75,000	-	-	
Recruitment Expenses Advertising, pre-employment checks, and candidate travel.	14,148	60,000	118,500	58,500	97.5%	Increased volume of recruitments and enhanced outreach efforts.
Memberships and Publications Agency and employee membership in professional associations.	120,554	111,800	146,500	34,700	31.0%	Budget reflects anticipated membership expenses in FY 2024.
Rent and Facilities 401 B Street office lease and related fees, taxes, and maintenance expenses.	3,789,195	4,066,000	4,475,000	409,000	10.1%	The budget amount for FY 2024 is pending decision regarding future office space.
Lease/Purchase/Maintenance: Vehicles Maintenance of SANDAG fleet vehicles.	8,508	20,000	20,000	-	-	
Lease/Purchase/Maintenance: Furniture and Equipment Acquisition, replacement, and maintenance of office furniture and equipment.	21,863	50,000	50,000	-	-	
Insurance Coverage for general liability, property, travel, cyber, bonds, and other insurance types.	635,004	725,845	800,000	74,155	10.2%	Increase reflects market trends for general liability and cyber insurance.
Telecommunications Telephone and voicemail system and services.	229,063	223,000	232,000	9,000	4.0%	Budget reflects anticipated telecomm services expenses in FY 2024.
Training Program Professional development, coaching, technical training, and tuition reimbursement for employees.	37,177	200,000	387,000	187,000	93.5%	Additional resources allocated in support of Strategic Initiatives.
COVID-19 Expenses	108,984	-	-	-	-	

Account Title/Purpose	FY 2022 Actual Budget	FY 2023 Budget	FY 2024 Budget	Change Amount	Annual % Change	Primary Reason for Change
Maintenance/Equipment: Information Systems	54,416	256,350	583,129	326,779	127.5%	
Maintenance, software, and equipment costs						Budget reflects all the Information Technology costs for Admin programs
Contingency	125,000	275,000	250,000	(25,000)	-9.1%	
Administration reserve for unforeseen expenses.						
Total Non-Personnel Costs	\$7,010,098	\$8,152,787	\$9,527,482	\$1,374,695	16.9%	
Less: Items funded with other sources	(905,000)	(300,000)	-	300,000	-100.0%	
Less: Contingency funded separately with Member Assessments and TransNet	(125,000)	(275,000)	(250,000)	25,000	-9.1%	
Total Non-Personnel Costs Charged to Overhead	\$5,980,098	\$7,577,787	\$9,277,482	\$1,699,695	22.4%	

FY 2024 Administration Budget Contracted Services

OWP No.	Contract Type Scope	Current Budget Year Amount
8000100	Admin - Overhead	
8000100	0124 - Payroll Processing Fees	5,000
8000100	Legal Services: Legal Research	27,000
8000100	Legal Services: On-Call Open Government Law Legal Services	70,000
8000100	Legal Services: Outside counsel for agency needs	40,000
8000100	Professional Services - Other: CALCOG MOU	35,000
8000100	Total Admin – Overhead	\$177,000
8000120	Office and Property Services	
8000120	Office Space Services: Professional services for building maintenance (carpet cleaning, moving furniture/equipment throughout the agency, temporary storage services)	25,000
8000120	Total Office and Property Services	\$25,000
8000141	Human Resources – Contractual Services	
8000141	Professional Services - Other: Outplacement Services	3,000
8000141	Professional Services - Other: Ergonomic Consulting Services	5,000
8000141	Professional Services - Other: On-Call Class/Comp Services	100,000
8000141	Legal Services: On-Call Legal Services	150,000
8000141	Professional Services - Other: Driving Records Check/Training	7,500
8000141	Professional Services - Other: Actuarial Consulting	7,000
8000141	Total Human Resources - Contractual Services	\$272,500
8000146	Diversity, Equity, Inclusion Initiatives	
8000146	Professional Services - Other: Training services, likely accessed via HR on-call/JPA arrangements	25,000
8000146	Professional Services - Other: Consultant services TBD, in support of Equity Action Plan implementation.	50,000
8000146	Total Diversity, Equity, Inclusion Initiatives	\$75,000
8000160	Contracts & Procurement	
8000160	Professional Services - Other: Federal Transit Administration (FTA) Consultant services to provide guidance on where and how additional flexibility can be incorporated into existing processes to help streamline procurement timelines particularly with FTA-funded procurements.	50,000
8000160	Accounting Services: Consultant auditing services for contract file reviews to validate cost and pricing data.	90,000
8000160	Total Contracts & Procurement	\$140,000
8000161	Diversity and Equity	
8000161	Professional Services - Other: Mira Costa College (North Coast Small Business Development Center) annual support/sponsorship	10,000
8000161	Disadvantaged Business Enterprise (DBE) Consulting Services: Consultant to provide DBE/Small Business program technical assistance, electronic compliance system administration and management support, and training services for a variety of Office of Diversity and Equity civil rights programs.	298,532
8000161	DBE Consulting Services: Consultant to provide DBE Triennial goal development/annual reviews, contract-specific DBE goals development, DBE commitment form analysis, good faith efforts review/evaluation, Pre-bid/Pre-proposal/Pre-Statement of qualifications (SOQ) meeting assistance and outreach support, and other related DBE services.	10,000
8000161	Professional Services - Other: Labor and Compliance Technical Services and Training	47,500
8000161	Professional Services - Other: ADA Consulting and Technical Assistance	35,000
8000161	Professional Services - Other: Consultant services for Community Benefit Agreement (CBA) to provide guidance and assistance as required to ensure SANDAG meet or exceed the requirements for the programs.	150,000
8000161	Inter-Agency MOU: San Diego Contracting Opportunities Center Support	10,000
8000161	Legal Services: Consultant shall provide expertise in labor relations services to project owners regarding CBA. Consultant shall collaborate with SANDAG representatives and SANDAG Consultant to identify SANDAG key objectives, goals, and interests in CBA related matters.	50,000
8000161	Professional Services - Other: Conduct a comprehensive Disparity Study covering the period of 2018 - 2022 within the legal framework of 49 CFR Part 26 to support the upcoming mandatory DBE Triennial Goal Setting cycle.	450,000
8000161	Total Diversity and Equity	\$1,061,032
8000175	Website Development	
8000175	Computer Network Services: SearchStax Maintenance for SANDAG.org	8,400
8000175	Total Website Development	\$8,400
8000180	Finance (Admin)	
8000180	Auditing Services: Auditing services for the Comprehensive Annual Financial Report, Federal Single Audit, and other financial reports	69,921
8000180	Professional Services - Other: Consulting services for the Finance department	140,000
8000180	Total Finance (Admin)	\$209,921
Administration Total – Contracted Services		\$1,968,853

FY 2024 Administration Budget Contingency Reserves

SANDAG Administration Reserve <i>in thousands</i>	2023	2024
Budgeted Contingency Line Item	\$275	\$250
Administration Budget*	\$24,558	\$28,123
% of Administration Budget	1%	1%

* Includes Office of the Independent Auditor and Information Technology budgets

FY 2024 Board of Directors Budget

	FY 2022 Actual Budget	FY 2023 Estimated Budget	FY 2024 Budget	Annual % Change
Board of Directors Expenses				
Professional Services	393,000	318,500	245,000	-23.1%
Parking and Mileage	37,000	45,000	45,000	-
Travel	25,000	30,000	30,000	-
Meeting and Misc. Expense	187,500	168,000	193,000	14.9%
Board Compensation	170,000	180,000	180,000	-
Contingency Reserve	-	50,000	50,000	-
Total Board of Directors Expenses	\$812,500	\$791,500	\$743,000	-6.1%
Funding Sources				
Member Agency Assessments	406,250	395,750	371,500	-6.1%
TransNet Administration	406,250	395,750	371,500	-6.1%
Total Funding Sources	\$812,500	\$791,500	\$743,000	-6.1%

FY 2024 Board of Directors Budget Detailed Descriptions

Account Title/Purpose	FY 2022 Actual Budget	FY 2023 Estimated Budget	FY 2024 Budget	Change Amount	Annual % Change	Primary Reason for Change
Professional Services	393,000	318,500	245,000	(73,500)	-23.1%	
Interpretation and security services for Board of Directors and Policy Advisory Committee (PAC) meetings; media and legal services.						Costs for closed captioning services have been moved to Meeting Expenses; the budget for security expenses aligns to actual cost.
Parking and Mileage	37,000	45,000	45,000	-	-	
Mileage reimbursement for Board and PAC members, and parking validation for public meetings.						
Travel	25,000	30,000	30,000	-	-	
Board and PAC member business travel.						
Meeting and Misc. Expenses	187,500	168,000	193,000	25,000	14.9%	
Annual Board Retreat and other non-professional services meeting expenses.						The cost for closed captioning services have been moved to this line item.
Board/PAC Member Compensation	170,000	180,000	180,000	-	-	
Stipends provided to Board and PAC members for attendance at SANDAG meetings.						The budget reflects anticipated expenses in FY 2023.
Contingency Reserve	-	50,000	50,000	-	-	
						Established for unexpected expenses that may be encountered throughout the year.
Total Board Expense	\$812,500	\$791,500	\$743,000	(48,500)	-6.1%	

FY 2024 Business Information and Technology Services Budget

	FY 2022 Actual Budget	FY 2023 Estimated Budget	FY 2024 Budget	% of Non-Personnel Costs	Annual % Change
Personnel					
Business Information and Technology Services Salaries and Benefits	1,734,692	2,046,692	2,330,326	-	13.9%
Subtotal Personnel	\$1,734,692	\$2,046,692	\$2,330,326	-	13.9%
Non-Personnel					
Office Supplies	7,603	23,000	23,000	0.8%	-
Memberships and Publications	-	8,250	8,250	0.3%	-
IT Software License	824,438	2,007,511	1,975,737	65.1%	-1.6%
Other Direct Costs	173,504	-	150,000	4.9%	-
Information Systems - Maintenance and Equipment	919,696	755,840	878,900	29.0%	16.3%
Subtotal Non-Personnel	\$1,925,241	\$2,794,601	\$3,035,887	100.0%	8.6%
Total Business Information and Technology Services Budget	\$3,659,933	\$4,841,293	\$5,366,213	-	10.8%
Total Indirect Costs to be Allocated	\$3,659,933	\$4,841,293	\$5,366,213	-	10.8%

FY 2024 Business Information and Technology Services Budget Detailed Descriptions

Account Title/Purpose	FY 2022 Actual Budget	FY 2023 Budget	FY 2024 Budget	Change Amount	Annual % Change	Primary Reason for Change
Office Supplies	7,603	23,000	23,000	-	0.0%	
All standard office supplies, forms, paper, materials, small equipment, etc.						
Memberships and Publications	-	8,250	8,250	-	0.0%	
ITSCA						
IT Software License	824,438	2,007,511	1,975,737	(31,774)	-1.6%	
Agencywide software licenses						
Other Direct Costs	173,504	-	150,000	150,000	-	
Review of agency data governance practices for improvement, COX Communications						
Information Systems – Maintenance and Equipment	919,696	755,840	878,900	123,060	16.3%	
Maintenance, software, and equipment costs						
Total Non-Personnel Expenses	\$1,925,241	\$2,794,601	\$3,035,887	\$241,286	8.6%	



CHAPTER 7

Office of the Independent Performance Auditor

As a result of California Assembly Bill 805 (Gonzalez, 2017), SANDAG hired an Independent Performance Auditor in FY 2019 to oversee and conduct independent examinations of SANDAG's programs, functions, and operations. The OIPA budget shows the cost of implementing the Business and Audit Plan, which is approved each year by the Audit Committee. OIPA expenses are allocated across projects in the OWP, regional operations and services, and capital budgets based on direct labor dollars charged to each project and funded accordingly.

FY 2024 Office of the Independent Performance Auditor Budget¹

	FY 2022 Actual Budget	FY 2023 Budget	FY 2024 Budget	% of Non-Personnel Costs	Annual % Change
Personnel					
Salaries and Benefits	909,020	1,108,204	1,334,374	-	20.4%
Subtotal Personnel	\$909,020	\$1,108,204	\$1,334,374	-	20.4%
Non-Personnel					
Memberships and Publications	7,000	7,000	7,000	18.6%	-
Training Program	30,600	30,600	30,600	81.4%	-
Subtotal Non-Personnel	\$37,600	\$37,600	\$37,600	100.0%	-
Total Office of the Independent Performance Auditor Budget	\$946,620	\$1,145,804	\$1,371,974	-	19.7%
Less: Items Funded with Other Sources ¹	(946,620)	-	-	-	-
Indirect Costs to be Allocated	-	\$1,145,804	\$1,371,974	-	19.7%

¹ Funded with Member Assessments, TransNet Administration, and TransNet/FasTrak® swap in FY 2021 and FY 2022. Beginning in FY 2023, indirect costs associated with OIPA will be spread throughout the agency's projects.

FY 2024 Office of the Independent Performance Auditor Budget Detailed Descriptions

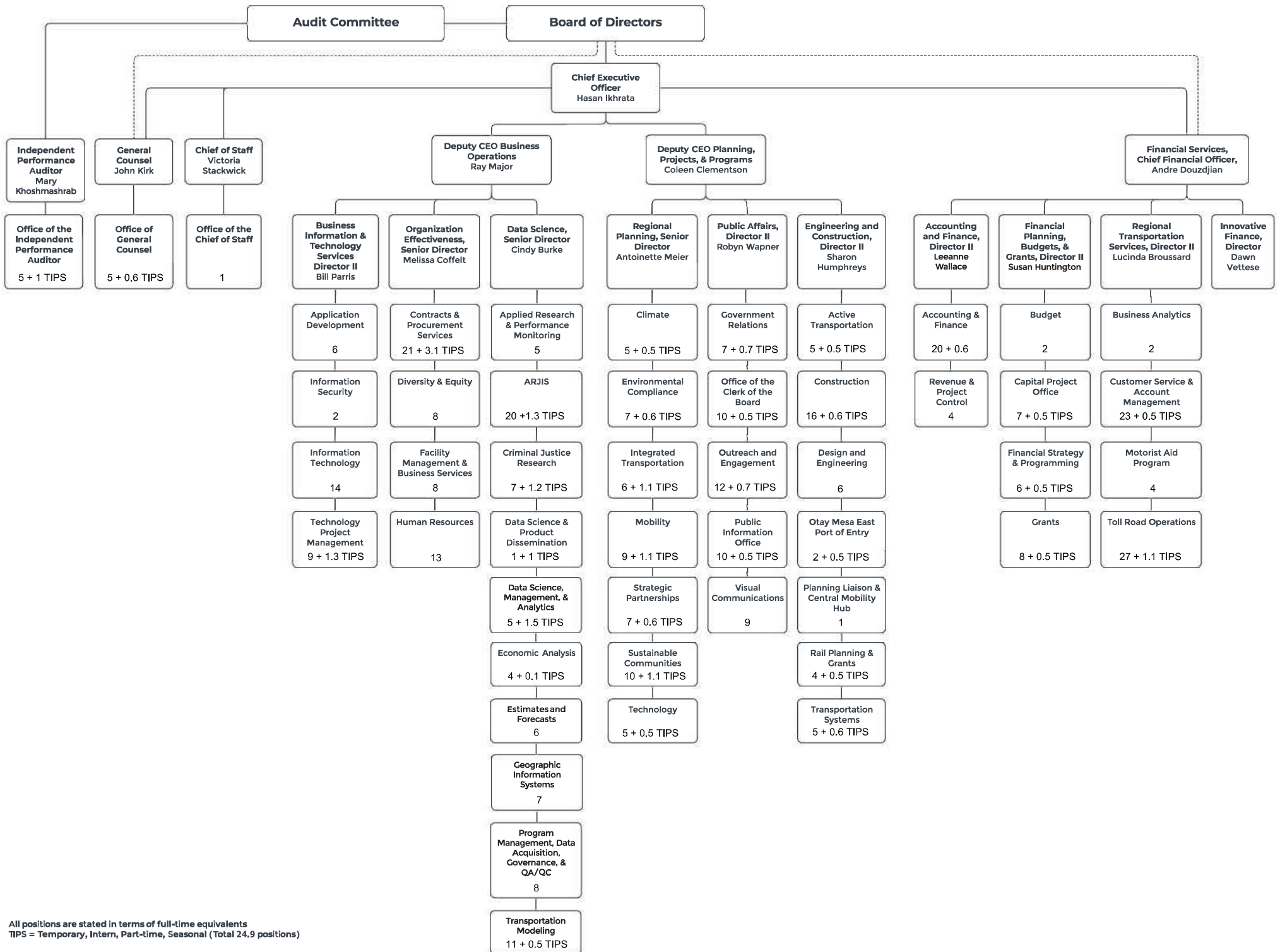
Account Title/Purpose	FY 2022 Actual Budget	FY 2023 Estimated Budget	FY 2024 Budget	Change Amount	Annual % Change	Primary Reason for Change
Memberships and Publications	7,000	7,000	7,000	-	-	
Professional memberships for auditors - ACFE, AICPA, IIA. Additionally, other memberships such as time tracking, project tracking, and audit cycle tracking.						
Training Program	30,600	30,600	30,600	-	-	
Auditor training as required by GAGAS professional auditing standards and professional development.						
Total Non-Personnel Costs	\$37,600	\$37,600	\$37,600	-	-	



CHAPTER 8

Human Resources

Included in this chapter are the Personnel Cost Summary, the Position Classification/Salary Range table, and the Special Compensation table. The Personnel Cost Summary shows the budgeted agency salaries and benefits for FY 2024, the revised budget for FY 2023, and actuals for FY 2022. 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.



All positions are stated in terms of full-time equivalents
TIPS = Temporary, Intern, Part-time, Seasonal (Total 24.9 positions)

FY 2024 Personnel Cost Summary

	FY 2022 Actual Expenses		FY 2023 Final Budget		FY 2024 Budget		Year-to-Year Change FY 2024 over FY 2023	
	Revised Budget	Benefits % of Salaries	Estimated Budget	Benefits % of Salaries	Budget	Benefits % of Salaries	Amount of Change	% of Change
Staff Positions and Salaries								
Regular and Limited Term Staff Positions	403	-	414	-	422	-	8	1.9%
Temporary, Intern, Part-Time, Seasonal (TIPS) Positions	29.4	-	27.8	-	24.9	-	(3)	-10.4%
Salaries - Regular and Limited Term Staff Positions	36,484,113	-	42,530,256	-	46,961,110	-	4,430,854	10.4%
Salaries - TIPS Positions	1,054,581	-	1,353,022	-	1,380,011	-	26,988	2.0%
Total Staff Positions and Salaries	\$37,538,693	-	\$43,883,278	-	\$48,341,121	-	\$4,457,842	10.2%
Employee Benefits								
Retirement (PERS+PARS)	8,433,881	22.5%	11,989,007	27.3%	13,160,184	27.2%	1,171,177	9.8%
Section 115 Pension Savings Fund	1,000,000	2.7%	1,000,000	2.3%	1,000,000	2.1%	-	-
Combined Health Insurance Plan	5,133,526	13.7%	6,544,906	14.9%	7,180,272	14.9%	635,366	9.7%
Dental/Vision Insurance Plan	484,932	1.3%	567,743	1.3%	605,303	1.3%	37,561	6.6%
Short-/Long-Term Disability	243,467	0.6%	465,420	1.1%	470,680	1.0%	5,260	1.1%
Workers Compensation	269,056	0.7%	288,746	0.7%	296,987	0.6%	8,241	2.9%
Social Security/Medicare and Other Taxes	523,436	1.4%	635,887	1.4%	700,515	1.4%	64,628	10.2%
Life/Accident Insurance	43,709	0.1%	57,984	0.1%	42,349	0.1%	(15,635)	-27.0%
Employee Assistance Program	70,214	0.2%	11,945	-	11,970	-	25	0.2%
Section 125 Flexible Spending Account Administration	2,200	-	14,976	-	13,680	-	(1,296)	-8.7%
Transportation Demand Management Program	10,290	-	28,000	0.1%	28,000	0.1%	-	-
Post-Employment Health Care	599,834	1.6%	716,418	1.6%	681,386	1.4%	(35,032)	-4.9%
Management Benefit	480,985	1.3%	515,622	1.2%	577,609	1.2%	61,987	12.0%
Automotive Allowance	12,000	-	12,000	-	12,000	-	-	-
Computer Purchase/Loan Program	1,615	-	5,000	-	5,000	-	-	-
Total Employee Benefits	\$17,309,145	46.1%	\$22,873,654	52.1%	\$24,785,936	51.3%	\$1,932,282	8.4%
Total Personnel Cost (Salaries and Benefits)	\$54,847,838		\$66,756,932		\$73,127,056		\$6,390,124	9.5%

FY 2024 Position Classification/Salary Range Table

Class No.	Position Classifications	Monthly Salary Ranges			Annual Salary Ranges		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
101	CLASS SALARY RANGE..... Assistant Intern	\$2,745	\$3,363	\$3,980	\$32,939	\$40,351	\$47,762
103	CLASS SALARY RANGE..... Toll Plaza Attendant	\$3,026	\$3,707	\$4,388	\$36,316	\$44,487	\$52,658
104	CLASS SALARY RANGE..... Customer Service Representative Landscape Maintenance Technician Office Services Specialist I Receptionist I	\$3,178	\$3,893	\$4,608	\$38,131	\$46,711	\$55,291
105	CLASS SALARY RANGE..... Accounting Specialist I	\$3,337	\$4,087	\$4,838	\$40,038	\$49,047	\$58,055
106	CLASS SALARY RANGE..... Office Services Specialist II Receptionist II	\$3,503	\$4,292	\$5,080	\$42,040	\$51,499	\$60,958
107	CLASS SALARY RANGE..... Accounting Specialist II Document Processing Specialist I	\$3,678	\$4,506	\$5,334	\$44,142	\$54,074	\$64,006
108	CLASS SALARY RANGE..... Customer Service Lead Landscape Maintenance Lead Office Services Specialist III Receptionist III Toll Operations Specialist I	\$3,862	\$4,731	\$5,601	\$46,349	\$56,778	\$67,206
109	CLASS SALARY RANGE..... Accounting Specialist III Administrative Office Specialist Document Processing Specialist II Toll Operations Specialist II	\$4,056	\$4,968	\$5,881	\$48,666	\$59,616	\$70,566
110	CLASS SALARY RANGE..... Information Systems Specialist I Office Administrator*	\$4,258	\$5,216	\$6,175	\$51,100	\$62,597	\$74,095
111	CLASS SALARY RANGE..... Document Processing Specialist III	\$4,296	\$5,477	\$6,659	\$51,551	\$65,727	\$79,904
112	CLASS SALARY RANGE..... Account Executive I Administrative Analyst I Business Analyst I Contracts and Procurement Analyst I Grants Program Analyst I Human Resources Analyst I Information Systems Specialist II Toll Operations Supervisor	\$4,511	\$5,751	\$6,992	\$54,128	\$69,014	\$83,899

Class No.	Position Classifications	Monthly Salary Ranges			Annual Salary Ranges		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
113	CLASS SALARY RANGE.....	\$4,736	\$6,039	\$7,341	\$56,835	\$72,464	\$88,094
	Accountant I						
	Customer Service Supervisor						
	Executive Assistant I						
	Facilities/Maintenance Coordinator						
	Financial Analyst I						
	Graphic Designer I						
	Government Relations Analyst I						
	Maintenance Field Technician						
	Management Internal Auditor I						
	Marketing Analyst I						
	Public Communications Officer I						
	Regional Planner I						
114	CLASS SALARY RANGE.....	\$4,973	\$6,341	\$7,708	\$59,676	\$76,087	\$92,498
	Account Executive II						
	Administrative Analyst II						
	Business Analyst II						
	Contracts and Procurement Analyst II						
	Grants Program Analyst II						
	Human Resources Analyst II						
	Information Systems Specialist III						
	Research Analyst I						
115	CLASS SALARY RANGE.....	\$5,222	\$6,658	\$8,094	\$62,660	\$79,892	\$97,123
	Accountant II						
	Engineer I						
	Executive Assistant II						
	Financial Analyst II						
	GIS Analyst I						
	Government Relations Analyst II						
	Graphic Designer II						
	Human Resources Coordinator						
	Information Systems Analyst I						
	Landscape Maintenance Supervisor						
	Management Internal Auditor II						
	Marketing Analyst II						
	Programmer Analyst I						
	Project Coordinator						
	Public Communications Officer II						
	Regional Planner II						
	Senior Maintenance Field Technician						
	Systems Engineer I						
	Technology Program Analyst I						
116	CLASS SALARY RANGE.....	\$5,483	\$6,991	\$8,498	\$65,793	\$83,886	\$101,979
	Associate Account Executive						
	Associate Administrative Analyst						
	Associate Business Analyst						
	Associate Contracts and Procurement Analyst						
	Associate Grants Program Analyst						
	Associate Human Resources Analyst						
	Research Analyst II						

Class No.	Position Classifications	Monthly Salary Ranges			Annual Salary Ranges		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
117	CLASS SALARY RANGE.....	\$5,757	\$7,340	\$8,923	\$69,083	\$88,081	\$107,078
	Associate Accountant						
	Associate Financial Analyst						
	Associate Graphic Designer						
	Associate Government Relations Analyst						
	Associate Management Internal Auditor						
	Associate Marketing Analyst						
	Associate Public Communications Officer						
	Associate Regional Planner						
	Business Services Supervisor						
	Deputy Clerk of the Board						
	Data Scientist I						
	Economic Research Analyst 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						
118	CLASS SALARY RANGE.....	\$6,045	\$7,707	\$9,369	\$72,537	\$92,485	\$112,432
	Associate Research Analyst						
119	CLASS SALARY RANGE.....	\$6,347	\$8,092	\$9,838	\$76,164	\$97,109	\$118,054
	Associate GIS Analyst						
	Associate Technology Program Analyst						
	Data Scientist II						
	Economic Research Analyst II						
	Maintenance and Facilities Supervisor						
	Researcher and Modeler II						
	Software Engineer II						
120	CLASS SALARY RANGE.....	\$6,664	\$8,497	\$10,330	\$79,972	\$101,964	\$123,957
	Associate Engineer						
	Associate Information Systems Analyst						
	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						

Class No.	Position Classifications	Monthly Salary Ranges			Annual Salary Ranges		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
121	CLASS SALARY RANGE.....	\$6,998	\$8,922	\$10,846	\$83,971	\$107,063	\$130,155
	Borders Program Manager*						
	Legal Counsel I						
	Senior Accountant						
	Senior Budget Program Analyst						
	Senior Business Analyst						
	Senior Financial Programming and Project Control Analyst						
	Senior Government Relations Analyst						
	Senior Management Internal Auditor						
	Senior Marketing Analyst						
	Senior Public Communications Officer						
	Senior Regional Planner						
122	CLASS SALARY RANGE.....	\$7,347	\$9,368	\$11,389	\$88,169	\$112,416	\$136,662
	Associate Data Scientist						
	Associate Economic Research Analyst						
	Associate Researcher and Modeler						
	Associate Software Engineer						
	Senior Research Analyst						
123	CLASS SALARY RANGE.....	\$7,715	\$9,836	\$11,958	\$92,578	\$118,037	\$143,495
	Capital Development Project Manager						
	Legal Counsel II						
	Senior GIS Analyst						
	Senior Information Systems Analyst						
	Senior Programmer Analyst						
	Senior Technology Program Analyst						
124	CLASS SALARY RANGE.....	\$8,101	\$10,328	\$12,556	\$97,207	\$123,938	\$150,670
	Clerk of the Board						
	Communications Manager						
	Grants Program Manager						
	Manager of Government Relations						
	Principal Business Analyst						
	Principal Human Resources Analyst						
	Regional Planning Program Manager						
	Principal Research Analyst						
	Risk Program Manager						
	Senior Engineer						
	Senior Systems Engineer						
125	CLASS SALARY RANGE.....	\$8,506	\$10,845	\$13,184	\$102,067	\$130,135	\$158,204
	Associate Legal Counsel						
126	CLASS SALARY RANGE.....	\$8,931	\$11,387	\$13,843	\$107,170	\$136,642	\$166,114
	Project Development Program Manager						
	Senior Data Scientist						
	Senior Economic Research Analyst						
	Senior Researcher and Modeler						
	Senior Software Engineer						

Class No.	Position Classifications	Monthly Salary Ranges			Annual Salary Ranges		
		Minimum	Midpoint	Maximum	Minimum	Midpoint	Maximum
127	CLASS SALARY RANGE..... Budget Manager Finance Manager Manager of Business Administration and Operations Manager of Contracts and Procurement Sservices Manager of Financial Programming and Project Control Manager of Human Resources Manager of Regional Information Services Manager of Revenue and Project Control Principal Management Internal Auditor Principal Technology Program Manager	\$9,377	\$11,956	\$14,535	\$112,529	\$143,474	\$174,420
128	CLASS SALARY RANGE..... Principal Data Scientist Principal Economic Research Analyst Principal Researcher and Modeler Principal Software Engineer	\$9,846	\$12,554	\$15,262	\$118,155	\$150,648	\$183,140
129	CLASS SALARY RANGE..... Information Systems Manager Manager of Data Science Manager of Regional Models Principal Engineer Senior Legal Counsel	\$10,339	\$13,182	\$16,025	\$124,063	\$158,180	\$192,298
131	CLASS SALARY RANGE..... Director I ¹	\$11,398	\$14,533	\$17,667	\$136,779	\$174,394	\$212,008
133	CLASS SALARY RANGE..... Deputy General Counsel	\$12,567	\$16,022	\$19,478	\$150,799	\$192,269	\$233,739
135	CLASS SALARY RANGE..... Chief of Staff (Strategic Advisor) Director II ² Independent Performance Auditor	\$13,855	\$17,665	\$21,475	\$166,256	\$211,977	\$257,697
137	CLASS SALARY RANGE..... Senior Director ³	\$15,275	\$19,475	\$23,676	\$183,297	\$233,704	\$284,111
139	CLASS SALARY RANGE..... Chief Financial Officer Deputy CEO, Business Operations Deputy CEO, Planning, Programs, and Projects General Counsel	\$16,840	\$21,472	\$26,103	\$202,085	\$257,659	\$313,232
147	CLASS SALARY RANGE..... Chief Executive Officer	\$24,881	\$31,723	\$38,566	\$298,572	\$380,680	\$462,787

* This is a grandfathered classification.

¹ Director I positions include:

- Director of ARJIS
- Director of Diversity and Equity
- Director of Innovative Finance
- Director of Strategic Projects

² Director II positions include:

- Director of Accounting and Finance
- Director of Business Information & Technology Services
- Director of Contracts and Procurement Services
- Director of Engineering and Construction
- Director of Financial Planning, Budgeting, and Grants
- Director of Public Affairs
- Director of Regional Transportation Services

³ Senior Director positions include:

- Senior Director, Data Science
- Senior Director, Organization Effectiveness
- Senior Director, Regional Planning

The FY 2024 Classification/Salary Range Table was approved by the SANDAG Board of Directors on May 12, 2023.

Effective date: June 19, 2023

FY 2024 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.

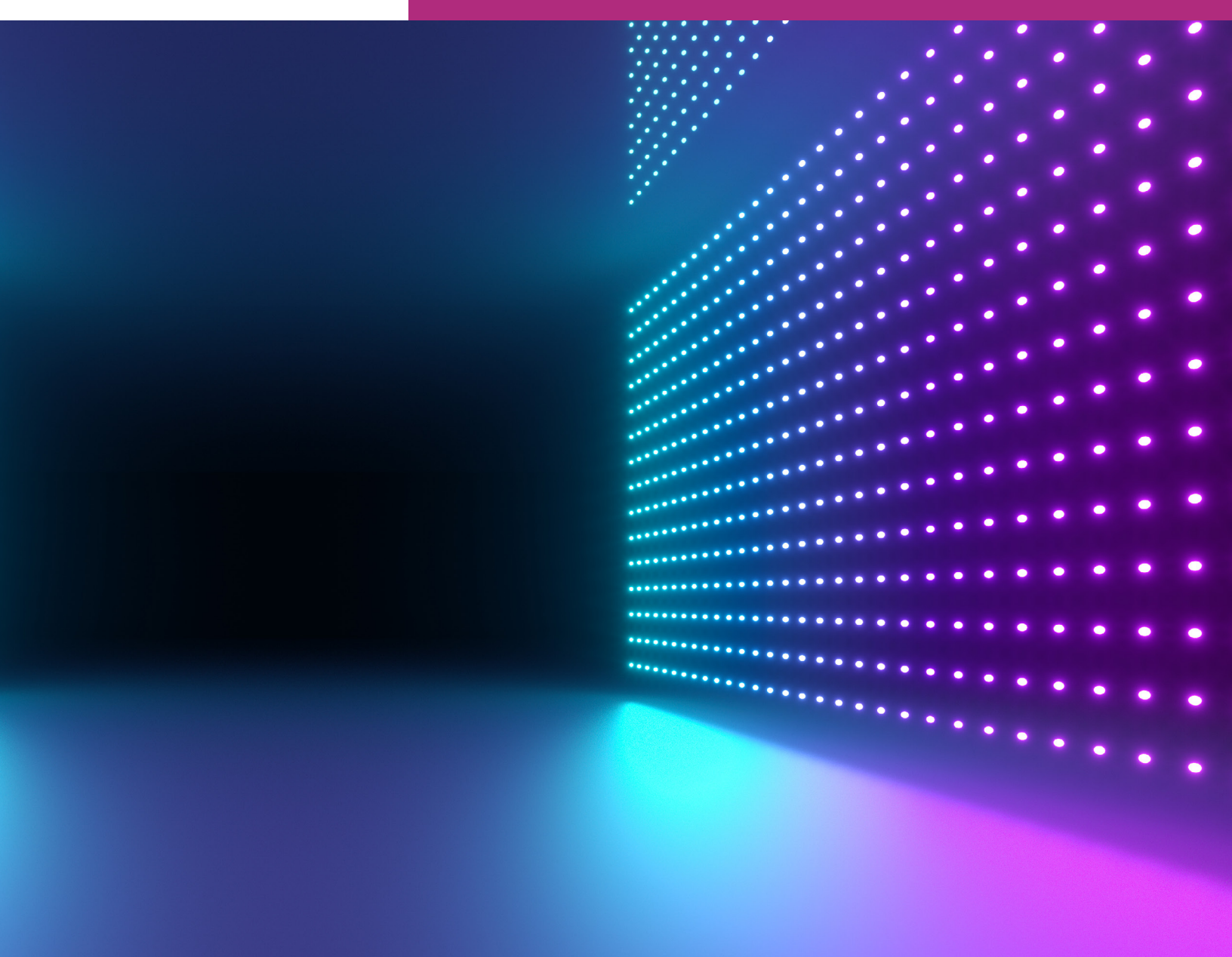
Lump Sum Merit Pay

Employees who meet or exceed their goals and objectives, as evidenced by the overall rating on their annual 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 May 12, 2023.

Effective Date: June 19, 2023



APPENDIX A

Pending Discretionary Grants and Projects

FY 2024 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
CA1	Downtown Central Mobility Hub & Connections Plan	Climate Adaptation	Williamson	Meier	3,388,682	3,000,000	388,682
SP1	San Diego Regional Last Mile Freight Delivery Study	Strategic Partnerships	Kochman	Meier	537,500	430,000	107,500
SC1	Reconnecting Communities	Sustainable Communities	Fa'aola	Meier	790,692	700,000	90,692
SP2	Downtown La Mesa Trolley Prioritization Project	Strategic Partnerships	Williamson	Meier	564,780	500,000	64,780
SP3	Right Sizing Mobility (Transit/Flexible Fleets)	Strategic Partnerships	Williamson	Meier	564,780	500,000	64,780
SP4	Mid-Coast Blue Line Extension Crime and Economic Impact Study	Strategic Partnerships	Miño	Burke	278,675	250,000	28,675
SP5	San Diego Regional VMT Mitigation Program	Strategic Partnerships	Greer	Meier	615,750	480,000	135,750
Total					\$6,740,859	\$5,860,000	\$880,859

¹ Total project cost



APPENDIX B

Planning Factors

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 have identified key provisions in the [Bipartisan Infrastructure Law/Infrastructure Investments and Jobs Act \(BIL/IJJA\)](#), the most recently enacted federal transportation laws. 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 2024 addresses these ten planning factors.

Overall Work Program for BIL/IJJA Planning Factors

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
2. Increase the safety of the transportation system for motorized and non-motorized users
3. Increase the security of the transportation system for motorized and non-motorized users
4. Increase the accessibility and mobility of people and for freight
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
7. Promote efficient system management and operation
8. Emphasize the preservation of the existing transportation system
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

Work Element No.	Project Name	Planning Factors													
		1	2	3	4	5	6	7	8	9	10				
1500300	Funds Management and Oversight	■													
1500400	Overall Work Program and Budget Programs Management	■													
2300000	Data Science, Analytics, and Modeling		■	■	■		■	■	■	■	■	■	■	■	■
3100400	Regional Plan Implementation	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3100404	Tribal Consultation Program	■	■		■	■	■								■
3100405	Regional Plan Outreach FY 2024	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3102600	Mission Valley Revitalization Mobility Study		■		■	■	■	■	■				■	■	
3102700	NEW - Regional Transportation Safety Program	■	■	■		■	■	■	■	■					■
3102800	NEW - Federal Performance Management and Congestion Management Process		■			■	■	■	■						
3103000	2025 Regional Plan Development	■	■	■	■	■	■	■	■	■	■	■	■	■	■
3201701	Climate Action Planning Program						■	■	■	■	■	■	■	■	
3300200	Active Transportation Planning and Programs	■	■	■	■	■	■	■							■
3322000	SD Regional Electric Vehicle Charger Management Strategy	■			■	■	■			■	■	■	■	■	
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				■		■	■							■
3430200	NEW - Smart Corridors	■	■	■	■	■			■	■					
7300100	Public Engagement and Education Activities	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7300300	Software Development Services	■	■	■	■	■	■	■	■	■	■	■	■	■	■
7300500	Transportation-Related Public Meeting Activities	■	■	■	■	■	■	■	■	■	■	■	■	■	■

Planning Emphasis Areas

The Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) jointly issued updated Planning Emphasis Areas (PEAs) on December 30, 2021, for metropolitan transportation agencies to incorporate into their work. The following table illustrates how SANDAG's work program for FY 2024 addresses these eight planning emphasis areas. Following this table, are detailed descriptions of the planning emphasis areas as provided by FTA and FHWA.

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)/U.S. Department of Defense Coordination
6. Federal Land Management Agency Coordination
7. Planning and Environment Linkages
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		■		■				■
1500400	Overall Work Program and Budget Programs Management	■	■	■	■	■	■	■	■
2300000	Data Science, Analytics, and Modeling	■	■	■		■	■	■	■
3100400	Regional Plan Implementation	■	■	■	■	■	■	■	■
3100404	Tribal Consultation Program		■	■	■		■		
3100405	Regional Plan Outreach FY 2024		■		■		■		■
3102600	Mission Valley Revitalization Mobility Study					■			■
3102700	NEW - Regional Transportation Safety Program		■	■	■	■			■
3102800	NEW - Federal Performance Management and Congestion Management Process				■	■	■		■
3103000	2025 Regional Plan Development	■	■	■	■	■	■	■	■
3201701	Climate Action Planning Program	■		■	■	■			■
3300200	Active Transportation Planning and Programs		■	■	■				■
3322000	SD Regional Electric Vehicle Charger Management Strategy	■	■		■				■
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		■	■	■				■
3430200	NEW - Smart Corridors	■							■
7300100	Public Engagement and Education Activities		■		■				■
7300300	Software Development Services		■		■				■
7300500	Transportation-Related Public Meeting Activities	■	■	■	■	■	■	■	■



Federal Transit
Administration

December 30, 2021

Attention: FHWA Division Administrators
FTA Regional Administrators

Subject: 2021 Planning Emphasis Areas for use in the development of Metropolitan and Statewide Planning and Research Work programs.

With continued focus on transportation planning the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) Offices of Planning are jointly issuing updated Planning Emphasis Areas (PEAs). The PEAs are areas that FHWA and FTA field offices should emphasize when meeting with the metropolitan planning organizations, State departments of transportation, Public Transportation Agencies, and Federal Land Management Agency counterparts to identify and develop tasks associated with the Unified Planning Work Program and the Statewide Planning and Research Program. We recognize the variability of work program development and update cycles, so we encourage field offices to incorporate these PEAs as programs are updated.

Please note that this letter is intended only to provide clarity regarding existing requirements. It is not binding and does not have the force and effect of law. All relevant statutes and regulations still apply.

Sincerely,

Nuria Fernandez
Administrator
Federal Transit Administration

Stephanie Pollack
Acting Administrator
Federal Highway Administration

Enclosure

2021 Planning Emphasis Areas:

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation ; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA’s [Sustainable Transportation](#) or FTA’s [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on “Tackling the Climate Crisis at Home and Abroad,” [EO 13990](#) on “Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis.” [EO 14030](#) on “Climate-Related Financial Risk,” See also [FHWA Order 5520](#) “Transportation System Preparedness and Resilience to Extreme Weather Events,” FTA’s “[Hazard Mitigation Cost Effectiveness Tool](#),” FTA’s “[Emergency Relief Manual](#),” and “[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)”)

Equity and Justice⁴⁰ in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (*Advancing Racial Equity and Support for Underserved Communities*) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian

Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations. A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The [64,200-mile STRAHNET system](#) consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PPP) [studies](#). These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands

Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environment Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decisionmaking that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community's transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decisionmaking at the State, MPO, regional, and local levels for all parties.



APPENDIX C

Certifications/Assurances

FY 2023/2024

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

Chief Executive Officer

 Title

May 2, 2023

 Date



 Caltrans District Approval Signature

Deputy District Director Planning

 Title

May 3, 2023

 Date

January 2023

FY 2023/2024

FHWA RTPA 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), Regional Transportation Planning Agency, 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.



RTPA Authorizing Signature

Chief Executive Officer

Title

May 2, 2023

Date



Caltrans District Approval Signature

District Deputy Director Planning

Title

May 3, 2023

Date

January 2023

Certifications and Assurances

Fiscal Year 2023

Not every provision of every certification will apply to every applicant or award. If a provision of a certification does not apply to the applicant or its award, FTA will not enforce that provision. Refer to FTA's accompanying Instructions document for more information.

Text in italics is guidance to the public. It does not have the force and effect of law, and is not meant to bind the public in any way. It is intended only to provide clarity to the public regarding existing requirements under the law or agency policies.

Category 1. Certifications and Assurances Required of Every Applicant.

All applicants must make the certifications in this category.

1.1. Standard Assurances.

The certifications in this subcategory appear as part of the applicant's registration or annual registration renewal in the System for Award Management (SAM.gov) and on the Office of Management and Budget's standard form 424B "Assurances—Non-Construction Programs". This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Has the legal authority to apply for Federal assistance and the institutional, managerial and financial capability (including funds sufficient to pay the non-Federal share of project cost) to ensure proper planning, management and completion of the project described in this application.
- (b) Will give the awarding agency, the Comptroller General of the United States and, if appropriate, the State, through any authorized representative, access to and the right to examine all records, books, papers, or documents related to the award; and will establish a proper accounting system in accordance with generally accepted accounting standards or agency directives.
- (c) Will establish safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.
- (d) Will initiate and complete the work within the applicable time frame after receipt of approval of the awarding agency.
- (e) Will comply with the Intergovernmental Personnel Act of 1970 (42 U.S.C. §§ 4728–4763) relating to prescribed standards for merit systems for programs funded under one of the 19 statutes or regulations specified in Appendix A of OPM's Standards for a Merit System of Personnel Administration (5 CFR 900, Subpart F).
- (f) Will comply with all Federal statutes relating to nondiscrimination. These include but are not limited to:

- (1) Title VI of the Civil Rights Act of 1964 (P.L. 88-352) which prohibits discrimination on the basis of race, color or national origin, as effectuated by U.S. DOT regulation 49 CFR Part 21;
 - (2) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. §§ 1681–1683, and 1685–1686), which prohibits discrimination on the basis of sex, as effectuated by U.S. DOT regulation 49 CFR Part 25;
 - (3) Section 5332 of the Federal Transit Law (49 U.S.C. § 5332), which prohibits any person being excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance from FTA because of race, color, religion, national origin, sex, disability, or age.
 - (4) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794), which prohibits discrimination on the basis of handicaps, as effectuated by U.S. DOT regulation 49 CFR Part 27;
 - (5) The Age Discrimination Act of 1975, as amended (42 U.S.C. §§ 6101–6107), which prohibits discrimination on the basis of age;
 - (6) The Drug Abuse Office and Treatment Act of 1972 (P.L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse;
 - (7) The comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (P.L. 91–616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism;
 - (8) Sections 523 and 527 of the Public Health Service Act of 1912 (42 U.S.C. §§ 290 dd-3 and 290 ee-3), as amended, relating to confidentiality of alcohol and drug abuse patient records;
 - (9) Title VIII of the Civil Rights Act of 1968 (42 U.S.C. §§ 3601 et seq.), as amended, relating to nondiscrimination in the sale, rental, or financing of housing;
 - (10) Any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and,
 - (11) the requirements of any other nondiscrimination statute(s) which may apply to the application.
- (g) Will comply, or has already complied, with the requirements of Titles II and III of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (“Uniform Act”) (P.L. 91-646) which provide for fair and equitable treatment of persons displaced or whose property is acquired as a result of Federal or federally-assisted programs. These requirements apply to all interests in real property acquired for project purposes regardless of Federal participation in purchases. The requirements of the Uniform Act are effectuated by U.S. DOT regulation 49 CFR Part 24.
- (h) Will comply, as applicable, with provisions of the Hatch Act (5 U.S.C. §§ 1501–1508 and 7324–7328) which limit the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

- (i) Will comply, as applicable, with the provisions of the Davis–Bacon Act (40 U.S.C. §§ 276a to 276a-7), the Copeland Act (40 U.S.C. § 276c and 18 U.S.C. § 874), and the Contract Work Hours and Safety Standards Act (40 U.S.C. §§ 327–333), regarding labor standards for federally assisted construction subagreements.
- (j) Will comply, if applicable, with flood insurance purchase requirements of Section 102(a) of the Flood Disaster Protection Act of 1973 (P.L. 93-234) which requires recipients in a special flood hazard area to participate in the program and to purchase flood insurance if the total cost of insurable construction and acquisition is \$10,000 or more.
- (k) Will comply with environmental standards which may be prescribed pursuant to the following:
 - (1) Institution of environmental quality control measures under the National Environmental Policy Act of 1969 (P.L. 91-190) and Executive Order (EO) 11514;
 - (2) Notification of violating facilities pursuant to EO 11738;
 - (3) Protection of wetlands pursuant to EO 11990;
 - (4) Evaluation of flood hazards in floodplains in accordance with EO 11988;
 - (5) Assurance of project consistency with the approved State management program developed under the Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451 et seq.);
 - (6) Conformity of Federal actions to State (Clean Air) Implementation Plans under Section 176(c) of the Clean Air Act of 1955, as amended (42 U.S.C. §§ 7401 et seq.);
 - (7) Protection of underground sources of drinking water under the Safe Drinking Water Act of 1974, as amended (P.L. 93-523); and
 - (8) Protection of endangered species under the Endangered Species Act of 1973, as amended (P.L. 93–205).
- (l) Will comply with the Wild and Scenic Rivers Act of 1968 (16 U.S.C. §§ 1271 et seq.) related to protecting components or potential components of the national wild and scenic rivers system.
- (m) Will assist the awarding agency in assuring compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (16 U.S.C. § 470), EO 11593 (identification and protection of historic properties), and the Archaeological and Historic Preservation Act of 1974 (16 U.S.C. §§ 469a-1 et seq.).
- (n) Will comply with P.L. 93-348 regarding the protection of human subjects involved in research, development, and related activities supported by this award of assistance.
- (o) Will comply with the Laboratory Animal Welfare Act of 1966 (P.L. 89-544, as amended, 7 U.S.C. §§ 2131 et seq.) pertaining to the care, handling, and treatment of warm blooded animals held for research, teaching, or other activities supported by this award of assistance.
- (p) Will comply with the Lead-Based Paint Poisoning Prevention Act (42 U.S.C. §§ 4801 et seq.) which prohibits the use of lead-based paint in construction or rehabilitation of residence structures.

- (q) Will cause to be performed the required financial and compliance audits in accordance with the Single Audit Act Amendments of 1996 and 2 CFR Part 200, Subpart F, “Audit Requirements”, as adopted and implemented by U.S. DOT at 2 CFR Part 1201.
- (r) Will comply with all applicable requirements of all other Federal laws, executive orders, regulations, and policies governing the program under which it is applying for assistance.
- (s) Will comply with the requirements of Section 106(g) of the Trafficking Victims Protection Act (TVPA) of 2000, as amended (22 U.S.C. § 7104) which prohibits grant award recipients or a subrecipient from:
 - (1) Engaging in severe forms of trafficking in persons during the period of time that the award is in effect;
 - (2) Procuring a commercial sex act during the period of time that the award is in effect; or
 - (3) Using forced labor in the performance of the award or subawards under the award.

1.2. Standard Assurances: Additional Assurances for Construction Projects.

This certification appears on the Office of Management and Budget’s standard form 424D “Assurances—Construction Programs” and applies specifically to federally assisted projects for construction. This certification has been modified in places to include analogous certifications required by U.S. DOT statutes or regulations.

As the duly authorized representative of the applicant, you certify that the applicant:

- (a) Will not dispose of, modify the use of, or change the terms of the real property title or other interest in the site and facilities without permission and instructions from the awarding agency; will record the Federal awarding agency directives; and will include a covenant in the title of real property acquired in whole or in part with Federal assistance funds to assure nondiscrimination during the useful life of the project.
- (b) Will comply with the requirements of the assistance awarding agency with regard to the drafting, review, and approval of construction plans and specifications.
- (c) Will provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work confirms with the approved plans and specifications, and will furnish progressive reports and such other information as may be required by the assistance awarding agency or State.

1.3. Procurement.

The Uniform Administrative Requirements, 2 CFR § 200.324, allow a recipient to self-certify that its procurement system complies with Federal requirements, in lieu of submitting to certain pre-procurement reviews.

The applicant certifies that its procurement system complies with:

- (a) U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, particularly 2 CFR §§ 200.317–200.326 “Procurement Standards;”
- (b) Federal laws, regulations, and requirements applicable to FTA procurements; and
- (c) The latest edition of FTA Circular 4220.1 and other applicable Federal guidance.

1.4. Suspension and Debarment.

Pursuant to Executive Order 12549, as implemented at 2 CFR Parts 180 and 1200, prior to entering into a covered transaction with an applicant, FTA must determine whether the applicant is excluded from participating in covered non-procurement transactions. For this purpose, FTA is authorized to collect a certification from each applicant regarding the applicant’s exclusion status. 2 CFR § 180.300. Additionally, each applicant must disclose any information required by 2 CFR § 180.335 about the applicant and the applicant’s principals prior to entering into an award agreement with FTA. This certification serves both purposes.

The applicant certifies, to the best of its knowledge and belief, that the applicant and each of its principals:

- (a) Is not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily or involuntarily excluded from covered transactions by any Federal department or agency;
- (b) Has not, within the preceding three years, been convicted of or had a civil judgment rendered against him or her for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public or private agreement or transaction; violation of Federal or State antitrust statutes, including those proscribing price fixing between competitors, allocation of customers between competitors, and bid rigging; commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, tax evasion, receiving stolen property, making false claims, or obstruction of justice; or commission of any other offense indicating a lack of business integrity or business honesty;
- (c) Is not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any offense described in paragraph (b) of this certification;
- (d) Has not, within the preceding three years, had one or more public transactions (Federal, State, or local) terminated for cause or default.

1.5. Coronavirus Response and Relief Supplemental Appropriations Act, 2021, and CARES Act Funding.

The applicant certifies:

- (a) To the maximum extent possible, funds made available under title IV of division M of the Consolidated Appropriations Act, 2021 (Public Law 116–260), and in title XII of division B of the CARES Act (Public Law 116–136; 134 Stat. 599) shall be directed to payroll and operations of public transit (including payroll and expenses of private providers of public transportation); or

- (a) The applicant certifies that the applicant has not furloughed any employees.

1.6. American Rescue Plan Act Funding.

The applicant certifies:

- (a) Funds made available by Section 3401(a)(2)(A) of the American Rescue Plan Act of 2021 (Public Law 117-2) shall be directed to payroll and operations of public transportation (including payroll and expenses of private providers of public transportation); or
- (b) The applicant certifies that the applicant has not furloughed any employees.

Category 2. Public Transportation Agency Safety Plans.

This certification is required of each applicant under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), each rail operator that is subject to FTA's state safety oversight programs, and each State that is required to draft and certify a public transportation agency safety plan on behalf of a small public transportation provider pursuant to 49 CFR § 673.11(d). This certification is required by 49 U.S.C. § 5329(d)(1) and 49 CFR § 673.13.

This certification does not apply to any applicant that receives financial assistance from FTA exclusively under the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or combination of these two programs.

If the applicant is an operator, the applicant certifies that it has established a public transportation agency safety plan meeting the requirements of 49 U.S.C. § 5329(d)(1) and 49 CFR Part 673.

If the applicant is a State, the applicant certifies that:

- (a) It has drafted a public transportation agency safety plan for each small public transportation provider within the State, unless the small public transportation provider provided notification to the State that it was opting out of the State-drafted plan and drafting its own public transportation agency safety plan; and
- (b) Each small public transportation provider within the State has a public transportation agency safety plan that has been approved by the provider's Accountable Executive (as that term is defined at 49 CFR § 673.5) and Board of Directors or Equivalent Authority (as that term is defined at 49 CFR § 673.5).

Category 3. Tax Liability and Felony Convictions.

If the applicant is a business association (regardless of for-profit, not for-profit, or tax exempt status), it must make this certification. Federal appropriations acts since at least 2014 have prohibited FTA from using funds to enter into an agreement with any corporation that has unpaid Federal tax liabilities or recent felony convictions without first considering the corporation for debarment. E.g., Consolidated Appropriations Act, 2021, Pub. L. 116-260, div. E, title VII, §§ 744–745. U.S. DOT Order 4200.6 defines a “corporation” as “any private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association”, and applies the restriction to all tiers of subawards. As prescribed by U.S. DOT Order 4200.6, FTA requires each business association applicant to certify as to its tax and felony status.

If the applicant is a private corporation, partnership, trust, joint-stock company, sole proprietorship, or other business association, the applicant certifies that:

- (a) It has no unpaid Federal tax liability that has been assessed, for which all judicial and administrative remedies have been exhausted or have lapsed, and that is not being paid in a timely manner pursuant to an agreement with the authority responsible for collecting the tax liability; and
- (b) It has not been convicted of a felony criminal violation under any Federal law within the preceding 24 months.

Category 4. Lobbying.

If the applicant will apply for a grant or cooperative agreement exceeding \$100,000, or a loan, line of credit, loan guarantee, or loan insurance exceeding \$150,000, it must make the following certification and, if applicable, make a disclosure regarding the applicant’s lobbying activities. This certification is required by 49 CFR § 20.110 and app. A to that part.

This certification does not apply to an applicant that is an Indian Tribe, Indian organization, or an Indian tribal organization exempt from the requirements of 49 CFR Part 20.

4.1. Certification for Contracts, Grants, Loans, and Cooperative Agreements.

The undersigned certifies, to the best of his or her knowledge and belief, that:

- (a) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
- (b) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying,” in accordance with its instructions.

- (c) The undersigned shall require that the language of this certification be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

4.2. Statement for Loan Guarantees and Loan Insurance.

The undersigned states, to the best of his or her knowledge and belief, that:

If any funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this commitment providing for the United States to insure or guarantee a loan, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.

Submission of this statement is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required statement shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Category 5. Private Sector Protections.

If the applicant will apply for funds that it will use to acquire or operate public transportation facilities or equipment, the applicant must make the following certification regarding protections for the private sector.

5.1. Charter Service Agreement.

To enforce the provisions of 49 U.S.C. § 5323(d), FTA's charter service regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following Charter Service Agreement. 49 CFR § 604.4.

The applicant agrees that it, and each of its subrecipients, and third party contractors at any level who use FTA-funded vehicles, may provide charter service using equipment or facilities acquired with Federal assistance authorized under the Federal Transit Laws only in compliance with the regulations set out in 49 CFR Part 604, the terms and conditions of which are incorporated herein by reference.

5.2. School Bus Agreement.

To enforce the provisions of 49 U.S.C. § 5323(f), FTA's school bus regulation requires each applicant seeking assistance from FTA for the purpose of acquiring or operating any public transportation equipment or facilities to make the following agreement regarding the provision of school bus services. 49 CFR § 605.15.

- (a) If the applicant is not authorized by the FTA Administrator under 49 CFR § 605.11 to engage in school bus operations, the applicant agrees and certifies as follows:
 - (1) The applicant and any operator of project equipment agrees that it will not engage in school bus operations in competition with private school bus operators.
 - (2) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Mass Transit Regulations, or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
- (b) If the applicant is authorized or obtains authorization from the FTA Administrator to engage in school bus operations under 49 CFR § 605.11, the applicant agrees as follows:
 - (1) The applicant agrees that neither it nor any operator of project equipment will engage in school bus operations in competition with private school bus operators except as provided herein.
 - (2) The applicant, or any operator of project equipment, agrees to promptly notify the FTA Administrator of any changes in its operations which might jeopardize the continuation of an exemption under § 605.11.
 - (3) The applicant agrees that it will not engage in any practice which constitutes a means of avoiding the requirements of this agreement, part 605 of the Federal Transit Administration regulations or section 164(b) of the Federal-Aid Highway Act of 1973 (49 U.S.C. 1602a(b)).
 - (4) The applicant agrees that the project facilities and equipment shall be used for the provision of mass transportation services within its urban area and that any other use of project facilities and equipment will be incidental to and shall not interfere with the use of such facilities and equipment in mass transportation service to the public.

Category 6. Transit Asset Management Plan.

If the applicant owns, operates, or manages capital assets used to provide public transportation, the following certification is required by 49 U.S.C. § 5326(a).

The applicant certifies that it is in compliance with 49 CFR Part 625.

Category 7. Rolling Stock Buy America Reviews and Bus Testing.

7.1. Rolling Stock Buy America Reviews.

If the applicant will apply for an award to acquire rolling stock for use in revenue service, it must make this certification. This certification is required by 49 CFR § 663.7.

The applicant certifies that it will conduct or cause to be conducted the pre-award and post-delivery audits prescribed by 49 CFR Part 663 and will maintain on file the certifications required by Subparts B, C, and D of 49 CFR Part 663.

7.2. Bus Testing.

If the applicant will apply for funds for the purchase or lease of any new bus model, or any bus model with a major change in configuration or components, the applicant must make this certification. This certification is required by 49 CFR § 665.7.

The applicant certifies that the bus was tested at the Bus Testing Facility and that the bus received a passing test score as required by 49 CFR Part 665. The applicant has received or will receive the appropriate full Bus Testing Report and any applicable partial testing reports before final acceptance of the first vehicle.

Category 8. Urbanized Area Formula Grants Program.

If the applicant will apply for an award under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), or any other program or award that is subject to the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310); “flex funds” from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)); projects that will receive an award authorized by the Transportation Infrastructure Finance and Innovation Act (“TIFIA”) (23 U.S.C. §§ 601–609) or State Infrastructure Bank Program (23 U.S.C. § 610) (see 49 U.S.C. § 5323(o)); formula awards or competitive awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(a) and (b)); or low or no emission awards to any area under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339(c)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5307(c)(1).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out the program of projects (developed pursuant 49 U.S.C. § 5307(b)), including safety and security aspects of the program;
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities;
- (c) Will maintain equipment and facilities in accordance with the applicant’s transit asset management plan;
- (d) Will ensure that, during non-peak hours for transportation using or involving a facility or equipment of a project financed under this section, a fare that is not more than 50 percent of the peak hour fare will be charged for any—
 - (1) Senior;
 - (2) Individual who, because of illness, injury, age, congenital malfunction, or any other incapacity or temporary or permanent disability (including an individual who is a wheelchair user or has semi-ambulatory capability), cannot use a public transportation service or a public transportation facility effectively without special facilities, planning, or design; and
 - (3) Individual presenting a Medicare card issued to that individual under title II or XVIII of the Social Security Act (42 U.S.C. §§ 401 et seq., and 1395 et seq.);
- (e) In carrying out a procurement under 49 U.S.C. § 5307, will comply with 49 U.S.C. § 5323 (general provisions) and 5325 (contract requirements);

- (f) Has complied with 49 U.S.C. § 5307(b) (program of projects requirements);
- (g) Has available and will provide the required amounts as provided by 49 U.S.C. § 5307(d)(cost sharing);
- (h) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning);
- (i) Has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transportation;
- (j) Either—
 - (1) Will expend for each fiscal year for public transportation security projects, including increased lighting in or adjacent to a public transportation system (including bus stops, subway stations, parking lots, and garages), increased camera surveillance of an area in or adjacent to that system, providing an emergency telephone line to contact law enforcement or security personnel in an area in or adjacent to that system, and any other project intended to increase the security and safety of an existing or planned public transportation system, at least 1 percent of the amount the recipient receives for each fiscal year under 49 U.S.C. § 5336; or
 - (2) Has decided that the expenditure for security projects is not necessary;
- (k) In the case of an applicant for an urbanized area with a population of not fewer than 200,000 individuals, as determined by the Bureau of the Census, will submit an annual report listing projects carried out in the preceding fiscal year under 49 U.S.C. § 5307 for associated transit improvements as defined in 49 U.S.C. § 5302; and
- (l) Will comply with 49 U.S.C. § 5329(d) (public transportation agency safety plan).

Category 9. Formula Grants for Rural Areas.

If the applicant will apply for funds made available to it under the Formula Grants for Rural Areas Program (49 U.S.C. § 5311), it must make this certification. Paragraph (a) of this certification helps FTA make the determinations required by 49 U.S.C. § 5310(b)(2)(C). Paragraph (b) of this certification is required by 49 U.S.C. § 5311(f)(2). Paragraph (c) of this certification, which applies to funds apportioned for the Appalachian Development Public Transportation Assistance Program, is necessary to enforce the conditions of 49 U.S.C. § 5311(c)(2)(D).

- (a) The applicant certifies that its State program for public transportation service projects, including agreements with private providers for public transportation service—
 - (1) Provides a fair distribution of amounts in the State, including Indian reservations; and
 - (2) Provides the maximum feasible coordination of public transportation service assisted under 49 U.S.C. § 5311 with transportation service assisted by other Federal sources; and

- (b) If the applicant will in any fiscal year expend less than 15% of the total amount made available to it under 49 U.S.C. § 5311 to carry out a program to develop and support intercity bus transportation, the applicant certifies that it has consulted with affected intercity bus service providers, and the intercity bus service needs of the State are being met adequately.
- (c) If the applicant will use for a highway project amounts that cannot be used for operating expenses authorized under 49 U.S.C. § 5311(c)(2) (Appalachian Development Public Transportation Assistance Program), the applicant certifies that—
 - (1) It has approved the use in writing only after providing appropriate notice and an opportunity for comment and appeal to affected public transportation providers; and
 - (2) It has determined that otherwise eligible local transit needs are being addressed.

Category 10. Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program.

If the applicant will apply for an award under any subsection of the Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), including an award made pursuant to the FAST Act’s Expedited Project Delivery for Capital Investment Grants Pilot Program (Pub. L. 114-94, div. A, title III, § 3005(b)), the applicant must make the following certification. This certification is required by 49 U.S.C. § 5309(c)(2) and Pub. L. 114-94, div. A, title III, § 3005(b)(3)(B).

The applicant certifies that it:

- (a) Has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award,
- (b) Has or will have satisfactory continuing control over the use of equipment and facilities acquired or improved under its Award.
- (c) Will maintain equipment and facilities acquired or improved under its Award in accordance with its transit asset management plan; and
- (d) Will comply with 49 U.S.C. §§ 5303 (metropolitan transportation planning) and 5304 (statewide and nonmetropolitan transportation planning).

Category 11. Grants For Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs.

If the applicant is in an urbanized area and will apply for an award under subsection (a) (formula grants), subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

If the applicant is in a rural area and will apply for an award under subsection (a) (formula grants), subsection (b) (bus and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the certification in Category 9 for Formula Grants for Rural Areas (49 U.S.C. § 5311). This certification is required by 49 U.S.C. § 5339(a)(3), (b)(6), and (c)(3), respectively.

Making this certification will incorporate by reference the applicable certifications in Category 8 or Category 9.

If the applicant will receive a competitive award under subsection (b) (buses and bus facilities competitive grants), or subsection (c) (low or no emissions grants) of the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) related to zero emissions vehicles or related infrastructure, it must make the following certification. This certification is required by 49 U.S.C. § 5339(d).

The applicant will use 5 percent of grants related to zero emissions vehicles (as defined in subsection (c)(1)) or related infrastructure under subsection (b) or (c) to fund workforce development training as described in section 49 U.S.C. § 5314(b)(2) (including registered apprenticeships and other labor-management training programs) under the recipient's plan to address the impact of the transition to zero emission vehicles on the applicant's current workforce; or the applicant certifies a smaller percentage is necessary to carry out that plan.

Category 12. Enhanced Mobility of Seniors and Individuals with Disabilities Programs.

If the applicant will apply for an award under the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program (49 U.S.C. § 5310), it must make the certification in Category 8 for Urbanized Area Formula Grants (49 U.S.C. § 5307). This certification is required by 49 U.S.C. § 5310(e)(1). Making this certification will incorporate by reference the certification in Category 8, except that FTA has determined that (d), (f), (i), (j), and (k) of Category 8 do not apply to awards made under 49 U.S.C. § 5310 and will not be enforced.

In addition to the certification in Category 8, the applicant must make the following certification that is specific to the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program. This certification is required by 49 U.S.C. § 5310(e)(2).

The applicant certifies that:

- (a) The projects selected by the applicant are included in a locally developed, coordinated public transit-human services transportation plan;
- (b) The plan described in clause (a) was developed and approved through a process that included participation by seniors, individuals with disabilities, representatives of public, private, and nonprofit transportation and human services providers, and other members of the public;
- (c) To the maximum extent feasible, the services funded under 49 U.S.C. § 5310 will be coordinated with transportation services assisted by other Federal departments and agencies, including any transportation activities carried out by a recipient of a grant from the Department of Health and Human Services; and

- (d) If the applicant will allocate funds received under 49 U.S.C. § 5310 to subrecipients, it will do so on a fair and equitable basis.

Category 13. State of Good Repair Grants.

If the applicant will apply for an award under FTA's State of Good Repair Grants Program (49 U.S.C. § 5337), it must make the following certification. Because FTA generally does not review the transit asset management plans of public transportation providers, the asset management certification is necessary to enforce the provisions of 49 U.S.C. § 5337(a)(4). The certification with regard to acquiring restricted rail rolling stock is required by 49 U.S.C. § 5323(u)(4). Note that this certification is not limited to the use of Federal funds.

The applicant certifies that the projects it will carry out using assistance authorized by the State of Good Repair Grants Program, 49 U.S.C. § 5337, are aligned with the applicant's most recent transit asset management plan and are identified in the investment and prioritization section of such plan, consistent with the requirements of 49 CFR Part 625.

If the applicant operates a rail fixed guideway service, the applicant certifies that, in the fiscal year for which an award is available to the applicant under the State of Good Repair Grants Program, 49 U.S.C. § 5337, the applicant will not award any contract or subcontract for the procurement of rail rolling stock for use in public transportation with a rail rolling stock manufacturer described in 49 U.S.C. § 5323(u)(1).

Category 14. Infrastructure Finance Programs.

If the applicant will apply for an award for a project that will include assistance under the Transportation Infrastructure Finance and Innovation Act ("TIFIA") Program (23 U.S.C. §§ 601–609) or the State Infrastructure Banks ("SIB") Program (23 U.S.C. § 610), it must make the certifications in Category 8 for the Urbanized Area Formula Grants Program, Category 10 for the Fixed Guideway Capital Investment Grants program, and Category 13 for the State of Good Repair Grants program. These certifications are required by 49 U.S.C. § 5323(o).

Making this certification will incorporate the certifications in Categories 8, 10, and 13 by reference.

Category 15. Alcohol and Controlled Substances Testing.

If the applicant will apply for an award under FTA's Urbanized Area Formula Grants Program (49 U.S.C. § 5307), Fixed Guideway Capital Investment Program (49 U.S.C. § 5309), Formula Grants for Rural Areas Program (49 U.S.C. § 5311), or Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339) programs, the applicant must make the following certification. The applicant must make this certification on its own behalf and on behalf of its subrecipients and contractors. This certification is required by 49 CFR § 655.83.

The applicant certifies that it, its subrecipients, and its contractors are compliant with FTA's regulation for the Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations, 49 CFR Part 655.

Category 16. Rail Safety Training and Oversight.

If the applicant is a State with at least one rail fixed guideway system, or is a State Safety Oversight Agency, or operates a rail fixed guideway system, it must make the following certification. The elements of this certification are required by 49 CFR §§ 672.31 and 674.39.

The applicant certifies that the rail fixed guideway public transportation system and the State Safety Oversight Agency for the State are:

- (a) Compliant with the requirements of 49 CFR Part 672, "Public Transportation Safety Certification Training Program"; and
- (b) Compliant with the requirements of 49 CFR Part 674, "State Safety Oversight".

Category 17. Demand Responsive Service.

If the applicant operates demand responsive service and will apply for an award to purchase a non-rail vehicle that is not accessible within the meaning of 49 CFR Part 37, it must make the following certification. This certification is required by 49 CFR § 37.77.

The applicant certifies that the service it provides to individuals with disabilities is equivalent to that provided to other persons. A demand responsive system, when viewed in its entirety, is deemed to provide equivalent service if the service available to individuals with disabilities, including individuals who use wheelchairs, is provided in the most integrated setting appropriate to the needs of the individual and is equivalent to the service provided other individuals with respect to the following service characteristics:

- (a) Response time;
- (b) Fares;
- (c) Geographic area of service;
- (d) Hours and days of service;
- (e) Restrictions or priorities based on trip purpose;
- (f) Availability of information and reservation capability; and
- (g) Any constraints on capacity or service availability.

Category 18. Interest and Financing Costs.

If the applicant will pay for interest or other financing costs of a project using assistance awarded under the Urbanized Area Formula Grants Program (49 U.S.C. § 5307), the Fixed Guideway Capital Investment Grants Program (49 U.S.C. § 5309), or any program that must comply with the requirements of 49 U.S.C. § 5307, including the Formula Grants for the Enhanced Mobility of Seniors Program (49 U.S.C. § 5310), "flex funds" from infrastructure programs administered by the Federal Highways Administration (see 49 U.S.C. § 5334(i)), or awards to urbanized areas under the Grants for Buses and Bus Facilities Program (49 U.S.C. § 5339), the applicant must make the following certification. This certification is required by 49 U.S.C. §§ 5307(e)(3) and 5309(k)(2)(D).

The applicant certifies that:

- (a) Its application includes the cost of interest earned and payable on bonds issued by the applicant only to the extent proceeds of the bonds were or will be expended in carrying out the project identified in its application; and
- (b) The applicant has shown or will show reasonable diligence in seeking the most favorable financing terms available to the project at the time of borrowing.

Category 19. Cybersecurity Certification for Rail Rolling Stock and Operations.

If the applicant operates a rail fixed guideway public transportation system, it must make this certification. This certification is required by 49 U.S.C. § 5323(v), a new subsection added by the National Defense Authorization Act for Fiscal Year 2020, Pub. L. 116-92, § 7613 (Dec. 20, 2019). For information about standards or practices that may apply to a rail fixed guideway public transportation system, visit <https://www.nist.gov/cyberframework> and <https://www.cisa.gov/>.

The applicant certifies that it has established a process to develop, maintain, and execute a written plan for identifying and reducing cybersecurity risks that complies with the requirements of 49 U.S.C. § 5323(v)(2).

Category 20. Public Transportation on Indian Reservations Formula and Discretionary Program (Tribal Transit Programs).

Before FTA may provide Federal assistance for an Award financed under either the Public Transportation on Indian Reservations Formula or Discretionary Program authorized under 49 U.S.C. § 5311(c)(1), as amended by the FAST Act, (Tribal Transit Programs), the applicant must select the Certifications in Category 21, except as FTA determines otherwise in writing. Tribal Transit Program applicants may certify to this Category and Category 1 (Certifications and Assurances Required of Every Applicant) and need not make any other certification, to meet Tribal Transit Program certification requirements. If an applicant will apply for any program in addition to the Tribal Transit Program, additional certifications may be required.

FTA has established terms and conditions for Tribal Transit Program grants financed with Federal assistance appropriated or made available under 49 U.S.C. § 5311(c)(1). The applicant certifies that:

- (a) It has or will have the legal, financial, and technical capacity to carry out its Award, including the safety and security aspects of that Award.
- (b) It has or will have satisfactory continuing control over the use of its equipment and facilities acquired or improved under its Award.
- (c) It will maintain its equipment and facilities acquired or improved under its Award, in accordance with its transit asset management plan and consistent with FTA regulations, "Transit Asset Management," 49 CFR Part 625. Its Award will achieve maximum feasible coordination with transportation service financed by other federal sources.
- (d) With respect to its procurement system:

- (1) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 1201, which incorporates by reference U.S. OMB regulatory guidance, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR Part 200, for Awards made on or after December 26, 2014,
 - (2) It will have a procurement system that complies with U.S. DOT regulations, “Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments,” 49 CFR Part 18, specifically former 49 CFR § 18.36, for Awards made before December 26, 2014, or
 - (3) It will inform FTA promptly if its procurement system does not comply with either of those U.S. DOT regulations.
- (e) It will comply with the Certifications, Assurances, and Agreements in:
- (1) Category 05.1 and 05.2 (Charter Service Agreement and School Bus Agreement),
 - (2) Category 06 (Transit Asset Management Plan),
 - (3) Category 07.1 and 07.2 (Rolling Stock Buy America Reviews and Bus Testing),
 - (4) Category 09 (Formula Grants for Rural Areas),
 - (5) Category 15 (Alcohol and Controlled Substances Testing), and
 - (6) Category 17 (Demand Responsive Service).

Category 21. Emergency Relief Program.

An applicant to the Public Transportation Emergency Relief Program, 49 U.S.C. § 5324, must make the following certification. The certification is required by 49 U.S.C. § 5324(f) and must be made before the applicant can receive a grant under the Emergency Relief program.

The applicant certifies that the applicant has insurance required under State law for all structures related to the emergency relief program grant application.

Federal Fiscal Year 2023 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 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: May 2, 2023

Name: Hasan Ikhrata Authorized Representative for 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: May 2, 2023

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 2023/2024

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.

January 2023

**California Department of Transportation
Debarment and Suspension Certification
Fiscal Year 2023/2024
Signature Page**

The Applicant certifies, to the best of its knowledge and belief, that it and its contractors, subcontractors and subrecipients:

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: Hasan Ikhrata Date: May 2, 2023

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.

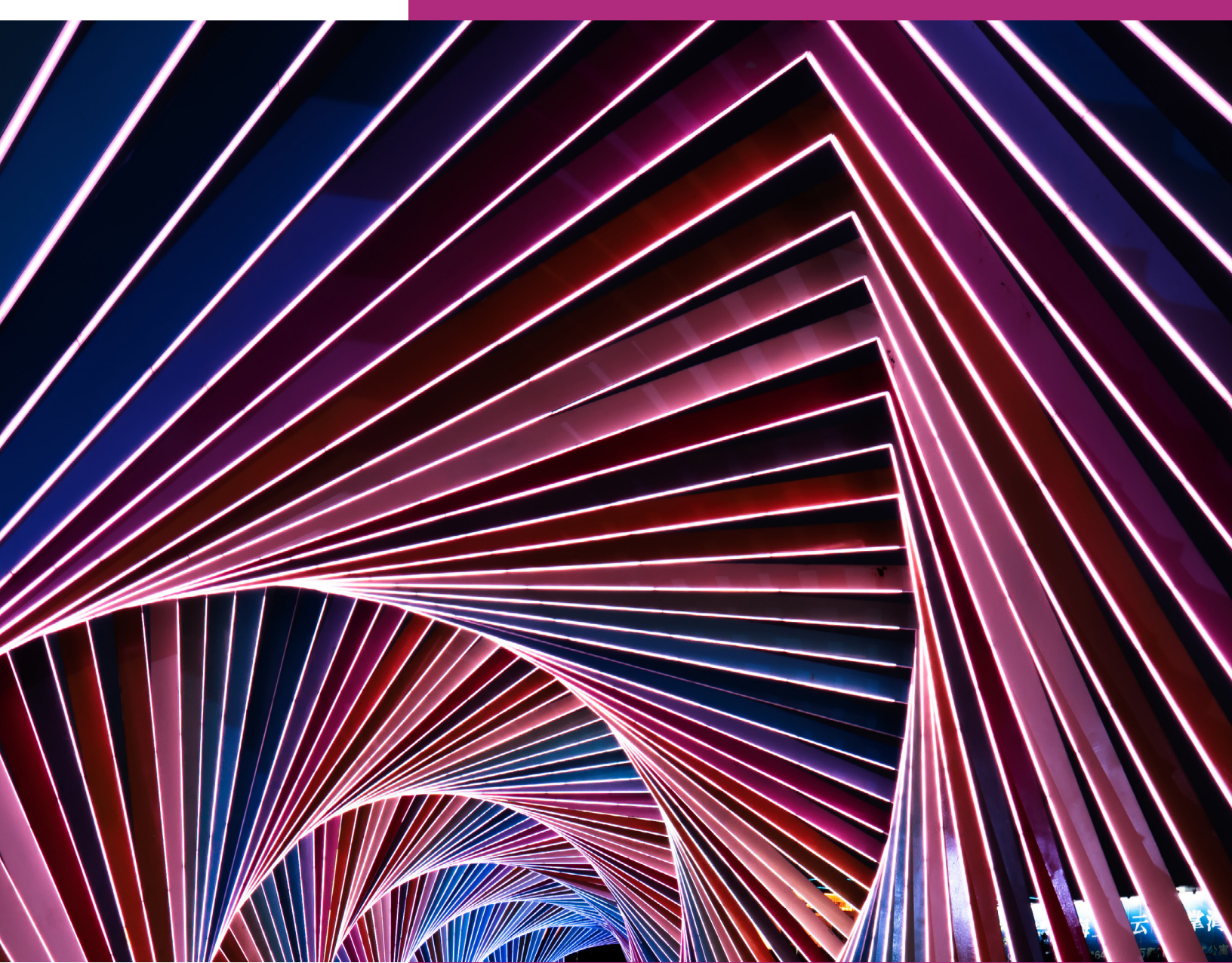
I further affirm to the Applicant that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these certifications and assurances or of the performance of the described project.

Affirmation of Applicant's Attorney

For: San Diego Association of Governments (SANDAG) (name of Applicant)

Signature: John F. Kirk Date: May 2, 2023

Printed Name: John F. Kirk



APPENDIX D

Glossary

FY 2024 Glossary

A

AAM	Advanced Air Mobility
ABM	Activity-Based Model
ACFE	Association of Certified Fraud Examiners
ADA	Americans with Disabilities Act
AFA	Access for All
AICPA	American Institute of Certified Public Accountants
APC	Automatic Passenger Counter
ARJIS	Automated Regional Justice Information System
ARPA	American Rescue Plan Act of 2021
ATGP	Active Transportation Grant Program
ATP	Active Transportation Program
ATP	Mid-Coast Corridor Transit Project

B

BIL	Bipartisan Infrastructure
Blvd	Boulevard
BRT	Bus Rapid Transit

C

CALCOG	California Association of Councils of Governments
	California Energy Commission's California Electric Vehicle Infrastructure Project
CALeVIP	
CAP	Climate Action Plan
CARB	California Air Resources Board
CASF	<i>California Advanced Services Fund</i>
CBA	Community Benefits Agreement
CBO	Community-Based Organization
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIP	Capital Improvement Program
CJ	Criminal Justice
CJAM	Criminal Justice Analysis and Modeling
CMAQ	Congestion Mitigation and Air Quality
CMCP	Comprehensive Multimodal Corridor Plans
CMH	Central Mobility Hub
CMP	Congestion Management Process
	Regional Short-Range Transit Plan & Coordinated Public Transit-Human Services Transportation Plan
Coordinated Plan	
COVID-19	Coronavirus Disease
CP	Control Point
CPUC	California Public Utilities Commission
CRRSAA	Coronavirus Response and Relief Supplemental Appropriations Act of 2021

CSE	Center for Sustainable Energy
CTC	California Transportation Commission
CTC	California Transportation Commission
CTSA	Consolidated Transportation Services Agency
CWG	San Diego Region Conformity Working Group

D

DAR	Direct Access Ramp
DBE	Disadvantaged Business Enterprise
DHS	Department of Homeland Security
DMV	Department of Motor Vehicles

E

EIR	Environmental Impact Report
EJ	Environmental Justice
ERP	Enterprise Resource Planning
ETC	Escondido Transit Center
EV	Electric Vehicle
EVITP	Electric Vehicle Infrastructure Training Program

F

FAST Act	Fixing America's Surface Transportation
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FY	Fiscal Year

G

GAGAS	Generally Accepted Government Auditing Standards
GHG	Greenhouse Gas
GIS	Geographic Information Systems
GRH	Guaranteed Ride Home

H

HAP	Housing Acceleration Program
HCD	Housing and Community Development
HIN	High Injury Network
HOV	High-Occupancy Vehicle
HRIS	Human Resource Information System

I

I-15	Interstate 15
I-5	Interstate 5
I-8	Interstate 8
ICMS	Integrated Corridor Management System
IGR	Intergovernmental Review

IIA	Institute of Internal Auditors
IIJA	Infrastructure Investments and Jobs Act
ITOC	Independent Taxpayer Oversight Committee
ITS	Intelligent Transportation Systems
ITSCA	ITS California
ITTS	Intraregional Tribal Transportation Strategy

J

JPA	Joint Powers Agency
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L

LOSSAN	Los Angeles-San Diego-San Luis Obispo Rail Corridor
LRT	Light Rail Transit

M

MAP-21	Moving Ahead for Progress in the 21st Century Act
MD/HD	medium- and heavy-duty
MOU	Memorandum of Understanding
MP	Mile Post
MTS	Metropolitan Transit System

N

NCC	North Coast Corridor
NCTD	North County Transit District
NEV	Neighborhood Electric Vehicle
Next OS	Next Operating System
NIBRS	National Incident-Based Reporting System
NOP	Notice of Preparation
NTD	National Transit Database

O

OCS	Overhead Contact System
ODE	Office of Diversity and Equity
ODP	Open Data Portal
OME	Otay Mesa East
OWP	Overall Work Program

P

P3	Public Private Partnership
PAC	Policy Advisory Committee
PCP	Passenger Counting Program
PEA	Planning Emphasis Area
PIP	Public Involvement Program
PRP	Peer Review Process
PSC	Public Safety Committee

PSR Project Summary Report

Q

QA Quality Assurance
QC Quality Control

R

RAMS Regional Arterial Management System
RBMS Regional Border Management System
REAP Regional Early Action Planning
REAP 2.0 Regional Early Action Planning Grants of 2021
RFI Requests for Information
RFP Request for Proposals
RHNA Regional Housing Needs Assessment
RIS Regional Information System
RTC Regional Transportation Commission
RTIP Regional Transportation Improvement Program
RTPA Regional Transportation Planning Agency

S

SAM Substance Abuse Monitoring
SANDRIA San Diego Regional Rail Infrastructure Accelerators Strategy
SB 1 California Senate Bill 1 (Beall, 2017)
SB 375 Senate Bill 375 (Steinberg, 2008)
SCOUP Sand Opportunistic Use Permit
SCTCA Southern California Tribal Chairmen's Association
SDCIP San Diego County Incentive Project
SDG&E San Diego Gas & Electric
SDSU San Diego State University
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities
SGIP Smart Growth Incentive Program
SIS Smart Intersection System
SOQ Statement of Qualifications
SR 11 State Route 11
SR 125 State Route 125
SR 52 State Route 52
SR 54 State Route 54
SR 56 State Route 56
SR 67 State Route 67
SR 76 State Route 76
SR 78 State Route 78
SR 79 State Route 79
SR 905 State Route 905
SSTAC Social Services Transportation Advisory Council
STA State Transit Assistance

STGP Specialized Transportation Grant Program
STIP State Transportation Improvement Program

T

TAC Technical Advisory Committee
TC Transportation Committee
TDA Transportation Development Act
TDM Transportation Demand Management
TIFIA Transportation Infrastructure Finance and Innovation Act
TMP Traffic Mitigation Program
TOD Transit Oriented Development
TPM Transportation Performance Management

U

UASI Urban Area Security Initiative
UC San Diego University of California, San Diego
UCSD University of California, San Diego
UTC University Towne Center

V

VMT Vehicle Miles Traveled

Y

YOP Youth Opportunity Program

Z

ZEV Zero-Emission Vehicle

SANDAG

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