



## Board of Directors Agenda

Friday, January 26, 2024  
9 a.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, January 26, 2023, will be held in person in the SANDAG Board Room. While Board members will attend in person, members of the public will have the option of participating either in person or virtually.

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**ជំនួយភាសាឥតគិតថ្លៃ | ఉచిత భాషా సహాయం | ການຊ່ວຍເຫຼືອດ້ານພາສາຟຣີ | Kaalmada Luqadda ee Bilaashka ah |**

**Безкоштовна мовна допомога | [sandag.org/LanguageAssistance](https://sandag.org/LanguageAssistance) | (619) 699-1900**

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**Vision Statement:** *Pursuing a brighter future for all*

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

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

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

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

# Board of Directors

Friday, January 26, 2024

## Comments and Communications

### 1. Non-Agenda Public Comments/Member Comments

Members of the public shall have the opportunity to address the Board on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. Public comments under this agenda item will be limited to five public speakers. If the number of public comments under this agenda item exceeds five, additional public comments will be taken at the end of the agenda. Board members and SANDAG staff also may present brief updates and announcements under this agenda item.

### Consent

#### +2. Approval of Meeting Minutes

*Robyn Wapner, Tessa Lero; SANDAG*

Approve

The Board of Directors is asked to approve the minutes from its January 12, 2024, meeting.

[011224 BOD Minutes.pdf](#)

#### +3. Approval of Proposed Solicitations and Contract Awards

*Melissa Coffelt, Kelly Mikhail; SANDAG*

Approve

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for Public Outreach Services for the San Diego LOSSN Rail Realignment - San Dieguito to Sorrento Valley Double Track (SDSVDT) Project.

[Approval of Proposed Solicitations.pdf](#)

#### +4. New Grant Funding: Transportation Network Company Access for All Grant Program

*Susan Huntington, Benjamin Gemblar; SANDAG*

Approve

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2024 Program Budget accounting for all grant funding from the California Public Utilities Commission (CPUC) for FY 2022-2024.

[New Grant Funding AFA Grant Program.pdf](#)

[Att. 1 - Budget Amendment for OWP 3322100.pdf](#)

#### +5. Office of the Independent Performance Auditor's Revised Annual Audit Plan

*Courtney Ruby, Independent Performance Auditor*

Adopt

The Board is asked to consider and adopt the OIPA's Revised Audit Annual Plan for FY 2024.

[OIPA Revised Annual Audit Plan.pdf](#)

[Att. 1 - Revised OIPA Annual Audit Plan FY 2023-24 Final.pdf](#)

- |      |   |             |
|------|---|-------------|
| +6.  | <b>Overview of Developments in the Financial Markets, Quarterly Finance Report as of September 30, 2023*</b><br><i>Andre Douzdjian, Ray Major; SANDAG</i>   | Information |
|      | <p>This report provides an update on the latest developments in the financial markets, economy, sales tax revenues, and strategies being explored and implemented to minimize possible impacts to the TransNet Program.</p> <p><a href="#">Overview of Developments in the Financial Markets, Quarterly Finance Report.pdf</a></p> <p><a href="#">Att. 1 - Financial Market Review.pdf</a></p> <p><a href="#">Att. 2 - Local Economy and Sales Tax Revenue.pdf</a></p> <p><a href="#">Att. 3a - Investments and Debt Portfolio_093023.pdf</a></p> <p><a href="#">Att. 3b - Quarterly Investment Report_093023.pdf</a></p> <p><a href="#">Att. 3c - Quarterly Investment Report_093023.pdf</a></p> <p><a href="#">Att. 3d - Quarterly Investment Report_093023.pdf</a></p> <p><a href="#">Att. 4 - TransNet Extension Quarterly Report.pdf</a></p> |             |
| +7.  | <b>Quarterly Progress Report on SANDAG's Capital Program</b><br><i>Susan Huntington, Jennifer Cha; SANDAG</i>   | Information |
|      | <p>This quarterly report provides an update on the status of the projects that comprise SANDAG's Capital Program as approved in the FY 2024 Program Budget through September 2023.</p> <p><a href="#">Quarterly Progress Report.pdf</a></p> <p><a href="#">Att. 1 - FY 2024 Executive Capital Budget Summary through September 2023.pdf</a></p> <p><a href="#">Att. 2 - Annual Planned vs. Actual Expenditures through September 2023.pdf</a></p> <p><a href="#">Att. 3 - Total Project Cost vs. Estimate at Completion through September 2023.pdf</a></p> <p><a href="#">Att. 4 - Quarterly Capital Program Status Report through September 2023.pdf</a></p>   |             |
| +8.  | <b>Policy Advisory Committee Actions</b><br><i>Robyn Wapner, Francesca Webb; SANDAG</i>   | Approve     |
|      | <p>The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting.</p> <p><a href="#">Policy Advisory Committee Actions.pdf</a></p>   |             |
| +9.  | <b>Chief Executive Officer Delegated Actions*</b><br><i>Andre Douzdjian, Beth Lupu; SANDAG</i>  | Information |
|      | <p>In accordance with various Board Policies, this report summarizes delegated actions taken by the Chief Executive Officer.</p> <p><a href="#">CEO Delegated Actions.pdf</a></p> <p><a href="#">Att. 1 - Investment Securities Transactions Activity - November &amp; December 2023.pdf</a></p> <p><a href="#">Att. 2 - Budget Transfers and Amendments - November 2023.pdf</a></p> <p><a href="#">Att. 3 - 2023 RTIP Amendment No. 8 - Table 1.pdf</a></p> <p><a href="#">Att. 4a - P-Card Summary Report, FY 2024 Q1.pdf</a></p> <p><a href="#">Att. 4b - Hospitality and Events Summary Report, FY 2024, Q1.pdf</a></p> <p><a href="#">Att. 4c - Business Meals Summary Report, FY 2024, Q1.pdf</a></p>   |             |
| +10. | <b>Conflict of Interest Code Updates</b><br><i>Robyn Wapner, Tessa Lero; SANDAG</i>   | Approve     |
|      | <p>The Board is asked to approve the updates to the SANDAG Conflict of Interest Code.</p> <p><a href="#">Conflict of Interest Code Updates.pdf</a></p> <p><a href="#">Att. 1 -COI Code with Proposed Amendments.pdf</a></p>   |             |



## Reports

### **+11. Operational Process and System Control Audit for Board Member and Employee Travel and Other Business-Related Reimbursements**

Information

*Courtney Ruby, Independent Performance Auditor*

The Office of the Independent Auditor will present the Board of Directors with the audit report as information.

[Operational Process and System Control Audit.pdf](#)

[Att. 1 - Board Member & Employee Travel.pdf](#)

[Supporting Materials.pdf](#)

### **12. Toll Road Operations Update**

Discussion

*Ray Major, SANDAG*

Staff will discuss options to reduce costs during the transition to the new back-office system, including the role of HNTB and ETAN.

### **+13. 2025 Regional Plan: Initial Concept**

Discussion

*Antoinette Meier, Susan Huntington, Dr. Cindy Burke; SANDAG*

Staff will present an overview of the initial concept for the draft 2025 Regional Plan, including projects, programs, policies, and estimated costs and revenues.

[2025 Regional Plan Initial Concept.pdf](#)

[Att. 1 - Initial Concept for the Draft 2025 Regional Plan.pdf](#)

[Att. 2 - Policies and Programs Summary.pdf](#)

[Att. 3 - Revenue Summary.pdf](#)

[Supporting Materials.pdf](#)

## Adjournment

### **14. Adjournment**

The next Board of Directors meeting is scheduled for Friday, February 9, 2024, at 10 a.m.

+ next to an agenda item indicates an attachment

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

## January 12, 2024, Meeting Minutes

### [View Meeting Video](#)

Chairwoman Nora Vargas (County of San Diego) called the meeting of the Board of Directors to order at 10:19 a.m.

#### **4. Non-Agenda Public Comments/Member Comments**

Robert Germann, member of the public, commented regarding lead emissions from aircraft.

Dan Summers, member of the public, commented regarding a SANDAG grant for State Route 67.

Michael Brando, member of the public, commented regarding restrictions on public comment.

Bee Mittermiller, member of the public, commented regarding the need to reduce vehicle miles traveled and improved transit.

Cori Schumacher, IBEW 569, commented regarding funding for road and safety upgrades.

There were no member comments.

#### **Chair and Management Comments**

##### **1. 2023 Year in Review and 2024 Look Ahead**

Chairwoman Vargas and Coleen Clementson presented agency highlights from 2023 and a preview of what is ahead in 2024.

Mark, member of the public, commented regarding expenditure of public funds on toll lanes.

Truth, member of the public, commented in opposition to the report.

The Original Dra, member of the public, commented regarding the Year in Review report.

Paul the Bold, member of the public, commented regarding the appointment of the Interim CEO.

Action: Information only.

#### **Reports**

##### **2. Toll Road Operations Action Plan**

Deputy CEO Ray Major presented an update on toll road operations, including an action plan to address deficiencies with the current system and implement a new back-office system to protect all toll road customer accounts. The Board of Directors was asked to authorize the CEO to execute a sole source contract for a new back-office system.

Mark commented in opposition to this item.

Consuelo, member of the public, commented in opposition to this item.

Alan, member of the public, commented regarding removal of the toll on SR 125.

Truth commented in opposition to this item.

Paul the Bold commented in opposition to this item.

Blair B., member of the public, commented regarding the future of AI in tolling and accountability.

The Original Dra commented in opposition to this item.

Action: A motion was made by Mayor Rebecca Jones (City of San Marcos) and seconded by Councilmember Melanie Burkholder (City of Carlsbad), to vote to authorize the CEO to execute a sole source contract for a new back-office system, and direct staff to return to the next Board meeting to discuss options to reduce costs during the transition to the new back-office system, including the roles of HNTB and ETAN.

Action: Upon a substitute motion by Deputy Mayor Terry Gaasterland (City of Del Mar), and a second by Councilmember Vivian Moreno (City of San Diego), the Board voted to move forward with the contract for the new back-office system, and suspend all tolls as soon as feasible on the SR 125 under the current system for the year and return in two months to analyze whether to recommend reinstating the toll. .

The motion failed.

Yes: Deputy Mayor Gaasterland.

No: Chairwoman Vargas, Vice Chair Lesa Heebner (City of Solana Beach), Councilmember Burkholder, Councilmember Carolina Chavez (City of Chula Vista), Councilmember John Duncan (City of Coronado), Mayor Bill Wells (City of El Cajon), Mayor Tony Kranz (City of Encinitas), Mayor Dane White (City of Escondido), Councilmember Mitch McKay (Imperial Beach), Councilmember Jack Shu (City of La Mesa), Councilmember Alysson Snow (City of Lemon Grove), Councilmember Luz Molina (City of National City), Deputy Mayor Ryan Keim (City of Oceanside), Councilmember Raul Campillo (City of San Diego), Mayor Jones, Mayor John Minto (City of Santee), and Councilmember Katie Melendez (City of Vista).

Abstain: None.

Absent: City of Poway.

The Board voted on the original motion to authorize the CEO to execute a sole source contract for a new back-office system, and direct staff to return to the next Board meeting to discuss options to reduce costs during the transition to the new back-office system, including the roles of HNTB and ETAN.

The motion passed.

Yes: Chairwoman Vargas, Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor Wells, Mayor Kranz, Mayor White, Councilmember McKay, Councilmember Shu, Councilmember Snow, Councilmember Molina, Deputy Mayor Keim, Mayor Jones, Mayor Minto, and Councilmember Melendez.

No: Councilmember Vivian Moreno (City of San Diego).

Abstain: None.

Absent: City of Poway.

### **3. Revised FY 2024 Position Classification / Salary Range Table**

Coleen Clementson presented the item.

Consuelo commented in opposition to this item.

Mark commented regarding inflation.

Truth commented in opposition to this item.

Alan commented regarding stipends and public comment time limits.

Paul the Bold commented in opposition to this item.

The Original Dra commented in opposition to this item.

Action: Upon a motion by Councilmember Shu, and a second by Councilmember Molina, the Board voted to approve the mid-year changes to the SANDAG FY 2024 Position Classification / Salary Range Table.

The motion passed.

Yes: Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Deputy Mayor Gaasterland, Mayor White, Councilmember McKay, Councilmember Shu, Councilmember Snow, Councilmember Molina, Deputy Mayor Keim, and Mayor Jones.

No: None.

Abstain: None.

Absent: County of San Diego, City of El Cajon, City of Encinitas, City of Poway, City of San Diego, City of Santee, and City of Vista.

## **Consent**

### **5. Approval of Meeting Minutes**

The Board of Directors was asked to approve the minutes from its December 8, 2023, meeting.

### **6. New Grant Funding: Project Safe Neighborhoods Fiscal Agent 2023**

The Public Safety Committee recommended that the Board of Directors approve a budget amendment to the FY 2024 Overall Work Program and Budget to accept \$1.33 million in funding on behalf of three U.S. Attorney's Offices in California from the U.S. Department of Justice.

### **7. FY 2023 Transportation Development Act Audit Extension Requests**

The Board of Directors was asked to approve Transportation Development Act (TDA) audit extension requests for the Cities of El Cajon, Coronado, La Mesa, National City, Poway, and Full Access & Coordinating Transportation, and SANDAG TDA Agreed Upon Procedures until March 26, 2024, as permitted by the California Public Utilities Code and the California Code of Regulations.

### **9. Policy Advisory Committee Actions**

The Board of Directors was asked to ratify the actions taken by the Policy Advisory Committees since the last Board meeting, including changes to the January 26, 2024, agenda to remove the Otay Mesa East Toll Revenue Agreement and the San Dieguito Double Track items from consent, and to add the Office of the Independent Auditor's revised annual audit plan to the consent agenda and a closed session litigation item to reports.

Truth commented on Consent Agenda Items 5, 6, 7, 8, and 9.

Consuelo commented on Consent Agenda Items 5, 6, 7, 8, and 9.

Alan commented on Consent Agenda Items 5, 6, and 8.

Mark commented on Consent Agenda Items 5, 6, 8, and 9.

The Original Dra commented on the Consent Agenda Items.

Blair B. commented on the Consent Agenda Items.

Paul the Bold commented on the Consent Agenda Items.

Phone #899, member of the public, commented on the Consent Agenda Items.

Action: Upon a motion by Mayor Minto, and a second by Deputy Mayor Gaasterland, the Board voted to approve the Consent Agenda balance.

The motion passed.

Yes: Vice Chair Heebner, Councilmember Burkholder, Councilmember Duncan, Deputy Mayor Gaasterland, Councilmember McKay, Councilmember Shu, Councilmember Snow, Councilmember Molina, Deputy Mayor Keim, Mayor Minto, and Mayor Jones.

No: Mayor White.

Abstain: None.

Absent: County of San Diego, City of Chula Vista, City of El Cajon, City of Encinitas, City of Poway, City of San Diego, and City of Vista.

## **8. Approval of Proposed Solicitations and Contract Awards**

The Board of Directors was asked to authorize the CEO to conduct a solicitation for the Sustainable Transportation Services Outreach, Education, and Marketing Program; and award contracts to vendors for On-Call Public Affairs Professional Consulting Services.

Action: Upon a motion by Councilmember Burkholder, and a second by Mayor Minto, the Board voted to approve Agenda Item 8.

The motion passed.

Yes: Vice Chair Heebner, Councilmember Burkholder, Councilmember Chavez, Councilmember Duncan, Mayor White, Councilmember McKay, Councilmember Shu, Councilmember Snow, Councilmember Molina, Deputy Mayor Keim, Mayor Minto, and Mayor Jones.

No: Mayor White.

Abstain: None.

Absent: County of San Diego, City of Del Mar, City of El Cajon, City of Encinitas, City of Poway, City of San Diego, and City of Vista.

Second Vice Chair Heebner took continued non-agenda public comments at this time.

Alan commented regarding homelessness in San Diego.

Truth commented regarding various agency issues.

Consuelo commented regarding government concerns.

Blair B. commented regarding security measures.

Paul the Bold commented regarding various agency issues.

The Original Dra commented regarding various agency issues.

Second Vice Chair Heebner took closed session public comments at this time.

Truth commented regarding the closed session litigation and other potential agency litigation issues.

The Original Dra commented regarding alleged agency litigation issues.



Blair B. commented regarding the closed session item description.

Second Vice Chair Heebner recessed to Closed Session at 1:28 p.m.

### **Closed Session**

#### **10. Closed Session: Conference with Legal Counsel - Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) (One Potential Case)**

The Board of Directors was briefed on a written claim filed by Brandon Kelsoe, on his own behalf and on behalf of other similarly situated individuals, alleging fabricated toll violations.

Second Vice Chair Heebner reconvened open session at 1:43 p.m.

Deputy General Counsel Amberlynn Deaton reported the following out of Closed Session: On Item No. 10, the Board denied the claim identified.

#### **11. Adjournment**

The next Board of Directors meeting is scheduled for Friday, January 26, 2024, at 9 a.m.

Second Vice Chair Heebner adjourned the meeting at 1:44 p.m.

## Confirmed Attendance at Board of Directors Meeting

Board of Directors	Title	Name	Attend
City of Carlsbad	Councilmember	Melanie Burkholder (Primary)	Yes
City of Chula Vista	Councilmember	Carolina Chavez (Primary)	Yes
City of Coronado	Councilmember	John Duncan (Primary)	Yes
County of San Diego	Chairwoman	Nora Vargas (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	No
City of Del Mar	Deputy Mayor	Terry Gaasterland (Primary)	Yes
City of El Cajon	Mayor	Bill Wells (Primary)	Yes
City of Encinitas	Mayor	Tony Kranz (Primary)	Yes
City of Escondido	Mayor	Dane White (Primary)	Yes
City of Imperial Beach	Councilmember	Mitch McKay (1st Alt)	Yes
City of La Mesa	Councilmember	Jack Shu (Primary)	Yes
City of Lemon Grove	Councilmember	Alysson Snow (2nd Alt.)	Yes
City of National City	Councilmember	Luz Molina (Primary)	Yes
City of Oceanside	Deputy Mayor	Ryan Keim (Primary)	Yes
City of Poway	Mayor	Steve Vaus (Primary)	Yes
City of San Diego	Councilmember	Raul Campillo (Alternate)	Yes
City of San Diego	Councilmember	Vivian Moreno (1st Alt)	Yes
City of San Marcos	Mayor	Rebecca Jones (Primary)	Yes
City of Santee	Mayor	John Minto (Primary)	Yes
City of Solana Beach	Second Vice Chair	Lesa Heebner (Primary)	Yes
City of Vista	Councilmember	Katie Melendez (Primary)	Yes
Caltrans	Executive Director	Everett Townsend (1st Alt.)	Yes
Metropolitan Transit System	Mayor Pro Tem	Matthew Leyba-Gonzalez (Primary)	Yes
North County Transit District	Councilmember	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar (Primary)	No
U.S. Department of Defense	Director	Dennis Keck (Primary)	Yes
Port of San Diego	Executive Director	Joe Stuyvesant (Primary)	No
San Diego County Water Authority	Director	Mel Katz (Primary)	Yes
SDCRAA	Director	James Sly (Alt)	Yes
Mexico	Consul General	Carlos González Gutiérrez (Primary)	No
SCTCA	Chairwoman	Erica Pinto (Primary)	Yes
Association of Planning Groups	Member	Robin Joy Maxson (Primary)	Yes

## **Approval of Proposed Solicitation: San Diego LOSSAN Rail Realignment – San Dieguito to Sorrento Valley Double Track Project**

### **Overview**

Solicitations valued at \$5 million or more are brought to the Board of Directors (Board) for approval prior to advertisement and again prior to contract award. This month there is one pending action for the Board's consideration.

### **Key Considerations**

The LOSSAN Rail Corridor is a vital component of the San Diego region's transportation network. Bluff erosion and the threat of sea level rise due to climate change pose a threat to the continued safety and reliability of rail operations through Del Mar, and the single-track alignment restricts capacity to increase rail service.

To address these concerns, SANDAG received \$300 million in state funding to advance the LOSSAN Rail Realignment project through the preliminary engineering and environmental review phase. This solicitation will seek proposals from qualified consultants who specialize in public affairs, outreach, and communications support to aid SANDAG staff in creating and delivering a comprehensive outreach and engagement strategy for the project in compliance with applicable laws and funding requirements.

An allocation of \$8-10.2 million dollars from the \$300 million in state funding would be designated for outreach efforts during the preliminary engineering and environmental review phase (projected to take place from April 2024 through June 2026) and awarded in a task order to the selected consultant. Given the regional importance of and statewide attention on this project, extensive outreach efforts are anticipated to ensure adequate public participation and awareness. These activities could include but are not limited to a fully staffed field office; corridor-wide meetings and workshops; online resources and engagement opportunities; project tours; record-keeping of all public meetings, public involvement, and participation; and reporting on outreach efforts and results to various SANDAG teams, partner agencies, and funding agencies.

The consultant also will coordinate communications and outreach efforts with several adjacent rail projects as well as with the SANDAG project team, including multiple departments within the agency,

### **Action: Approve**

The Board of Directors is asked to authorize the Chief Executive Officer to conduct a solicitation for Public Outreach Services for the San Diego LOSSAN Rail Realignment – San Dieguito to Sorrento Valley Double Track (SDSVDT) Project

### **Fiscal Impact:**

An allocation of \$8 to \$10.2 million is designated for outreach efforts during the Preliminary Engineering and Environmental Review Phase. The master agreement for this solicitation will include the option to extend the agreement through future phases of the project, contingent upon funding availability, Board approval of annual program budgets, and performance of the selected firm. The maximum total value of the contract awarded from this solicitation will not exceed \$49 million over 13 years.

### **Schedule/Scope Impact:**

The selected firm will provide outreach services from 2024 through 2026, with the option to extend through 2037.

other consultants, partner agencies, and other pertinent groups and/or individuals. The consultant will need to understand the technical aspects of the project and be able to effectively communicate and incorporate technical concepts into the overall strategy and messaging used during the public outreach process. The consultant will also need to be familiar with the procedural steps and purpose of the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) environmental review process, and assist SANDAG in interfacing with and receiving, organizing, documenting and responding to stakeholder input, and in the development and communication of public outreach material regarding the CEQA and NEPA processes and deliverables in compliance with these laws.

If the SANDAG Board environmentally clears the project, SANDAG would move forward with final design and construction of the selected alignment pending the availability of additional funding. Based on preliminary studies, the estimated budget for final design and construction is approximately \$3-4 billion. Based on historical practice for projects of this size, the communications and outreach services for future phases are estimated to be about 2-3% of the total project cost.

To maintain consistency in the communications and outreach strategy and to take advantage of efficiencies gained by the work performed during the preliminary engineering and environmental review phase, the solicitation anticipates extending the contract through future project phases.

Based on the estimated scope and schedule for the future phases, the maximum term of the master agreement will not exceed 13 years, and the total value of the master agreement will not exceed \$49 million. Updated costs based on project outreach needs would be determined prior to the contract being extended for future phases.

SANDAG's proposed master agreement with the selected firm would provide for an initial two year task order with the option to issue additional task orders for future project phases. Consistent with Board Policy, the issuance of additional task orders would be at SANDAG's discretion, considering the performance of the Consultant and contingent upon the Board's future allocation of funding for the project in the annual budget approval process.

### **Next Steps**

Pending approval by the Board, this solicitation will be advertised within the next month. Any contract proposed to be awarded as a result of the solicitation and evaluation process will be brought to the Board for review and approval.

***Melissa Coffelt, Senior Director of Organization Effectiveness***

## New Grant Funding: Transportation Network Company Access for All Grant Program

### Overview

On September 22, 2018, the Governor signed into law Senate Bill (SB) 1376, the TNC Access for All Act (Hill, 2018), which required the California Public Utilities Commission (CPUC) to establish a program relating to the accessibility of transportation network company (TNC) services for persons with disabilities, including wheelchair users who need a wheelchair accessible vehicle (WAV). The purpose of the TNC Access for All (AFA) Program is to incentivize the expansion and availability of on-demand transportation services for people with disabilities statewide. This report provides an overview of the AFA Program, including the role of SANDAG in distributing the AFA Program Funding and the next steps in the process.

### Key Considerations

#### Program Overview

The AFA Program provides two mechanisms to meet the statute's overall goal of expanding and improving on-demand WAV transportation service in California: one through TNCs' investments, and the other through local access providers.

In January 2019, the CPUC required TNCs to collect an "Access Fee" in the amount of \$0.10 for each TNC trip and to remit the total fees collected within each county on a quarterly basis to the CPUC. The fees collected from TNCs are deposited in the TNC Access Fund for distribution to local Access Providers through Local Access Fund Administrators (LAFAs). The LAFA of each county provides AFA fees to Access Providers that establish on-demand transportation programs or partnerships to meet the mobility needs of persons with disabilities, including individuals who need a WAV. Access Providers are identified by LAFAs as providers that are able to provide WAV service similar to that of TNCs but require additional financial resources to do so.

If TNCs expand or improve on-demand WAV service, they may "offset" the fees due to the CPUC by the amounts they spend to improve WAV service in each county. The TNCs may keep some of the Access Fee revenue they collect, so long as the WAV service meets performance requirements set by the CPUC.

#### Local Access Fund Administrators

Each geographic area may only be served by a single LAFA. The primary role of a LAFA is to administer the AFA Program in the geographic area within its jurisdiction. Specifically, LAFAs are required to develop local WAV programs and to contract with and obligate available funds to eligible Access Providers in accordance with criteria adopted by the CPUC and outlined in the [Program Requirements](#). Once an agency is selected to be a LAFA, it is required to carry out the following responsibilities:

### Action: Approve

The Transportation Committee recommends that the Board of Directors approve an amendment to the FY 2024 Program Budget accounting for all grant funding from the California Public Utilities Commission (CPUC) for FY 2022-2024.

### Fiscal Impact:

Approval of the proposed budget amendment will add \$1,078,724 in AFA funds to the FY 2024 Program Budget under Overall Work Program Project No. 3322100.

### Schedule/Scope Impact:

A Call for Projects is being conducted in FY24 to select Access Providers that would receive the AFA Program funding.



1. Establish a process for Access Provider solicitation.
2. Select Access Providers to receive AFA funds based on criteria adopted by the CPUC and outlined in the Program Requirements.
3. Obligate available AFA funds to selected Access Providers.
4. Submit a consolidated quarterly report to the CPUC based on the quarterly reports submitted to the LAFA by Access Providers.
5. Submit annual and other quarterly reports to ensure that progress is made toward the broader goals and objectives of the AFA Program and SB 1376.

The Board of Directors approved the submission of an application for SANDAG to serve as the San Diego Region's LAFA on [April 23, 2021](#). The AFA Program Guidelines permit LAFA's to retain their status for the duration of the Program if they reaffirm their commitment in April of each year. The CPUC reaffirmed SANDAG as the region's LAFA on July 12, 2023.

### ***Amount of Funding Available and Calls for Projects***

The program will collect Access Fees through June 30, 2025, and be available for distribution by the AFAs on an annual basis through 2027. The CPUC releases the AFA balance to the LAFAs by January 30 each year. The AFA balance for the San Diego region under the last three reporting periods is shown in the table below.

<b>Reporting Date</b>	<b>Access Fund Balance for the San Diego Region</b>	<b>AFA Fee Collection Period</b>
January 30, 2021	\$2,976,476	July 2019 to June 2020
January 30, 2022	\$1,798,113	July 2020 to June 2021
January 30, 2023	\$952,043	July 2021 to June 2022

The proposed budget amendment included in Attachment 1 comprises the \$952,043 in AFA funding released in January 2023, as well as an additional \$126,681 in funding that was allocated in January 2022 but not included in the FY 2024 budget due to an administrative error.

SANDAG is required to distribute the AFA funds on a competitive basis, and that effort must be conducted annually to coincide with the amount of funding provided by the CPUC. The Cycle 2 Call for Projects will distribute the funding that CPUC released on January 30, 2022 and January 30, 2023. The program eligibility and evaluation criteria and funding recommendations for the Cycle 2 Call for Projects were approved by the [Transportation Committee](#) and [Board of Directors](#) in May 2023.

### **Next Steps**

Pending Board approval, SANDAG will accept the \$1,078,724 in grant funding offered by the CPUC and the budget will be amended as shown in Attachment 1. The AFA Cycle 2 Call for Projects is anticipated to be released this month, and the funding recommendations will be brought to the Transportation Committee and Board of Directors in Spring 2024.

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

Attachment: 1. Budget Amendment for OWP 3322100

**WORK ELEMENT:** 3322100 Access for All  
**FY 2024 BUDGET:** ~~\$3,045,022~~ \$4,123,746  
**AREA OF EMPHASIS:** Sustainable Mobility Programs and Services

Amendment Title: FY 24 Access for All Amendment

Funds Source				
	Prior	FY 2024	FY 2025 -	Total
Other Local Funds	\$1,602,886	<del>\$3,045,022</del> \$4,123,746	\$0	<del>\$4,647,908</del> \$5,726,632
<b>TOTAL</b>	<b>\$1,602,886</b>	<b><del>\$3,045,022</del> \$4,123,746</b>	<b>\$0</b>	<b><del>\$4,647,908</del> \$5,726,632</b>

Note: Funding is Transportation Network Company fees

Funds Application				
	Prior	FY 2024	FY 2025 -	Total
Salaries, Benefits, Indirect	\$337,883	\$251,624	\$0	\$589,507
Pass Through to Other Agencies	\$1,265,002	<del>\$2,793,398</del> \$3,872,122	\$0	<del>\$4,058,401</del> \$5,137,125
Employee Benefits		\$0		\$0
<b>TOTAL</b>	<b>\$1,602,886</b>	<b><del>\$3,045,022</del> \$4,123,746</b>	<b>\$0</b>	<b><del>\$4,647,908</del> \$5,726,632</b>

Staff Hours: 2,039

## 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 FY23, 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.

**Project Manager:** Gembler, Benjamin

**Committee(s):** Transportation Committee

**Working Group(s):** Social Services Transportation Advisory Council, Mobility Working Group

## PRODUCTS, TASKS, AND SCHEDULES FOR FY2024

Task No.	% of Effort	Task Description / Product / Schedule	
1	<del>20</del> 50	<b>Task Description:</b>	Complete Cycle 2 call for projects by awarding and executing grant agreements with Access Providers.
		<b>Product:</b>	Scored and ranked applications, funding recommendations, reports to Transportation Committee and Board of Directors, executed grant agreements
		<b>Completion Date:</b>	<del>9/4/2023</del> 5/31/2024
2	20	<b>Task Description:</b>	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.
		<b>Product:</b>	Progress payments, meetings, and other correspondence with grantees
		<b>Completion Date:</b>	6/30/2024
3	<del>50</del> 20	<b>Task Description:</b>	Develop and conduct Cycle 3 call for projects
		<b>Product:</b>	Completed outreach to stakeholders and potential applicants, final Call for Projects and related materials, and Prospective Applicant Webinar provided.
		<b>Completion Date:</b>	6/30/2024
4	10	<b>Task Description:</b>	Provide quarterly progress reports and performance data to CPUC
		<b>Product:</b>	Development and submittal of quarterly status reports and performance data
		<b>Completion Date:</b>	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.

Note: Amendment adds \$1,078,724 in additional grant funding, including funding allocated by the California Public Utilities Commission on July 12, 2023, and updates the work that was completed in FY23 and will be conducted in FY24. This amendment is accounting for all CPUC funding from FY2022 -2024.

## Office of the Independent Performance Auditor's Revised Annual Audit Plan

### Overview

In accordance with Assembly Bill 805 (Gonzalez, 2017) and Board Policy No. 039: Audit Policy Advisory Committee and Audit Activities (Board Policy No. 039), Section 3.1.7, the Independent Performance Auditor (IPA) has prepared for approval the proposed REVISED Office of the Independent Performance Auditor (OIPA) Annual Audit Plan (Plan) for the period of July 1, 2023, through June 30, 2024.

### Action: Adopt

The Board is asked to consider and adopt the OIPA's Revised Annual Audit Plan for FY 2024.

### Fiscal Impact:

Potential Fraud Recovery

### Schedule/Scope Impact:

None

### Key Considerations

The Independent Performance Auditor (IPA) is responsible for reviewing the audit plan quarterly to ensure performance measures, goals, and auditing/investigative activities are on track to meet the approved plan. When necessary, the IPA will propose audit plan revisions to the Audit Committee.

The IPA proposed revisions to the Audit Plan for fiscal year 2023-2024 to the Audit Committee on January 5, 2024. The Audit Committee approved and recommended the revisions to be forwarded to the Board for approval.

The proposed revisions to the Audit Plan included increasing hours for the contracts and procurement invoicing and payments audit series of 10 contractors, while also reducing the number of contractors to be audited in fiscal year 2023-2024 to 5 contractors. Additionally, investigation hours are being increased due to the SR125 investigation initiated in December 2023. The proposed revisions to the Audit Plan for fiscal year 2023-2024 take into consideration the current status of audits and investigations in progress, planned audit and investigative work yet to be initiated, and corrections to previous hours available for audits and investigations.

The flexibility of the audit planning process as designed allows for unplanned engagements at the request of the IPA, SANDAG's Board, Audit Committee, and Executive Director, and in response to fraud, waste, abuse, and mismanagement complaints. The proposed revisions to the audit plan incorporate the resources needed for the SR125 investigation initiated in December at the request of the IPA, Board and Audit Committee.

Additionally, the IPA proposed replacing the current OIPA's Goal-03 with a new goal to prioritize investigating areas of potential fraud, waste, abuse and mismanagement. An effective Whistleblower Program deters instances of fraud, waste, abuse and mismanagement, and reduces losses to an organization through early detection. While the OIPA has always performed investigations, it is the intent of the IPA to increase employee awareness of the OIPA's whistleblower program. To meet this goal the OIPA will perform timely investigations in the areas of fraud, waste, abuse and mismanagement; prioritize resources based upon potential impact to the organization, public and stakeholders; and place an emphasis on educating SANDAG employees on the OIPA's Whistleblower Program, including Whistleblower protection from retaliation. The proposed goal replaces the original goal to provide guidance and suggested best practices regarding hiring and staff retention. While important, this work can be incorporated into future audits when the annual risk assessment process identifies hiring and staff retention as a priority audit area.

**Next Steps**

Once the revised plan is adopted by the Board, the plan will be posted to the OIPA website.

***Courtney Ruby, Independent Performance Auditor***

Attachment:           1.       Revised OIPA Annual Audit Plan FY 2023-24 Final





# **San Diego Association of Governments**

## **Office of the Independent Performance Auditor**

**Courtney Ruby, CPA, CFE**  
**Independent Performance Auditor**

**ANNUAL AUDIT PLAN**  
**REVISED January 5, 2024**  
*For the period of*  
**July 1, 2023 to June 30, 2024**

**SAN DIEGO ASSOCIATION OF GOVERNMENTS  
OFFICE OF THE INDEPENDENT PERFORMANCE AUDITOR  
AUDIT PLAN  
FOR THE PERIOD OF July 1, 2023 THROUGH JUNE 30, 2024**

**I. STRATEGIC GOALS AND ACTIVITIES**

**Strategy**

To ensure that the Office of Independent Performance Auditor's (OIPA) plan is successful, it must be strategically designed and agile. The plan for the fiscal year 2023-2024 has been updated and continues to consist of defined goals that encompass OIPA's planned audits based on OIPA's overall stated actions. To ensure the plan is properly designed, OIPA includes actions to help ensure and support a plan that results in success, can be nimble, and contributes to SANDAG becoming a more efficient and effective agency. The OIPA's goals focus on end-result based outcomes for the agency while supporting how the OIPA achieves success. The OIPA's goals and actions are prioritized and shown in the following table.

OIPA's Goals & Benefits Derived	Priority	OIPA's Goals	Actions
<b>OIPA Goal -01</b>  <b>Efficiencies and Effectiveness</b>	<b>1</b>	Continue to work directly with SANDAG's CEO, Deputy CEOs to identify areas where improvement is needed regarding policies, procedures, and system controls. This will help the organization to become more effective and efficient with their resources.	Perform audits and reviews on a continuous basis around areas of p-card and reimbursement transactions, contracts and procurement, and other audits that will bring improvements to the agency.
<b>OIPA Goal – 02</b>  <b>Efficiencies and Effectiveness</b>  <b>Good System of Controls</b>	<b>2</b>	Work directly with the Director of Technology on the development of the agencywide ERP system.	Engage and provide guidance to management and staff regarding system controls that should exist within an automated system to ensure that controls are built into the system vs manual controls.  Work closely with the Director of technology to ensure that the new ERP system has good system controls while developing workflows.  Further, to help ensure that contractors charged with system implementation that includes budget, accounting, and contracts are timely with their tasks, actions, and commitment and staying within the budget and scope of the project according to the agreement/contract. And, where there are delays, ensure that management is addressing and documenting deficiencies and holding the contractor accountable.
<b>OIPA Goal - 03</b>  <b>Deterrence and Detection of Fraud, Waste, Abuse, and Mis-</b>	<b>1</b>	Continue to investigate areas of potential fraud, waste, abuse and mismanagement identified by SANDAG's employees, Board of Directors, CEO, Deputy CEOs, contractors and vendors. An effective Whistleblower program deters instances of fraud, waste, abuse and mismanagement, and reduces losses to an organization through early detection.	Perform timely investigations in the areas of fraud, waste, abuse and mismanagement. Prioritize resources based upon potential impact to the organization, public and stakeholders. Place an emphasis on educating SANDAG employees on the IPA's Whistleblower program including Whistleblower protection from retaliation.

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<b>OIPA Goal – 04</b> <b>Efficiencies and Effectiveness</b> <b>Good System Controls and Transparency and Accountability</b>	<b>2</b>	The IPA and OIPA staff will work to ensure that the Corrective Actions Plans that are approved by the Board are implemented and within the stated dates. The OIPA will ensure that CAP actions are being followed and adhered..	The OIPA auditors will incorporate substantive and dual testing into the audits and review performances to ensure that management and staff are following updated policies and procedures.

## **II. PERFORMANCE MEASURES FOR FY 2023-2024**

The OIPA's performance measures for FY 2023-2024 are aligned with SANDAG Strategic Initiatives (SSI) that were previously set and were developed and approved by the Audit Committee. Further, these performance measures will be used during the review of the IPA's annual performance review (IPA). Lastly, the OIPA measures are designed to ensure adherence to professional auditing standards (PAS) and in consideration of staff development goals (SDG).

<b>The IPA's Performance Measure Goals</b>	<b>PM No.</b>	<b>Type</b>	<b>Alignment</b>	<b>On Target</b>	<b>Exceeds</b>
<b>CPE- Professional Continued Education (IPA)</b> 100% of auditors adhere to professional certificate/licensing requirements and competency needs every two years and at least 40 hours annually.	<b>1</b>	Quality/ Teamwork	PAS/SDI/ IPA	90%	100%
<b>Percentage of planned engagements vs. number of engagements conducted.</b> Ensure auditor utilization performance meets industry standards, with audit utilization being measured by the number of planned audits divided by the number of audits conducted.	<b>2</b>	Outcome/ Leadership	SSI/PAS/ SDI/IPA	80%	85%
<b>Budgeted vs. actual audit hours per engagement (OIPA)</b> Complete audits in an efficient and effective manner, measured by the number of hours budgeted per audit vs actual hours expended per audit.	<b>3</b>	Outcome/ Leadership	SSI/PAS/ SDG/IPA	70%	80%
<b>Percentage of OIPA's key goals achieved.</b>  In preparation of the annual audit plan, the IPA offers and provides support that includes an annual risk discussion with the governing board, the audit committee, and executive team as part of consideration of risk.  The IPA offers and supports providing training and outreach to SANDAG staff and Board members by way of classes and guidance on areas of system controls, best practices, and risk consideration.	<b>4</b>	Outcome/ Operational	SSI/SDG/ IPA	70% participation	80% participation
<b>Public Transparency and Accountability</b> The IPA ensures that the OIPA will work with Management to maintain an ongoing summary of all internal and external audits that are performed on SANDAG and the status of all Corrective Action Plans (CAPs). Additionally, the IPA will ensure that all CAPs relating to audits performed by the OIPA are reviewed and tested and that results are reported on a quarterly basis to the Audit Committee and posted to the OIPA website on an annual basis.	<b>5</b>	Quality/ Operational/ Communication	SSI/IPA	100%	100%

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<p>Fraud, Waste, Abuse – The IPA ensures that the OIPA will provide an annual written report to the Audit Committee, Board, and post to the OIPA website that consists of all incidents reported via the Fraud, Waste, and Abuse website. Further, the IPA will provide a semi-annual operational update on program activities, and highlight noteworthy trends or occurrences verbally to the Audit Committee.</p> <p>The IPA ensures that there will be no intentional failures to post and there would be no public posting of disclosures by the IPA of information that is required, under law, to be kept confidential.</p>					
<p><b>Communication and Relationship Development</b></p> <p>Maintain and further develop working relationships with management, while maintaining independence, so that the Office of the Independent Performance Auditor is viewed as a value-added part of the organization.</p> <p>The IPA will undergo an independent - 360 type performance review/survey. Participants will include professional peers, Board, Audit Committee Members, management, and staff of SANDAG. Based on an evaluation like the IPA's previous review performed by an independent consultant.</p>	6	Outcome/ Communication	SSI/IPA	Not less than satisfactory or 70%.	Exceeds 80%

### **III. AUDIT PLAN FOR FY 2023-24**

The OIPA's Audit Plan (plan) includes goals and actions (identified above) in addition to audits, reviews, and other engagement types (defined below). The plan is a tool used to document planned assessments, audits, reviews, and other engagements that are performed by the OIPA to help carry out and fulfill Assembly Bill 805 (Gonzalez, 2017) and Board Policy No. 039. The OIPA auditors are SANDAG's first line of defense against external audits performed by state and federal auditors and can help prevent and detect issues prior to external reviews that can result in unnecessary negative findings. The OIPA will work with SANDAG's external auditors to help ensure there is no duplication of work and that the work performed by the Independent Performance Auditor's (IPA) staff compliments and brings value, accountability, and transparency to SANDAG.

The plan is risk-based and designed to perform engagements that help to identify areas of improvements, provides guidance and support to SANDAG employees, and helps to ensure there are good system of internal controls, and processes and procedures are operating effectively and efficiently. Additionally, the plan accounts for the OIPA's responsibility regarding the detection and prevention of fraud, waste, and abuse around SANDAG's departments, programs, and major projects, while supporting a proactive attitude and a more responsible government agency. Lastly, the plan is agile allowing auditors to provide resources that are flexible and nimble to benefit the organization.

The IPA presents the following FY2023-2024 revised audit plan for Audit Committee approval. The plan consists of two parts. The first part is achieved with efforts by the IPA and is linked to the defined goals and performance measures to ensure accountability, success and supports to the annual operations of the OIPA. The next part involves the use of direct audit and investigative resources and focus on engagement objectives that includes operational processes, system of internal control reviews and other engagement types. In addition to these planned engagements, the OIPA may accept unplanned engagements at the request of SANDAG's Board, Audit Committee, and Executive Director, and in response to Fraud, Waste, Abuse, and Mismanagement complaints; these types of requests are made to the IPA and brought to the Audit Committee for consideration and adjustment of hours to the budgeted audit plan.

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**A. Part I – Defined Goals and Performance Measures**

<b>IPA Operational Activity/Task</b>	<b>Est. Date or Time Commitments</b>	<b>Impact</b>
Audit Committee	Monthly	Compliance/Operational/ Transparency
OIPA staff and Executive meetings	Weekly	Operational
Board and PAC meetings	Monthly	Compliance/Operational
Planning Annual Auditor Training	September	Compliance/Staff Development/Quality
Annual Review of Professional Standards and Update to Engagement Manual and OIPA Policies and Procedures	August	Compliance/Quality
Review of OIPA Website, update information, reports, dashboard, and policies and procedures, etc.	Aug/Sept	Operational/Transparency
Prepare report on Fraud, Waste Abuse, and Mismanagement activities to the AC	Annually	Transparency
Prepare Fraud, Waste, Abuse, and Mismanagement operational update	Semi-Annual	Transparency
OIPA staff performance reviews	Annually	Operational/Staff Development
Review, testing, and reporting of Corrective Action Plans (CAPs) resulting from OIPA audits.	Quarterly	Compliance/Transparency
Review and update audit plan to ensure performance measures and goals are on track and to make necessary revisions.	Quarterly	Compliance/Operational/ Quality
Review and update Smartsheet reports and tracking sheets.	Quarterly	Operational
Annual Budget Planning	April/May/June	Compliance/Operational
Audit Risk Discussion with Board Members and Executive staff for Audit Plan	April and May	Compliance/Operational
Prepare Annual Audit Plan	May, June	Compliance/Operational
Prepare Year End Reports to the AC	May, June	Operational/Transparency
Attend required CPE training and ensured that CPE hours for IPA and Staff are captured.	Varies	Compliance/Operational
Investigate reported Fraud, Waste and Abuse complaints	Varies by caseload and complaint	Operational/Transparency
Support OIPA staff, audit and investigation planning, finding development, report writing, workpapers review as needed, coaching, training and development, and engagement support	Ongoing	Compliance/Operational
Other Admin and outreach duties as requested.	Ongoing	Operational/Quality
Public Policy Committee (PAC) Member Selection Review Process	October	Compliance/Transparency



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**B. Part II – Planned Audits and Reviews**

<i>Engagement ID Number and Priority</i>	<i>OIPA's Annual Audit Plan July 1, 2023 to June 30, 2024</i>	<i>Est. Start Date</i>	<i>Carry Forward</i>	<i>Budgeted Hours</i>
<b>P1</b> <b>CON2024-01 to 05</b>	Contracts and Procurement – Invoicing and Payments only. Part I and Part II Contractors (top 5 identified in Part I tables plus those in Part II. (2018 to current period)	<b>July</b>	<b>Yes</b>	<b>3600</b>
<b>P1</b> <b>TIME2024-3 YRS</b>	Employee Timekeeping and PTO accrual. (Prior 3-year period)	<b>Aug</b>	<b>No</b>	<b>300</b>
<b>P2</b> <b>PC2024-5 YRS</b>	Continuous Auditing Operational Process and System Control Review – Purchase Cards	<b>Aug</b>	<b>No</b>	<b>400</b>
<b>P3</b> <b>TRV/REIMB2024-5 YRS</b>	Continuous Auditing Operational Process and System Control Review – Travel and other Reimbursements	<b>Sept</b>	<b>No</b>	<b>500</b>
<b>P4</b> <b>CON2024-01 to 05</b>	Continuous Auditing Operational Process and System Control Review – Contracts and Procurement	<b>July</b>	<b>No</b>	<b>200</b>
<b>P4</b> <b>ERP2024 (Non-Audit Services)</b>	Work with Mgmt. and IT on ERP system controls as necessary	<b>Various</b>	<b>No</b>	<b>300</b>
<b>P4</b> <b>CAP2024 (Non-Audit Services)</b>	Work with Mgmt. and support and review CAP for Contracts and Procurement and other open CAP's as necessary	<b>Quarterly</b>	<b>Yes</b>	<b>200</b>
<b>Special Request and Investigations 2024</b>	Audits or reviews at the request of the Board, AC or Management	<b>Open</b>	<b>No</b>	<b>1800</b>
<b>Total Hours Budgeted</b>				<b>7300</b>

**IV. AUDIT RESOURCES**

**Current Available Resources and budgeted expenses:**

- Independent Performance Auditor: 1.0 FTE plus equipment
- Principal Management Internal Auditor - 2.0 FTE plus equipment
- Associate Auditors – 3.0 FTE plus equipment
- Student Auditor internship 2.0 (20 to 29 hours per week for each intern)
- Auditor training, professional dues, and licenses
- Independent legal counsel as needed for IPA and AC

**Current Resources Absorbed by SANDAG as part of Overhead:**

- SANDAG Legal Staff Support
- SANDAG Data Production Support
- Equipment and office space for the OIPA

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FOR THE PERIOD OF July 1, 2023 THROUGH JUNE 30, 2024**

**Current Resources Direct Audit and Non-Audit Hours Available (July 1, 2023 to June 30, 2024)**

**10,560 total** hours of direct, indirect, and other productive hours for the fiscal year period.

**Annual Allocation of Auditor Hours**

Position	Current Annual Productive Hours FTE	OIPA Strategic Goals/Indirect Audit Hours (Annual), and Investigations	Direct Audit and Review Hours (Available)	CPE Required training. (Annual)	*Admin Hours (Annual)
IPA	1,760	(1,120)	-	(40)	(600)
IMPA	1,760	(300)	(1,120)	(40)	(300)
IMPA	1,760	(800)	(620)	(40)	(300)
Associate	1,760	(100)	(1,320)	(40)	(300)
Associate	1,760	(300)	(1,120)	(40)	(300)
Associate	1,760	(100)	(1,320)	(40)	(300)
Available Hours	10,560	(2,720)	(5,500)	(240)	(2,100)

- ❖ Admin hours – Agenda Setting, Clerking, SANDAG required training, AC, and other committee meetings, employee events, all hands-on meetings, timesheets, etc. = 300 annually, 600 annually for IPA
- ❖ Annual Productive Hours (2060 less time off – 300 holidays, PTO, other leave) = 1760 per FTE (Full-Time-Equivalent)
- ❖ Indirect Audit Hours = Supervisory, workpaper review staff development, QC, etc.
- ❖ IPA = Independent Performance Auditor

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**V. ADOPTION, APPROVALS, AND ACCEPTANCE**

**AC Approved: January 5, 2024**

**BOD Accepted:**

## Overview of Developments in the Financial Markets, Quarterly Finance Report as of September 30, 2023

### Overview

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

### Action: Information

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

### Key Considerations

- Through September 2023 of FY2024, sales tax revenue is 1.9% lower than FY2023 collections through the same month, with TransNet revenue totaling \$108.3 million thus far.
- On July 13, 2023, the 2023A bonds were issued with proceeds used to terminate the interest rate swap agreement, tender the 2019A bonds, and refund the 2008 ABCD Bonds.
- Senior lien maximum annual debt service coverage, using sales tax receipts of \$427.7 million for the 12 months ending September 30, 2023, is 4.01 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.01 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.
- National inflation has slightly increased to 3.7% for the 12-month period ending in September 2023. Although down from 9.1% in June 2022, the Fed's current stance is that one more rate hike may be required.

### Fiscal Impact:

Senior lien debt service coverage remains strong at 4.01 times, providing ample coverage and supporting triple-A ratings.

### Schedule/Scope Impact:

Recession fears appear to be fading, but inflationary pressures continue to create uncertainty in consumer spending for the coming year.

### **André Douzdzian, Chief Financial Officer**

- Attachment(s):
1. Financial Market Review
  2. Local Economy and Sales Tax Revenue
  3. Investment and Debt Portfolio
  4. TransNet Extension Quarterly Report

## ***Market Review and Update***

### ***Overview***

As we near the end of the year, strong economic indicators suggest persisting inflationary pressure. After steadily declining from its peak of 9.1% in June 2022 to 3.0% in June 2023, inflation ticked up to 3.7% in August 2023 and stayed at that level for September. The Federal Reserve acknowledged an overall stabilizing inflation trend, however, noted that inflation remains elevated. Their current stance is that one more rate hike may be required in the coming months to get a tighter leash on inflation.

### ***Interest Rates***

- **Treasury Rates:** There was high volatility in Treasury rates (industry accepted benchmark for taxable bonds) in 2022 and that remains the case thus far in 2023 as the market reacts to key economic indicators as well as the Fed's outlook and rate-hike plans, as they become available. The 2-year treasury note is currently yielding 5.07%. Long-term treasury rates have also been volatile with the 10-year treasury currently yielding 4.92% and the 30-year treasury bond yielding 5.08%. Treasury rates have not been this high since 2007.
- **Municipal Market Rates:** The AAA MMD rates (the industry accepted benchmark for tax-exempt rates) increased significant in the past few weeks exceeding the prior peak levels from October 2022, one year ago. The 30-year rate, currently at 4.53%, is the highest it has been since 2011.
- **Fed Funds Rate:** The Fed made four rate hikes of 0.25% each, thus far in 2023, following seven consecutive increases in 2022. The current target range is set at 5.25% to 5.50% and was left unchanged at the September meeting. The latest release of the September meeting minutes indicate that "a vast majority of participants continued to judge the future path of the US economy as highly uncertain". The participants also agreed that rates should stay high for some time to bring down inflation. The more recent inflation read and retail sales performance for the month of September indicate robust spending despite high prices and the Fed will continue to monitor economic indicators to inform its future policy decisions. The Fed dot-plot indicates one more rate hike this year. But the market forecast diverges from the Fed anticipating no additional rate hikes this year and rate cuts starting early next year. The market has been more optimistic from the get-go and has had to revise expectations on several occasions to better align with the Fed forecast. This difference of opinion has been at the heart of interest rate volatility in the last 12-15 months.

**Municipal Market Supply-Demand Dynamics:** Bond funds continue to experience more outflows than inflows thus far in 2023. However, that is balanced by lower issuance volume year-to-date. Tax-exempt issuance through September is down by 5.0% relative to same period in 2022. The 2022 supply itself was 13.4% lower than 2021.

**Equity Markets:** Domestic equity markets have experienced their fair share of volatility but have reported strong performance overall. S&P 500 has lost 8% from its 2023 peak in July as the FOMC kept the door for additional rate hikes open at its last couple meetings and the most recent economic indicators came in stronger than market expectations. Despite the recent dip, S&P 500 is still 10% up year-to-date.

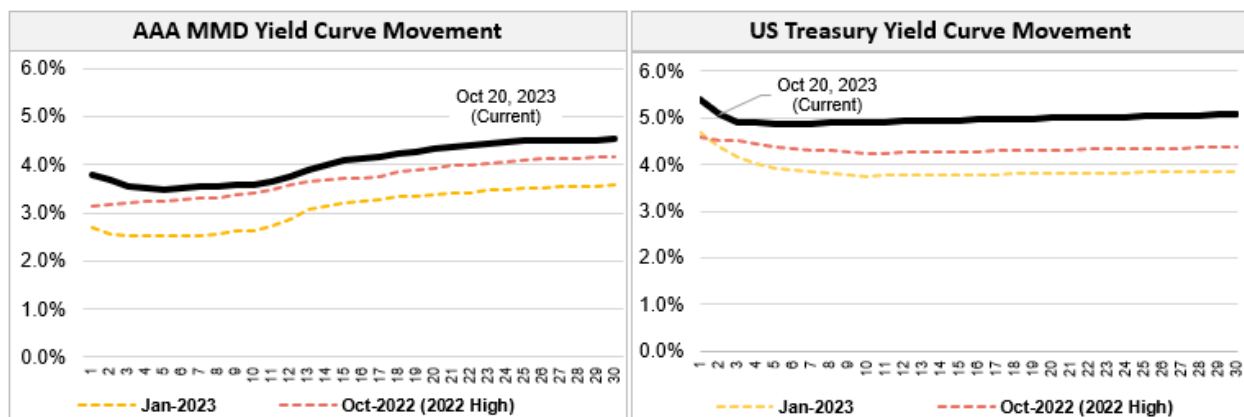
### ***U.S. Economy***

- **Jobs and Unemployment:** The Initial Jobless Claims were at 198,000 for the week ending October 14, which was 13,000 lower than the prior week and near the lowest it has been all year. There was some softening in the labor market over the summer but the latest claims data and trends reflect a strong labor market. The unemployment rate was 3.8% for September 2023, which is only slightly higher than the 3.4% nadir in 2023, underscoring the strength of the labor market.
- **GDP:** Real GDP increased at an annualized rate of 2.1% in the second quarter of 2023, after upwardly revised increase of 2.2% in the first quarter.
- **Personal Spending:** As the economy's key driver, personal spending has continued to increase with 0.5%, 0.8% and 0.4% increase in June, July and August 2023, respectively.

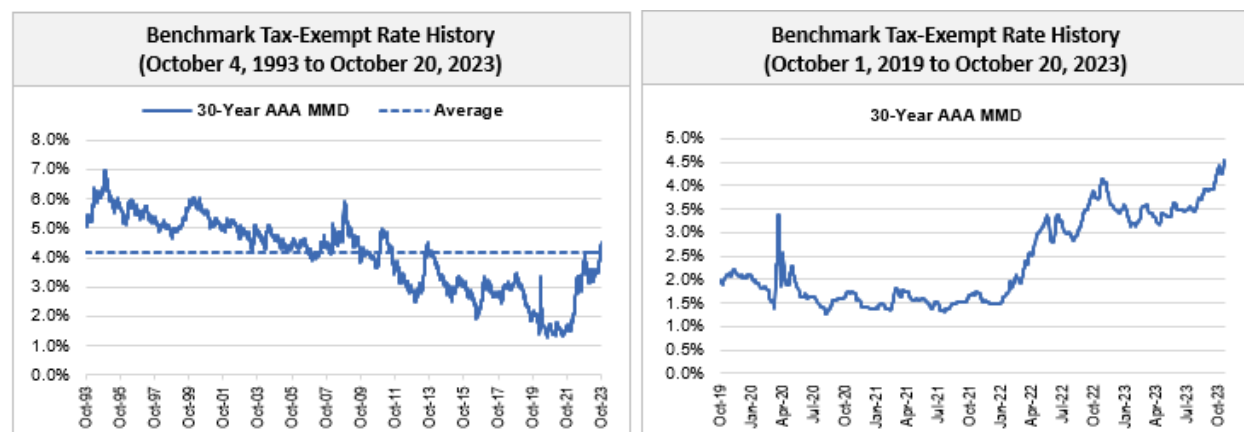
- Manufacturing and Service data: The Markit U.S. Composite Purchasing Managers Index (PMI) has been declining gradually to 50.2 in September 2023 from 54.3 in May indicating a slight slowdown in business activities. A reading above 50 indicates expansion in business activity and vice versa. The composite PMI has been strengthened mostly by the services sector with manufacturing PMI at or below 50 for the past 12 months indicative of contraction in manufacturing.
- Consumer Sentiment: After peaking at 71.6 in July 2023, the University of Michigan Consumer Confidence Index has been weakening for the past three months and preliminary October estimates indicate a further drop to 63, missing the market estimate of 67.2 by a huge margin.

### Long-Term Tax-Exempt and Taxable Interest Rates

The AAA Municipal Market Data (i.e., the “MMD” which is an industry standard index for tax-exempt municipal bond rates) rates rose significantly in 2023. Rates have also been very volatile these last two years as the Fed strives to contain inflation in light of mixed economic data and an ongoing disparity between market’s consensus and Fed’s outlook on rate hikes. The two charts below show current yield curves in comparison to where they were at the beginning of 2023 as well as the highest levels in 2022. As seen in the chart, the AAA MMD yield curve is 0.82% to 1.12% higher across the curve since January 3, 2023. U.S. Treasury rates increased by about 0.69% to 1.12% across the board since January 3, 2023. Both the MMD yield curve as well as the U.S. Treasury curve continue to reflect significant “inversion” wherein short-term rates are higher than intermediate-to-long-term rates.

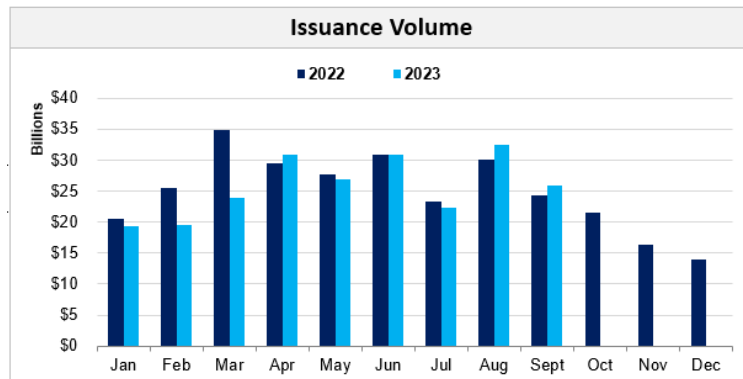


The current 30-year AAA MMD bond yield is 4.53% which is 38 bps higher than its long-term average. In general, rates continue to be very volatile with huge swings in either direction every few weeks. This last cycle since July saw rates increase by 73 bps to 109 bps across the curve, similar to July-October in 2022. While past trends cannot necessarily be viewed as predictors of the future, rates moderated last year after peaking in October 2022.



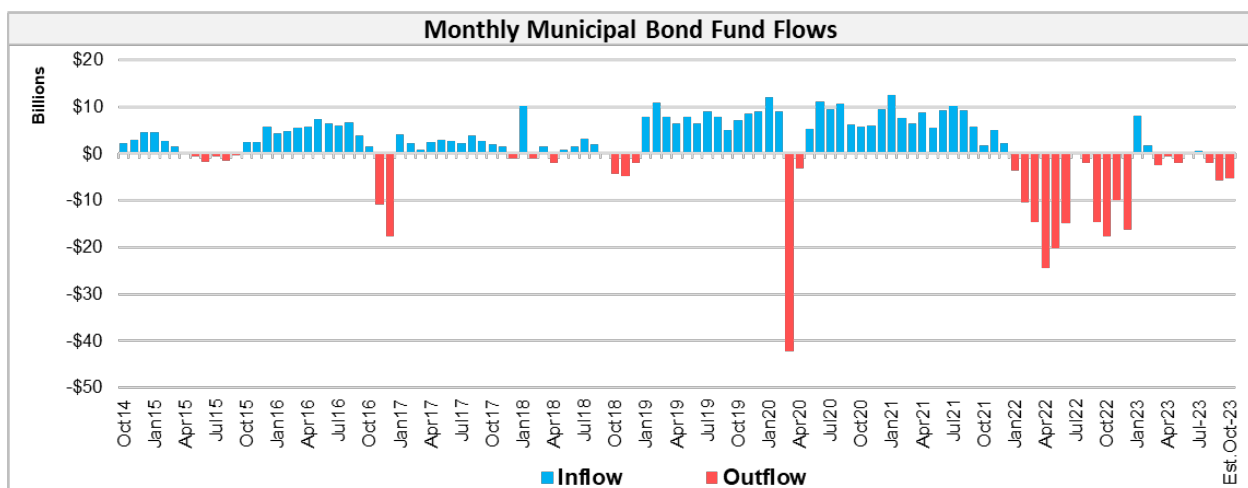
## Municipal Market Supply and Demand

As volatility persists, tax-exempt issuance year-to-date in 2023 is \$239.1 billion, 5.0% lower than the same period in 2022. The combined taxable and tax-exempt issuance volume of \$274.7 billion so far in 2023 is 12.9% lower than the volume in the same period in 2022. The decline is attributable to increased rates and market volatility. Higher rates and persistent volatility in 2023 have caused issuers to defer new money borrowings.



Refunding volume is also lagging owing to a lot of the *advance* refundings that were executed in the 2019-2021 timeframe when taxable rates were very low, which otherwise would have been *current* refundings in 2022-2024 timeframe. The lower refunding volumes were somewhat offset by tender offerings.

Mutual funds are one of the largest investors in municipal bonds and the net inflow or net outflow from mutual funds is indicative of demand for municipal bonds. Municipal bond funds saw outflows in eleven of the twelve months in 2022, indicative of falling investor demand as yields rose throughout the year. 2023 started strong with positive inflows for January and February however investor sentiment have since weakened with outflows since March with the exception of June and July that were mildly positive.



## Credit Spreads

Mirroring the movements in rates, credit spreads have also been volatile for the last couple years. Spreads widened significantly in the 12 months leading up to October 2022 but improved significantly over the last 12 months. Most recently, credit spreads have widened slightly in tandem with most recent rise in interest rates in October. However, record low issuance volume for 2023 has helped offset weak demand and bond deals are still getting done in the market.

## Interest Rate Forecasts

The Fed kept the target rate unchanged at the September meeting following four rate hikes of 25 bps each at the prior meetings in 2023. These smaller rate hikes, relative to the 50 bps to 75 bps hikes last year, were in line with prior guidance that it may reduce its pace of rate increases to avoid over-tightening and pushing the economy into a recession. The most recent Fed dot-plot indicates the expectation for one more rate hike in 2023 followed by rate cuts in 2024. However, the Fed recently expressed concerns over the pace of inflation and believes the fight to

control it may not be over yet. The most recent economic indicators and inflation reads for August and September support the Fed's stance.

The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. As opposed to the Fed, the market expects no further rate increases for 2023. It further expects several rate cuts in 2024 and 2025. The two-year U.S. Treasury rate is forecasted to decline by 0.17% to 4.93% by end of 2023. The ten-year U.S. Treasury rate is forecasted to decline by 0.43% to 4.46% by end of 2023. The 30-year U.S. Treasury rate is also forecast to decline by 0.38% to 4.65% by the end the year.

### Street's Interest Rate Forecast

Forecast	10/20/23	Q4 23	Q1 24	Q2 24	Q3 24	Q4 24	Q1 25	Q2 25	Q3 25	Q4 25	Q1 26
30-Year UST	5.03%	4.65%	4.51%	4.34%	4.16%	4.02%	3.92%	3.88%	3.89%	3.90%	3.82%
10-Year UST	4.89%	4.46%	4.28%	4.09%	3.91%	3.77%	3.69%	3.62%	3.60%	3.58%	3.58%
2-Year UST	5.10%	4.93%	4.63%	4.28%	3.94%	3.64%	3.44%	3.28%	3.16%	3.08%	3.05%
3M Secured Overnight Financing Rate	5.38%	5.42%	5.32%	5.07%	4.73%	4.35%	3.97%	3.72%	3.50%	3.28%	3.27%
Federal Funds Target Rate Upper Bound	5.50%	5.55%	5.50%	5.25%	4.90%	4.45%	4.00%	3.70%	3.50%	3.30%	3.20%
Federal Funds Target Rate Lower Bound	5.25%	5.31%	5.25%	5.00%	4.63%	4.22%	3.76%	3.44%	3.23%	3.04%	2.96%

## Local Economy and Sales Tax Revenues

In the first quarter of FY2024, San Diego's regional economy displayed continued resilience amid a third year of high inflation and countervailing pressures. Tourism is bouncing back to 2019 levels, and employment has remained healthy. At the same time, the region faced headwinds from the rising cost of living coming from inflation accompanied by only modest wage growth and a softening of real estate markets.

Tourism continues its post-pandemic recovery, capitalizing on solid demand and shifts in consumer spending from goods to experiences. In 2022, the region had 28.8 million visitors that spent \$13.6 billion. From January through August 2023, visits and visitor spending outpaced 2022 counts by 10.8% and 5.2%, respectively.

Another strength of the region's economy has been its employment base. More than 1.59 million San Diegans were in the civilian labor force as of August 2023, up 2,500 workers from the prior year. Consistent with seasonal trends, unemployment ticked up to 4.3% in August 2023. Unemployment also rose slightly in California to 5.1% and nationally to 3.9%. San Diego employment remained relatively strong across all major sectors. Since November 2022, cost-reduction layoffs at the San Diego headquarters of semiconductor manufacturer Qualcomm (1,411 jobs), global communications firm Viasat (300), and genomics giant Illumina (651)—have grabbed attention. Still, those cuts amounted to a relatively small proportion of the region's 249,000 Innovation jobs.

While labor market conditions remain strong, the cost of living in the region has risen. Modest wage increases raised San Diego household area median income (AMI) to \$116,800 in FY2024, but inflation, especially in housing, has continued. San Diego remains among the country's top 5 most expensive places to live. Inflation in San Diego (4.7% in September 2023) is above the national level (3.7%). The price increases (measured against September 2022) were seen mainly in necessities, such as shelter (8.4%), food (3.0%), household electricity (16.2%), and gasoline (5%).

Inflationary pressures have stretched household budgets, especially for low-income families. San Diegans have been making ends meet by cutting back on discretionary spending; trading down to less-expensive, discounted goods and services; putting more on credit cards; and taking second jobs. Moreover, credit card debt is rising. As of June 2022, credit card debt had reached \$6,500 regionally. The impact of mounting debt, compounded with rising interest rates, will likely become more burdensome in the coming years.

Both commercial and residential real estate have struggled amid economic uncertainty and higher borrowing costs for business expansion and homebuying on the heels of the Fed's rate-hike cycle (5.33% effective federal funds rate in September 2023). Commercial real estate has a large supply as continuing cost-saving and hybrid/remote workstyles have decreased demand by 20% for commercial office space, especially in Downtown San Diego. With dwindling demand and 2.7 million square feet of new—and still-uncommitted—office space expected to be delivered in the next 18 months, Downtown San Diego vacancy rates are forecasted to reach an unprecedented 39% in 2024.

In contrast, the residential real estate market is experiencing very limited supply. In August 2023, home sales were down 15.3%; new listings were down 12.9%. The median-priced home is \$885,000. The median price of a single-family home is even higher, reaching a record \$1.003 million. Only 14% of San Diego households can afford the \$5,825 monthly payment on a median-priced home at a 7.2% rate for a 30-year fixed mortgage (September 2023). The region also has the nation's third-most expensive rental market. 48% of San Diego renters are putting more than 35% of their income towards rent payments (\$3,100 average, August 2023).



While recession fears appear to be fading, the lasting impact of inflation, higher costs of borrowing, rising home prices, and mounting debt create uncertainty about consumer spending in the coming year.

## Sales Tax Revenues

TransNet sales tax revenues for Q1 FY2024 totaled \$108,289,888, which is 1.8% lower than in Q1 FY2023. For two reasons, it is too soon to interpret what this first quarter of tax revenue signals for the remainder of FY2024. First, prices have declined as inflation fell from 8.2% in September 2022 to 4.7% in September 2023. With falling inflation, it is difficult to assess if underlying consumer demand is weakening. Second, TransNet revenue in FY2023 was an exceptional year (\$429.7 million), which makes year-over-year growth difficult to achieve.

Given subtle signs of slowing, we will continue to monitor economic conditions. We do not expect FY2024 growth to return to pre-pandemic levels (historical annual average of 3.6% from FY2009 to FY2019).

The following tables provide a breakdown of sales tax collected, with a comparison by month for the past two fiscal years and the annual revenue beginning in FY2009 (the first year of the TransNet Extension Ordinance):

**Table 1: TransNet Revenue by Month**

Month	FY2023	FY2024
July	\$44,478,683	\$43,691,260
August	\$28,995,480	\$27,925,686
September	\$36,853,062	\$36,672,942
October	\$38,474,980	
November	\$34,497,001	
December	\$36,657,141	
January	\$33,813,540	
February	\$40,825,224	
March	\$34,695,328	
April	\$31,439,603	
May	\$33,999,974	
June	\$35,005,164	
<b>TOTAL</b>	<b>\$429,735,180</b>	<b>\$108,289,888</b>

**Table 2: TransNet Revenue by Year**

Year	Annual Revenue
FY2009	\$221,991,360
FY2010	\$204,191,748
FY2011	\$221,304,014
FY2012	\$236,947,113
FY2013	\$247,221,162
FY2014	\$260,114,931
FY2015	\$268,840,549
FY2016	\$275,500,023
FY2017	\$284,456,260
FY2018	\$301,455,493
FY2019	\$305,349,500
FY2020	\$305,851,214
FY2021	\$333,998,567
FY2022	\$405,921,138
FY2023	\$429,735,180
FY2024*	\$108,289,888
<b>TOTAL</b>	<b>\$4,411,168,131</b>

\* Note: FY2024 TransNet Revenue for Q1 only.

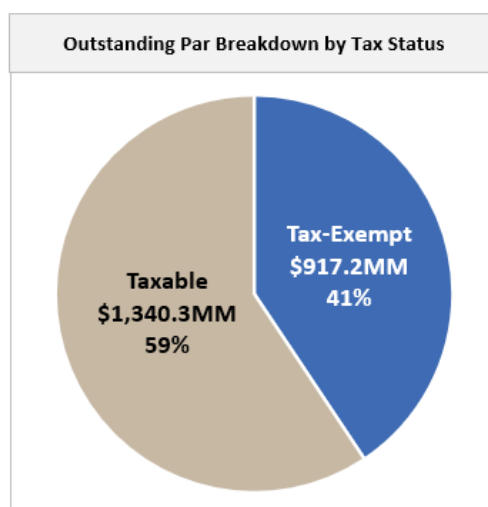
## AGENCY DEBT PORTFOLIO OVERVIEW

### *Commission Outstanding Debt Overview*

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.26 billion of outstanding long-term debt. Series 2023A was issued in July 2023 to refund all of the Series 2008 variable rate bonds, eliminate the interest rate swaps and refund a portion of the Series 2019A bonds. The Series 2023A refunding transaction resulted in net present value debt service savings of approximately \$29.5 million. Further, as a result of the 2023 refunding, SANDAG has no long-term variable rate bonds and no interest rate swaps outstanding. A summary of the outstanding bonds is tabulated and graphically presented below.

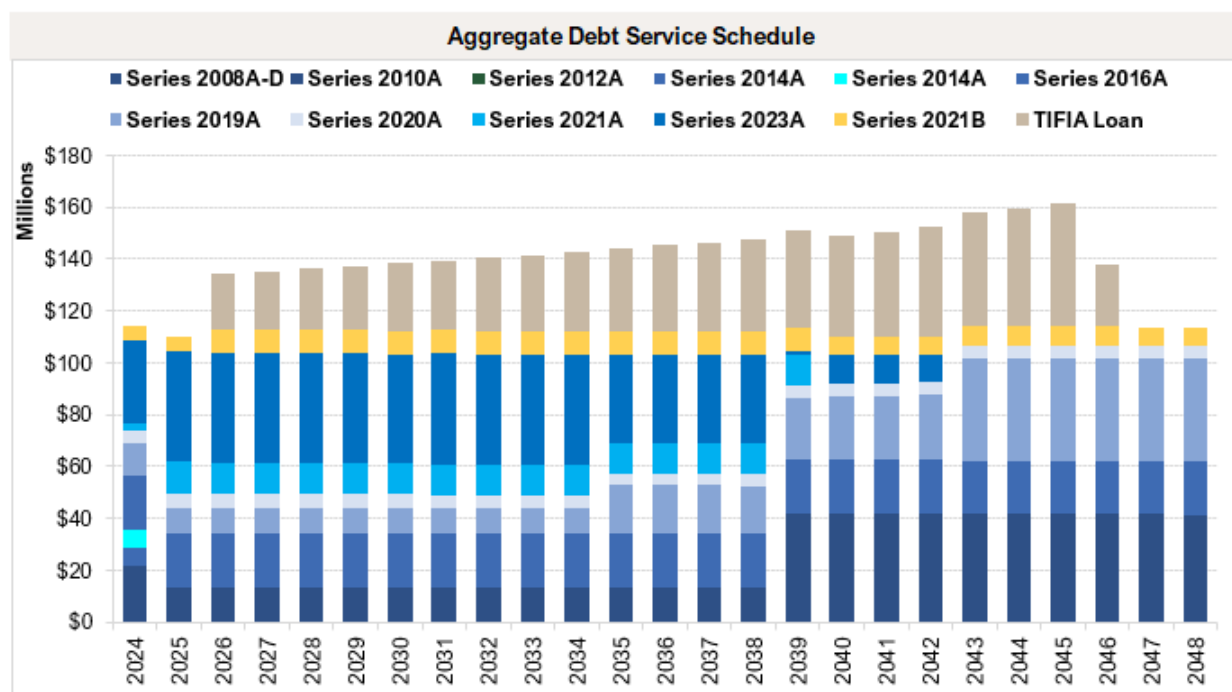
Summary of Outstanding Debt							
Series	Lien	Tax Status	Coupon Type	Original Issue Size	Outstanding Par	Call Option	Final Maturity
2010A	Senior	Taxable	Fixed Rate	\$338,960,000	338,960,000	Make-Whole	4/1/2048
2014A	Senior	Tax-Exempt	Fixed Rate	\$350,000,000	6,460,000	4/1/2024	4/1/2024
2016A	Senior	Tax-Exempt	Fixed Rate	\$325,000,000	291,265,000	4/1/2026	4/1/2048
2019A	Senior	Taxable	Fixed Rate	\$442,620,000	436,185,000	4/1/2030	4/1/2048
2020A	Senior	Tax-Exempt	Fixed Rate	\$74,820,000	69,955,000	4/1/2030	4/1/2048
2021A	Senior	Taxable	Fixed Rate	\$149,840,000	149,840,000	4/1/2031	4/1/2048
2023A	Senior	Tax-Exempt	Fixed Rate	\$433,355,000	\$433,355,000	4/1/2033	4/1/2042
2021B	Subordinate	Tax-Exempt	Fixed Rate	\$116,150,000	116,150,000	4/1/2031	4/1/2039
TIFIA	Junior Sub.	Taxable	Fixed Rate	\$537,484,439	537,484,439	Anytime	10/1/2045
<b>Total</b>					<b>\$2,257,531,439</b>		

The debt portfolio is comprised of 100% fixed-rate debt. Of the total debt portfolio, 59% consists of taxable debt, including the TIFIA loan and the remaining is tax-exempt bonds.



### *Debt Service and Coverage*

SANDAG has debt obligations on three separate lien levels, providing different priority of sales tax payment to investors based on their respective lien level. Senior lien obligations are paid first, followed by subordinate lien obligations and then junior subordinate lien obligations (i.e., TIFIA loan). The TIFIA loan is repayable from a third lien that is subordinate to the senior lien bonds, the 2021B Bonds, the commercial paper notes, and SANDAG's revolving credit facility. This three-tiered lien structure has been developed by SANDAG to maximize program capacity, keep senior lien ratings as high as possible, and minimize borrowing costs. Excluding the TIFIA loan, SANDAG has a level debt service profile with senior lien annual debt service ranging from \$101.6 million to \$106.7 million per year through FY 2048. The aggregate



senior and subordinate lien debt service ranges from \$107.4 million to \$114.0 million. With the TIFIA loan, SANDAG's aggregate debt service is ascending with peak debt service of \$161.2 million in FY 2045.

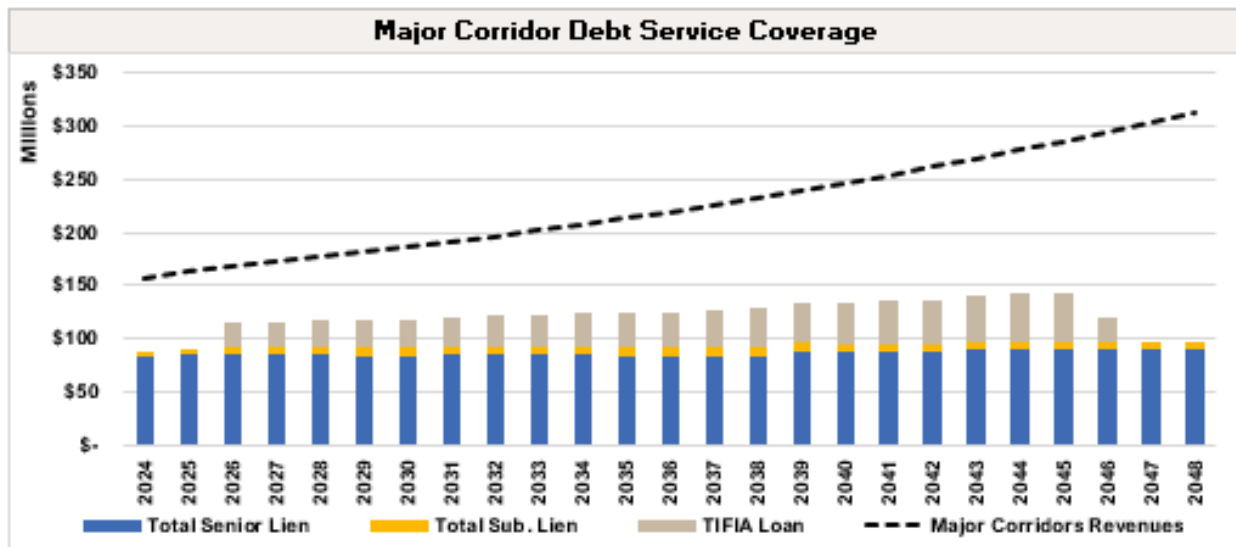
Senior lien debt service coverage, using sales tax receipts of \$427.7 million for the 12 months ending September 30, 2023, is 4.01 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.01 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues for the 12 months ending September 30, 2023, to peak debt service in FY 2045, is 2.44 times.

### Major Corridors Coverage

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

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

For planning purposes, debt service has been structured using a forecast of sales tax receipts. Based on this forecast, coverage in the Major Corridors Program is estimated at 1.78 times in FY 2024. Based on that revenue forecast, annual coverage is projected to dip to 1.46 times when the TIFIA loan payments start in FY 2026. The TIFIA debt service structure in the Major Corridors Program increases over time, in anticipation of increase in sales tax revenue.



### Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 2.90%.

The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89%. The 2014A, 2016A, and 2020A bonds were issued at an all-in cost of 3.85%, 3.29%, and 2.62% respectively. The 2019A refunding bonds that refunded a part of 2012A and 2014A bonds were issued at an all-in cost of 3.19%. The taxable 2021A bonds refunded a portion of the remaining 2014A bonds were issued at an all-in cost of 2.21%. The tax-exempt 2021B bonds raised new money funding as well as refunded a portion of the 2014A bonds and issued at an all-in cost of 2.71%. The 2023A bonds were issued to refund all of the variable-rate 2008 bonds as well as a portion of the 2019A bonds and issued at an all-in cost of 3.23%. The TIFIA loan has a borrowing cost of 1.75%. Taken together, SANDAG has issued over \$2.0 billion in long-term debt to accelerate project delivery and for refunding, for a WACC of 2.90%.

SANDAG's WACC Calculations		
Series	Original Par	All-in TIC
2010A	\$338,960,000	3.8871%
2014A	\$24,055,000	3.8507%
2016A	\$325,000,000	3.2947%
2019A	\$442,620,000	3.1890%
2020A	\$74,820,000	2.6226%
2021A	\$149,840,000	2.2136%
2023A	\$433,355,000	3.2264%
2021B	\$116,150,000	2.7146%
TIFIA	\$537,484,439	1.7500%
<b>Total Weighted Avg.</b>		<b>2.8967%</b>

### **Credit Ratings**

SANDAG's debt secured by *TransNet* sales tax revenues is rated by Standard and Poor's (S&P) and Fitch as shown here. The ratings were most recently reviewed in June 2023 in conjunction with the Series 2023A sales tax bond issuance. As part of the review S&P affirmed all the ratings. Fitch also affirmed the senior lien and TIFIA loan rating and upgraded the subordinate lien rating by one notch to 'AA+' owing to the strength of the pledged revenues and improvement in subordinate line debt service coverage ratio.

SANDAG Ratings ( <i>TransNet</i> )		
Lien	S&P	Fitch
Senior Lien	AAA/Stable	AAA/Stable
Subordinate Lien Bonds	AA/Stable	AA+/Stable
Third Lien TIFIA Loan	A+/Stable	A+/Stable

### **Commercial Paper and Revolving Credit Facility**

In addition to the long-term debt, SANDAG has a short-term Commercial Paper Program supported by a Letter of Credit (LOC) from Bank of America Merrill Lynch. The Commercial Paper Program was authorized at \$100 million and has a current outstanding balance of \$44.5 million as of September 30, 2023, when it was remarketed out 90 days, at a rate of 3.40%. The supporting LOC is in place through August 2024 at an annual cost of 0.30%.

In March 2022, SANDAG established a new Revolving Credit Agreement with U.S. Bank National Association in the amount not-to-exceed \$100 million. This drawdown facility provides SANDAG with additional flexibility to manage short-term cash flow needs when capital expenses are incurred prior to the receipt of federal and state grant funds. The facility has a term of 3.5 years, a commitment fee of 0.20%, and a variable interest rate of SIFMA plus 0.34% on any outstanding balance. Currently there is a nominal balance of \$1 million outstanding on the Revolving Credit Agreement.

### **SANDAG Outstanding Debt Overview**

SANDAG has debt outstanding in conjunction with the South Bay Expressway toll road as summarized in the table below. SANDAG *had* Capital Grant Receipts Revenue Bonds outstanding in conjunction with the Mid-Coast Corridor Transit Project, that were refunded and defeased in full in October 2023, as described in more detail below.

### **South Bay Expressway**

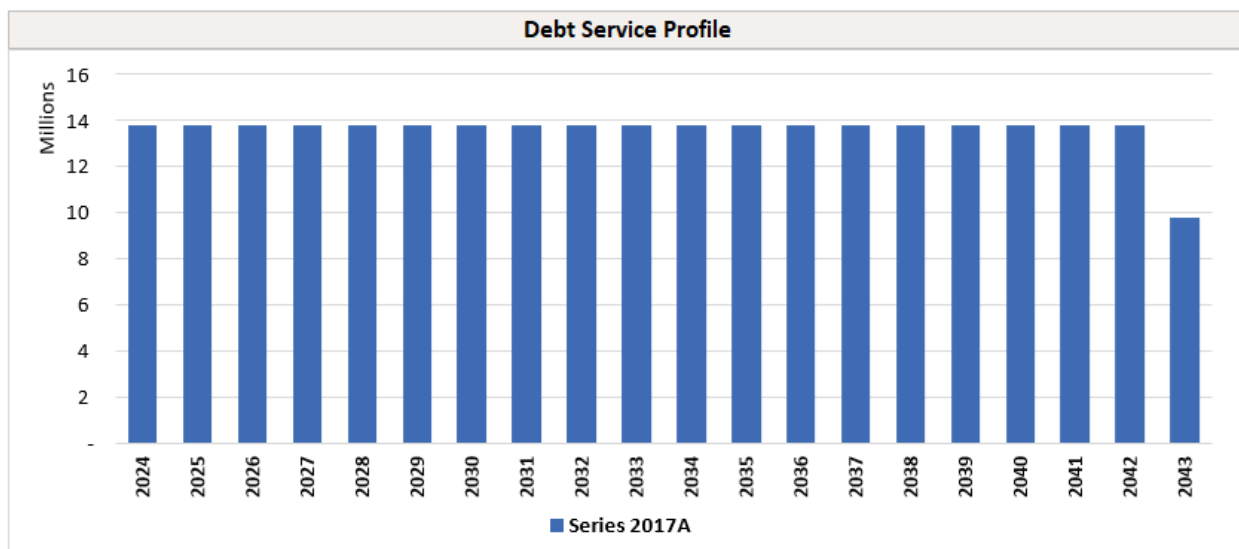
The SANDAG debt portfolio for South Bay Expressway (SBX) is comprised of a single bond series. In November 2017, SANDAG issued Toll Revenue First Senior Lien Bonds, 2017 Series A to refinance indebtedness incurred with the acquisition of SBX. The bonds are secured from the toll revenues generated on SBX, net of operating expenses. As of July 1, 2023, the debt outstanding is \$167.2 million.

Summary of Outstanding Debt						
Series	Tax Status	Coupon Type	Original Par	Outstanding Par	Call Date	Final Maturity
2017A	Tax-Exempt	Fixed-Rate	\$194,140,000	\$167,180,000	7/1/2027	7/1/2042

An annual debt service chart is provided presented below. The annual payment on the bonds is level at about \$13.8 million through final maturity in FY 2043. Based on audited annual net toll revenues of \$22.75 million for FY 2022, the coverage on future maximum annual debt service payment was 1.65 times. This

demonstrates a recovery in traffic and revenue, compared to FY 2021 and satisfies the rate covenant of 1.50 times in the bond documents.

S&P and Fitch maintain credit ratings on the toll-revenue bonds. S&P last affirmed their rating of 'A' in January 2023. Fitch most recently affirmed their rating of 'A' in May 2023.



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### **Mid-Coast Corridor Transit Project**

SANDAG issued \$335 million Capital Grant Receipts Revenue Bonds, Series 2019A and Series 2019B in August 2019 to provide funding for the Mid-Coast Project. The bonds were secured solely by future grants under the Full Funding Grant Agreement (FFGA) with the Federal Transit Administration (FTA) signed in 2016. A schedule of grants in the FFGA, detailed below, provided for an original commitment of \$100 million annually starting 2016 through 2026. In FFY 2023, SANDAG received its final installment in the amount of \$211.3 million. In total SANDAG received \$1.01 billion committed under the FFGA.

FFGA Grant Receipts (Received and Anticipated)			
Federal FY	Original Grant Commitment	Grants Received	Grants Anticipated
2016	\$100,000,000	\$100,000,000	-
2017	\$125,000,000	\$50,000,000	-
2018	\$100,000,000	\$180,024,740	-
2019	\$100,000,000	\$100,000,000	-
2020	\$100,000,000	\$100,000,000	-
2021	\$100,000,000	\$97,710,967	-
2022	\$100,000,000	\$174,272,731	-
2023	\$100,000,000	\$211,257,241	-
2024	\$100,000,000	-	-
2025	\$100,000,000	-	-
2026	\$18,380,000	-	-
<b>Total</b>	<b>\$1,043,380,000</b>	<b>\$1,013,265,679</b>	<b>-</b>
<b>Total Debt Outstanding</b>			<b>\$0</b>

As of September 2023, the bonds outstanding totaled \$179.5 million. The accelerated receipt of federal grant funds allowed SANDAG to refund and defease all of the outstanding bonds. With the early redemption and the legal defeasance, these bonds no longer represent an obligation of SANDAG.

### **Looking Ahead**

SANDAG expects to deliver a majority of upcoming project needs on a pay-go basis. That said, SANDAG is currently evaluating increased borrowing capacity driven by strong *TransNet* sales tax revenue receipts over the past two years. Staff will evaluate borrowing capacity in the context of project delivery needs and determine any recommendation for future bond issuance that may be presented to the Board for consideration.

### **Quarterly Investment Data**

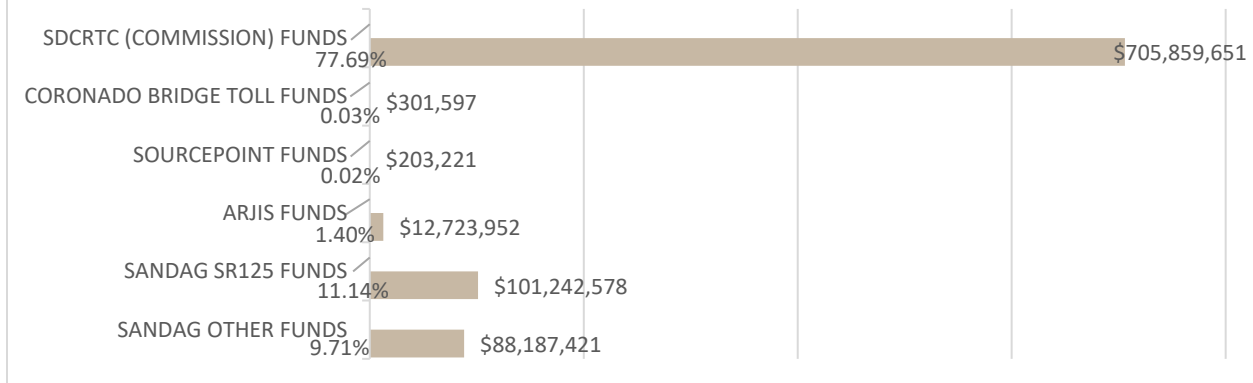
Included with this quarterly finance report through September 30, 2023, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of September 30, 2023, a total of \$908.5 million was held by SANDAG in a number of investment accounts, in comparison to \$902.7 million held in the previous quarter. The \$5.8 million increase during the quarter is primarily due to operating activity within the investment and operating accounts.<sup>1</sup>

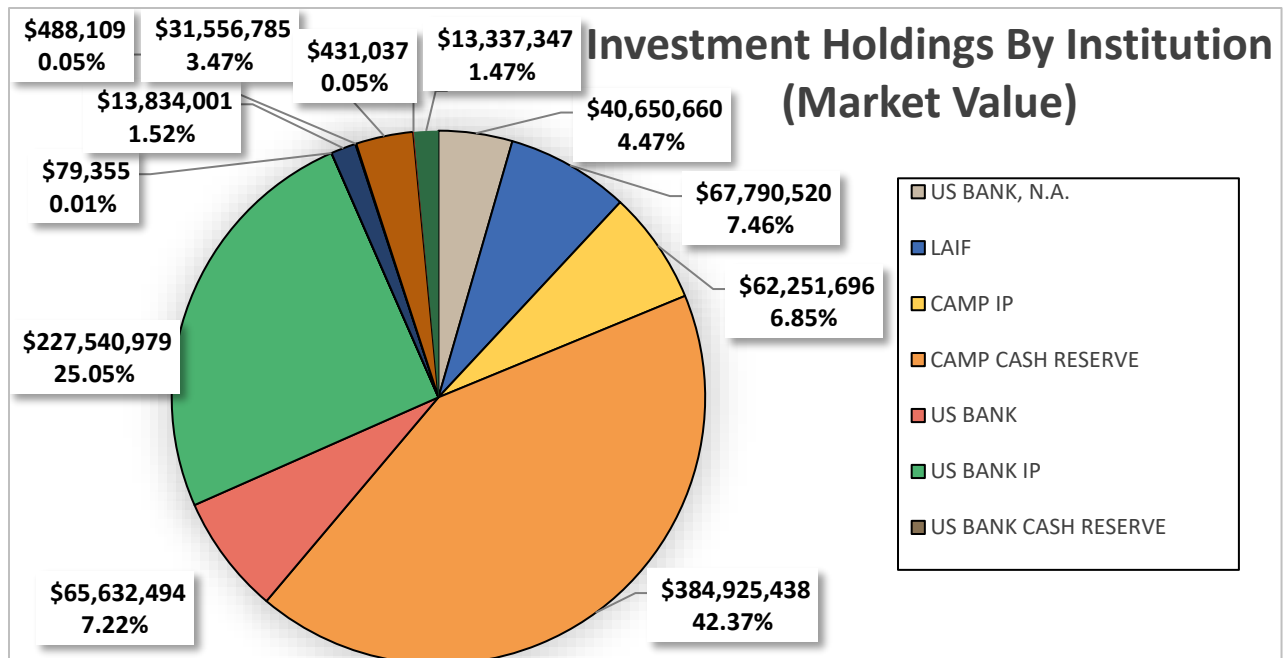
The chart below provides a summary of the holdings by Agency.

<sup>1</sup> Due to rounding, the numbers below may not tie to the attached detail of investments.

## Investment Holdings By Agency



Approximately \$40.7 million was held in nine U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$867.9 million was invested in seven institutions.



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

### Certifications

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



**SANDAG**  
**Summary of Portfolio Balances (by Institution)**  
**as of September 30, 2023**

<b>Institution</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
US BANK, N.A.	\$ 40,650,659.57	4.44%	\$ 40,650,659.57	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	67,790,520.18	7.40%	67,790,520.18	100.00%	-	3.48%	256
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	61,106,058.99	6.67%	62,251,695.32	101.87%	1,145,636.33	4.22%	402
CAMP CASH RESERVE PORTFOLIO	384,925,438.29	42.01%	384,925,438.29	100.00%	-	5.55%	41
US BANK TRUST	65,747,211.03	7.18%	65,632,494.28	99.83%	(114,716.75)	3.23%	25
US BANK INDIVIDUAL PORTFOLIO	235,850,956.58	25.74%	227,540,979.53	96.48%	(8,309,977.05)	2.15%	676
US BANK CASH RESERVE PORTFOLIO	79,354.55	0.01%	79,354.55	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	13,834,000.87	1.51%	13,834,000.87	100.00%	-	3.51%	471
JP MORGAN	31,564,728.74	3.45%	31,556,785.33	99.97%	(7,943.41)	5.41%	36
CALIFORNIA BANK AND TRUST	488,109.20	0.05%	488,109.20	100.00%	-	N/A	1
PACIFIC WESTERN BANK	431,036.94	0.05%	431,036.94	100.00%	-	N/A	1
PRINCIPAL CUSTODY SOLUTIONS	13,745,166.46	1.50%	13,337,347.12	97.03%	(407,819.34)	2.64%	1
<b>TOTAL</b>	<u>\$ 916,213,241.40</u>	<u>100.00%</u>	<u>\$ 908,518,421.18</u>	<u>99.16%</u>	<u>\$ (7,694,820.22)</u>	<u>4.12%</u>	<u>244</u>

**Summary of Portfolio Balances (by Agency)**

<b>Agency</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
SANDAG FUNDS	\$ 189,952,535.55	20.73%	\$ 189,429,999.46	99.72%	\$ (522,536.09)	4.79%	49
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	12,723,952.25	1.39%	12,723,952.25	100.00%	-	5.55%	29
SOURCEPOINT FUNDS	203,221.08	0.02%	203,221.08	100.00%	-	3.51%	438
CORONADO BRIDGE TOLL FUNDS	301,597.38	0.03%	301,597.38	100.00%	-	5.55%	41
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	713,031,935.14	77.82%	705,859,651.01	98.99%	(7,172,284.13)	3.95%	300
<b>TOTAL</b>	<u>\$ 916,213,241.40</u>	<u>100.00%</u>	<u>\$ 908,518,421.18</u>	<u>99.16%</u>	<u>\$ (7,694,820.22)</u>	<u>4.12%</u>	<u>244</u>

Note: In addition to the funds held above, there is \$5,050 petty cash held at SANDAG.

**SANDAG**  
**Detail of Portfolio Balances (by Account)**  
**as of September 30, 2023**

<b>Institution / Account</b>	<b>Book Value</b>	<b>Percent of Portfolio</b>	<b>Market Value</b>	<b>Market Price</b>	<b>Unrealized Gain/(Loss)</b>	<b>Yield on Cost</b>	<b>Wtd Avg. Days to Maturity</b>
<b>US BANK, N.A.:</b>							
Checking - (ARJIS)	\$ 3,994,702.41	0.44%	\$ 3,994,702.41	100.00%	\$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	1,004,331.98	0.11%	1,004,331.98	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	42,333.57	0.00%	42,333.57	100.00%	-	N/A	1
Checking - (SANDAG) General	19,117,959.18	2.09%	19,117,959.18	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	1,865,186.19	0.20%	1,865,186.19	100.00%	-	N/A	1
Checking - (SANDAG) Refund Account Common	516,697.43	0.06%	516,697.43	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	527,821.77	0.06%	527,821.77	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	1,478,321.59	0.16%	1,478,321.59	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	3,546,990.47	0.39%	3,546,990.47	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	8,541,944.34	0.93%	8,541,944.34	100.00%	-	N/A	1
Checking - (SourcePoint)	14,370.64	0.00%	14,370.64	100.00%	-	N/A	1
<b>TOTAL US BANK, N.A.</b>	<b>\$ 40,650,659.57</b>	<b>4.44%</b>	<b>\$ 40,650,659.57</b>	<b>100.00%</b>	<b>\$ -</b>	<b>N/A</b>	<b>1</b>
<b>STATE OF CA LOCAL AGENCY INVESTMENT FUND (LAIF):</b>							
(RTC) TransNet	\$ 67,676,187.55	7.39%	\$ 67,676,187.55	100.00%	\$ -	3.48%	256
(SANDAG)	114,332.63	0.01%	114,332.63	100.00%	-	3.48%	256
<b>TOTAL LAIF</b>	<b>\$ 67,790,520.18</b>	<b>7.40%</b>	<b>\$ 67,790,520.18</b>	<b>100.00%</b>	<b>\$ -</b>	<b>3.48%</b>	<b>256</b>
<b>CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Program Reserve	\$ 28,308,718.36	3.09%	\$ 28,585,478.13	100.98%	\$ 276,759.77	4.21%	499
(RTC) TransNet Sales Tax	32,797,340.63	3.58%	33,666,217.19	102.65%	868,876.56	4.22%	320
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 61,106,058.99</b>	<b>6.67%</b>	<b>\$ 62,251,695.32</b>	<b>101.87%</b>	<b>\$ 1,145,636.33</b>	<b>4.22%</b>	<b>402</b>
<b>CASH RESERVE PORTFOLIO:</b>							
(ARJIS)	\$ 8,723,355.46	0.95%	\$ 8,723,355.46	100.00%	\$ -	5.55%	41
(RTC) 2008 Cap Proj DSRF Release	18,128,189.89	1.98%	18,128,189.89	100.00%	-	5.55%	41
(RTC) 2008 Sales Tax Account - TransNet Extension	200,618,470.11	21.90%	200,618,470.11	100.00%	-	5.55%	41
(RTC) 2010 Bond Series A - Interest	10,143,326.93	1.11%	10,143,326.93	100.00%	-	5.55%	41
(RTC) 2014 Bond Series A Interest	1,880,214.53	0.21%	1,880,214.53	100.00%	-	5.55%	41
(RTC) 2014 Bond Series A Principal	3,245,411.04	0.35%	3,245,411.04	100.00%	-	5.55%	41
(RTC) 2016 Bond Series A Interest	7,397,573.09	0.81%	7,397,573.09	100.00%	-	5.55%	41
(RTC) 2016 Bond Series A Principal	3,066,486.87	0.33%	3,066,486.87	100.00%	-	5.55%	41
(RTC) 2020 Bond Series A Interest	1,833,556.23	0.20%	1,833,556.23	100.00%	-	5.55%	41
(RTC) 2020 Bond Series A Principal	746,816.43	0.08%	746,816.43	100.00%	-	5.55%	41
(RTC) Sage Hill Endowment	927,603.22	0.10%	927,603.22	100.00%	-	5.55%	41
(RTC) TransNet Program Reserve	15,365,219.89	1.68%	15,365,219.89	100.00%	-	5.55%	41
(RTC) Wetland Mitigation TransNet Sales Tax	329,143.67	0.04%	329,143.67	100.00%	-	5.55%	41
(SANDAG) 2019 Series AB Cap- I Fund	107,062.56	0.01%	107,062.56	100.00%	-	5.55%	41
(SANDAG) 2019 Series AB DSR Fund	13,244,494.21	1.45%	13,244,494.21	100.00%	-	5.55%	41
(SANDAG) California Coastal Commission	338,768.31	0.04%	338,768.31	100.00%	-	5.55%	41
(SANDAG) Coronado Bridge Toll Funds	301,597.38	0.03%	301,597.38	100.00%	-	5.55%	41

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(SANDAG) El Portal Project	467,054.39	0.05%	467,054.39	100.00%	-	5.55%	41
(SANDAG) I-15 FasTrak®	8,725,163.56	0.95%	8,725,163.56	100.00%	-	5.55%	41
(SANDAG) SR 125	2,088,850.10	0.23%	2,088,850.10	100.00%	-	5.55%	41
(SANDAG) SR 125	36,306,994.29	3.96%	36,306,994.29	100.00%	-	5.55%	41
(SANDAG) SR 125	30,357,434.48	3.31%	30,357,434.48	100.00%	-	5.55%	41
(SANDAG) SR125 2017 A Bond Interest	2,186,789.62	0.24%	2,186,789.62	100.00%	-	5.55%	41
(SANDAG) SR125 2017 A Bond Principal	1,414,760.72	0.15%	1,414,760.72	100.00%	-	5.55%	41
(SANDAG) SR125 2017A Bond Fastrak Customer Prepaid Fund	2,336,337.85	0.25%	2,336,337.85	100.00%	-	5.55%	41
(SANDAG) SR125 2017A Bond Reserve Account	13,845,353.10	1.51%	13,845,353.10	100.00%	-	5.55%	41
(SANDAG) SR125 2017A Bond Toll Revenue Fund	617,123.01	0.07%	617,123.01	100.00%	-	5.55%	41
(SANDAG) Shoreline Management	182,287.35	0.02%	182,287.35	100.00%	-	5.55%	41
<b>TOTAL CASH RESERVE PORTFOLIO</b>	<b>\$ 384,925,438.29</b>	<b>42.01%</b>	<b>\$ 384,925,438.29</b>	<b>100.00%</b>	<b>\$ -</b>	<b>5.55%</b>	<b>41</b>
<b>TOTAL CAMP</b>	<b>\$ 446,031,497.28</b>	<b>48.68%</b>	<b>\$ 447,177,133.61</b>	<b>100.26%</b>	<b>\$ 1,145,636.33</b>	<b>5.37%</b>	<b>91</b>
<b>US BANK TRUST:</b>							
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	\$ 5,290,360.87	0.58%	\$ 5,290,360.87	100.00%	\$ -	0.00%	1
Money Market - (RTC) 2010 Bond Series A Interest	3,306,434.96	0.36%	3,306,434.96	100.00%	-	0.00%	1
Money Market - (RTC) 2019 Bond Series A Principal	2,487.89	0.00%	2,487.89	100.00%	-	4.81%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	5,823,101.76	0.64%	5,823,101.76	100.00%	-	4.81%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	0.02	0.00%	0.02	100.00%	-	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	1,495,372.09	0.16%	1,495,372.09	100.00%	-	4.96%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	0.01	0.00%	0.01	100.00%	-	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	2,925,897.19	0.32%	2,925,897.19	100.00%	-	4.96%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	8,289.65	0.00%	8,289.65	100.00%	-	5.26%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	910,259.34	0.10%	910,259.34	100.00%	-	5.26%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Cost of Issuance	135,332.31	0.01%	135,332.31	100.00%	-	4.96%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	4,703,568.37	0.51%	4,703,568.37	100.00%	-	4.96%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	5,323,393.79	0.58%	5,323,393.79	100.00%	-	4.96%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	237,589.87	0.03%	237,589.87	100.00%	-	4.81%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	59,041.54	0.01%	59,041.54	100.00%	-	4.81%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	236,385.76	0.03%	236,385.76	100.00%	-	0.00%	1
Money Market - (RTC) Sales Tax Revenue 2008 Bond Series C - Principal	9,498.06	0.00%	9,498.06	100.00%	-	0.00%	1
Money Market - (RTC) Sales Tax Revenue 2008 Bond Series D - Principal	9,498.06	0.00%	9,498.06	100.00%	-	0.00%	1
Money Market - (RTC) Sales Tax Revenue Bond 2008 Series A - Principal	9,470.58	0.00%	9,470.58	100.00%	-	0.00%	1
Money Market - (RTC) Sales Tax Revenue Bond 2008 Series B - Principal	9,498.06	0.00%	9,498.06	100.00%	-	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	23,090.37	0.00%	23,090.37	100.00%	-	5.22%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	8,394,570.00	0.92%	8,394,570.00	100.00%	-	5.22%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Principal	326,430.62	0.04%	326,430.62	100.00%	-	5.22%	1
Certificates of Participation - (RTC) North County Transit District	17,750,000.00	1.94%	17,750,000.00	100.00%	-	3.40%	90
Capital Project Retention Accounts	8,757,639.86	0.96%	8,642,923.11	98.69%	(114,716.75)	N/A	1
<b>TOTAL US BANK TRUST</b>	<b>\$ 65,747,211.03</b>	<b>7.18%</b>	<b>\$ 65,632,494.28</b>	<b>99.83%</b>	<b>\$ (114,716.75)</b>	<b>3.23%</b>	<b>25</b>
<b>US BANK:</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Extension	\$ 235,850,956.58	25.74%	\$ 227,540,979.53	96.48%	\$ (8,309,977.05)	2.15%	676
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 235,850,956.58</b>	<b>25.74%</b>	<b>\$ 227,540,979.53</b>	<b>96.48%</b>	<b>\$ (8,309,977.05)</b>	<b>2.15%</b>	<b>676</b>

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
<b>CASH RESERVE:</b>							
(RTC) TransNet Extension	\$ 79,354.55	0.01%	\$ 79,354.55	100.00%	\$ -	0.00%	1
<b>TOTAL CASH RESERVE</b>	<u>\$ 79,354.55</u>	<u>0.01%</u>	<u>\$ 79,354.55</u>	<u>100.00%</u>	<u>\$ -</u>	<u>0.00%</u>	<u>1</u>
<b>TOTAL US BANK</b>	<u>\$ 235,930,311.13</u>	<u>25.75%</u>	<u>\$ 227,620,334.08</u>	<u>96.48%</u>	<u>\$ (8,309,977.05)</u>	<u>2.15%</u>	<u>676</u>
<b>SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:</b>							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	\$ 5,894.38	0.00%	\$ 5,894.38	100.00%	\$ -	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	3,704,789.08	0.40%	3,704,789.08	100.00%	-	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	12,606.38	0.00%	12,606.38	100.00%	-	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	105,429.21	0.01%	105,429.21	100.00%	-	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	1,536,783.90	0.17%	1,536,783.90	100.00%	-	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	8,279,647.48	0.90%	8,279,647.48	100.00%	-	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	188,850.44	0.02%	188,850.44	100.00%	-	3.51%	471
<b>TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND</b>	<u>\$ 13,834,000.87</u>	<u>1.51%</u>	<u>\$ 13,834,000.87</u>	<u>100.00%</u>	<u>\$ -</u>	<u>3.51%</u>	<u>471</u>
<b>JP MORGAN:</b>							
(RTC) JPMorgan Prime Money Market Fund	\$ 21,041,705.67	2.30%	\$ 21,033,710.58	99.96%	\$ (7,995.09)	5.41%	35
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	10,523,023.07	1.15%	10,523,074.75	100.00%	51.68	5.42%	39
<b>TOTAL JP MORGAN</b>	<u>\$ 31,564,728.74</u>	<u>3.45%</u>	<u>\$ 31,556,785.33</u>	<u>99.97%</u>	<u>\$ (7,943.41)</u>	<u>5.41%</u>	<u>36</u>
<b>CALIFORNIA BANK AND TRUST:</b>							
Capital Project Retention Accounts	\$ 488,109.20	0.05%	\$ 488,109.20	100.00%	\$ -	N/A	1
<b>TOTAL CALIFORNIA BANK AND TRUST</b>	<u>\$ 488,109.20</u>	<u>0.05%</u>	<u>\$ 488,109.20</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PACIFIC WESTERN BANK:</b>							
Capital Project Retention Accounts	\$ 431,036.94	0.05%	\$ 431,036.94	100.00%	\$ -	N/A	1
<b>TOTAL PACIFIC WESTERN BANK</b>	<u>\$ 431,036.94</u>	<u>0.05%</u>	<u>\$ 431,036.94</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PRINCIPAL CUSTODY SOLUTIONS:</b>							
(SANDAG) Section 115 Pension Trust	\$ 13,745,166.46	1.50%	\$ 13,337,347.12	97.03%	\$ (407,819.34)	2.64%	1
<b>TOTAL PRINCIPAL CUSTODY SOLUTIONS</b>	<u>\$ 13,745,166.46</u>	<u>1.50%</u>	<u>\$ 13,337,347.12</u>	<u>97.03%</u>	<u>\$ (407,819.34)</u>	<u>2.64%</u>	<u>1</u>
<b>TOTAL</b>	<u>\$ 916,213,241.40</u>	<u>100.00%</u>	<u>\$ 908,518,421.18</u>	<u>99.16%</u>	<u>\$ (7,694,820.22)</u>	<u>4.12%</u>	<u>244</u>

*Legend:*

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

**SANDAG**  
**Detail of Portfolio Balances (by Investment Type)**  
**as of September 30, 2023**

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
<b>Cash and cash equivalents:</b>											
<b>Demand deposits:</b>											
(ARJIS)	N/A	N/A	\$ 3,994,702.41	\$ 3,994,702.41	\$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	1,004,331.98	1,004,331.98	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	42,333.57	42,333.57	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	19,117,959.18	19,117,959.18	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	1,865,186.19	1,865,186.19	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Refund Account Common	N/A	N/A	516,697.43	516,697.43	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	527,821.77	527,821.77	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	1,478,321.59	1,478,321.59	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	3,546,990.47	3,546,990.47	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	8,541,944.34	8,541,944.34	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	14,370.64	14,370.64	-	N/A	NR	NR	NR	N/A	1
<b>Total demand deposits</b>			<b>\$ 40,650,659.57</b>	<b>\$ 40,650,659.57</b>	<b>\$ -</b>	<b>\$ -</b>				<b>N/A</b>	<b>1</b>
<b>Money market accounts and funds:</b>											
(RTC) Sales Tax Revenue 2008 Bond Series C - Principal	N/A	N/A	\$ 9,498.06	\$ 9,498.06	\$ -	N/A	NR	NR	NR	0.00%	1
(RTC) Sales Tax Revenue 2008 Bond Series D - Principal	N/A	N/A	9,498.06	9,498.06	-	N/A	NR	NR	NR	0.00%	1
(RTC) Sales Tax Revenue Bond 2008 Series A - Principal	N/A	N/A	9,470.58	9,470.58	-	N/A	NR	NR	NR	0.00%	1
(RTC) Sales Tax Revenue Bond 2008 Series B - Principal	N/A	N/A	9,498.06	9,498.06	-	N/A	NR	NR	NR	0.00%	1
CAMP Cash Reserve Portfolio - (ARJIS)	N/A	N/A	8,723,355.46	8,723,355.46	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2008 Cap Proj DSRF Release	N/A	N/A	18,128,189.89	18,128,189.89	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	200,618,470.11	200,618,470.11	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	10,143,326.93	10,143,326.93	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Interest	N/A	N/A	1,880,214.53	1,880,214.53	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2014 Bond Series A Principal	N/A	N/A	3,245,411.04	3,245,411.04	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	7,397,573.09	7,397,573.09	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	3,066,486.87	3,066,486.87	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	1,833,556.23	1,833,556.23	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	746,816.43	746,816.43	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	927,603.22	927,603.22	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	15,365,219.89	15,365,219.89	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	329,143.67	329,143.67	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB Cap- 1 Fund	N/A	N/A	107,062.56	107,062.56	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) 2019 Series AB DSR Fund	N/A	N/A	13,244,494.21	13,244,494.21	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	338,768.31	338,768.31	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	301,597.38	301,597.38	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) El Portal Project	N/A	N/A	467,054.39	467,054.39	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	8,725,163.56	8,725,163.56	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	182,287.35	182,287.35	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	2,088,850.10	2,088,850.10	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	30,357,434.48	30,357,434.48	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	36,306,994.29	36,306,994.29	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Fastrak Customer Prepaid Fund	N/A	N/A	2,336,337.85	2,336,337.85	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Interest	N/A	N/A	2,186,789.62	2,186,789.62	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Principal	N/A	N/A	1,414,760.72	1,414,760.72	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Reserve Account	N/A	N/A	13,845,353.10	13,845,353.10	-	N/A	AAAm	NR	NR	5.55%	41
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Toll Revenue Fund	N/A	N/A	617,123.01	617,123.01	-	N/A	AAAm	NR	NR	5.55%	41
Money Market - (RTC) 2008 Bond Series A/B/C/D Main Interest	N/A	N/A	5,290,360.87	5,290,360.87	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2010 Bond Series A Interest	N/A	N/A	3,306,434.96	3,306,434.96	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2019 Bond Series A Principal	N/A	N/A	2,487.89	2,487.89	-	N/A	NR	NR	NR	4.81%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	5,823,101.76	5,823,101.76	-	N/A	NR	NR	NR	4.81%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	N/A	N/A	1,495,372.09	1,495,372.09	-	N/A	NR	NR	NR	4.96%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	N/A	N/A	0.01	0.01	-	N/A	NR	NR	NR	0.00%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	N/A	N/A	2,925,897.19	2,925,897.19	-	N/A	NR	NR	NR	4.96%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	N/A	N/A	8,289.65	8,289.65	-	N/A	NR	NR	NR	5.26%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	N/A	N/A	910,259.34	910,259.34	-	N/A	NR	NR	NR	5.26%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Cost of Issuance	N/A	N/A	135,332.31	135,332.31	-	N/A	NR	NR	NR	4.96%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	N/A	N/A	4,703,568.37	4,703,568.37	-	N/A	NR	NR	NR	4.96%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	N/A	N/A	5,323,393.79	5,323,393.79	-	N/A	NR	NR	NR	4.96%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	237,589.87	237,589.87	-	N/A	NR	NR	NR	4.81%	1

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	59,041.54	59,041.54	-	N/A	NR	NR	NR	4.81%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	236,385.76	236,385.76	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Grant Receipts Construction	N/A	N/A	23,090.37	23,090.37	-	N/A	NR	NR	NR	5.22%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Interest	N/A	N/A	8,394,570.00	8,394,570.00	-	N/A	NR	NR	NR	5.22%	1
Money Market - (SANDAG) Grant Receipt 2019 AB Principal Account	N/A	N/A	326,430.62	326,430.62	-	N/A	NR	NR	NR	5.22%	1
Principal Custody Solutions - (SANDAG) Section 115 Pension Trust	N/A	N/A	13,745,166.46	13,337,347.12	(407,819.34)	N/A	NR	NR	NR	2.64%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	5,894.38	5,894.38	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	3,704,789.08	3,704,789.08	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	N/A	N/A	12,606.38	12,606.38	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	105,429.21	105,429.21	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SANDAG) 1-15 FasTrak®	N/A	N/A	1,536,783.90	1,536,783.90	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	8,279,647.48	8,279,647.48	-	N/A	NR	NR	AAAF / S1	3.51%	471
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	188,850.44	188,850.44	-	N/A	NR	NR	AAAF / S1	3.51%	471
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	67,676,187.55	67,676,187.55	-	N/A	NR	NR	NR	3.48%	256
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	114,332.63	114,332.63	-	N/A	NR	NR	NR	3.48%	256
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	79,354.55	79,354.55	-	N/A	NR	NR	NR	0.00%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	21,041,705.67	21,033,710.58	(7,995.09)	N/A	AAAm	Aaa-mf	AAAmf	5.41%	35
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	10,523,023.07	10,523,074.75	51.68	N/A	AAAm	Aaa-mf	AAAmf	5.42%	39
Capital Project Retention Accounts - US Bank	N/A	N/A	8,642,923.11	8,642,923.11	(114,716.75)	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	488,109.20	488,109.20	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - Pacific Western Bank	N/A	N/A	431,036.94	431,036.94	-	N/A	NR	NR	NR	N/A	1
<b>Total money market accounts and funds</b>			<b>\$ 560,855,566.26</b>	<b>\$ 560,325,086.76</b>	<b>\$ (530,479.50)</b>	<b>\$ -</b>				<b>4.96%</b>	<b>73</b>
<b>Total cash and cash equivalents</b>			<b>\$ 601,506,225.83</b>	<b>\$ 600,975,746.33</b>	<b>\$ (530,479.50)</b>	<b>N/A</b>				<b>4.96%</b>	<b>68</b>
<b>Investments:</b>											
<b>U.S. Agencies:</b>											
FEDERAL FARM CREDIT BANK	09/28/2020	03/28/2024	\$ 5,995,500.00	\$ 5,848,800.00	\$ (146,700.00)	\$ 6,000,000.00	AA+	Aaa	AA+	0.32%	180
FEDERAL FARM CREDIT BANK	09/17/2019	09/10/2024	5,079,870.00	4,832,500.00	(247,370.00)	5,000,000.00	AA+	Aaa	AA+	1.74%	346
FEDERAL FARM CREDIT BANK	05/15/2019	11/08/2023	6,022,560.00	5,980,380.00	(42,180.00)	6,000,000.00	AA+	Aaa	AA+	2.21%	39
FEDERAL FARM CREDIT BANK	08/27/2019	07/26/2024	6,615,310.00	6,312,150.00	(303,160.00)	6,500,000.00	AA+	Aaa	AA+	1.47%	300
FEDERAL FARM CREDIT BANK	10/16/2020	10/13/2023	5,794,200.00	5,790,836.00	(3,364.00)	5,800,000.00	AA+	Aaa	AA+	0.31%	13
FEDERAL HOME LOAN BANK	05/25/2023	09/10/2027	5,127,540.00	5,043,720.00	(83,820.00)	5,500,000.00	AA+	Aaa	-	4.12%	1,441
FEDERAL HOME LOAN BANK	03/10/2023	03/10/2028	5,294,796.00	5,172,024.00	(122,772.00)	5,200,000.00	AA+	Aaa	-	4.09%	1,623
FEDERAL HOME LOAN BANK	02/08/2021	02/10/2025	6,017,160.00	5,604,720.00	(412,440.00)	6,000,000.00	AA+	Aaa	-	0.21%	499
FEDERAL HOME LOAN MORTGAGE CORP	03/09/2021	05/15/2024	4,993,750.00	4,840,800.00	(152,950.00)	5,000,000.00	-	Aaa	AA+	0.40%	228
FEDERAL HOME LOAN MORTGAGE CORP	09/28/2020	03/29/2024	5,000,000.00	4,874,550.00	(125,450.00)	5,000,000.00	-	Aaa	AA+	0.35%	181
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/08/2019	07/02/2024	4,993,150.00	4,861,800.00	(131,350.00)	5,000,000.00	AA+	Aaa	AA+	1.78%	276
FEDERAL NATIONAL MORTGAGE ASSOCIATION	06/09/2021	01/07/2025	6,461,206.00	5,916,846.00	(544,360.00)	6,200,000.00	AA+	Aaa	AA+	0.44%	465
UNITED STATES TREASURY NOTE/BOND	06/23/2022	12/31/2025	5,184,328.13	5,152,914.00	(31,414.13)	5,700,000.00	AA+	Aaa	AA+	3.12%	823
UNITED STATES TREASURY NOTE/BOND	08/02/2022	06/30/2026	4,909,332.03	4,768,781.00	(140,551.03)	5,300,000.00	AA+	Aaa	AA+	2.88%	1,004
UNITED STATES TREASURY NOTE/BOND	08/29/2023	08/15/2028	4,837,921.66	4,767,486.00	(70,435.66)	4,600,000.00	AA+	Aaa	AA+	4.33%	1,781
UNITED STATES TREASURY NOTE/BOND	06/24/2019	09/30/2023	4,235,500.00	4,300,000.00	64,500.00	4,300,000.00	AA+	Aaa	AA+	1.74%	-
UNITED STATES TREASURY NOTE/BOND	10/13/2021	10/31/2023	4,819,152.34	4,686,041.00	(133,111.34)	4,700,000.00	AA+	Aaa	AA+	0.38%	31
UNITED STATES TREASURY NOTE/BOND	01/11/2022	11/15/2023	4,793,164.06	4,819,978.50	26,814.44	4,850,000.00	AA+	Aaa	AA+	0.89%	46
UNITED STATES TREASURY NOTE/BOND	11/22/2021	11/30/2023	6,180,937.50	5,967,240.00	(213,697.50)	6,000,000.00	AA+	Aaa	AA+	0.61%	61
UNITED STATES TREASURY NOTE/BOND	09/27/2019	04/30/2024	5,091,423.00	4,901,550.00	(189,873.00)	5,000,000.00	AA+	Aaa	AA+	1.58%	213
UNITED STATES TREASURY NOTE/BOND	08/19/2021	11/30/2024	5,888.61	5,453.53	(435.08)	5,700.00	AA+	Aaa	AA+	0.48%	427
UNITED STATES TREASURY NOTE/BOND	09/08/2021	11/30/2024	6,093,593.75	5,644,884.00	(448,709.75)	5,900,000.00	AA+	Aaa	AA+	0.47%	427
UNITED STATES TREASURY NOTE/BOND	03/23/2022	12/15/2024	5,111,187.50	5,032,721.00	(78,466.50)	5,300,000.00	AA+	Aaa	AA+	2.36%	442
UNITED STATES TREASURY NOTE/BOND	09/13/2021	12/31/2024	5,727,323.11	5,262,400.00	(464,923.11)	5,500,000.00	AA+	Aaa	AA+	0.48%	458
UNITED STATES TREASURY NOTE/BOND	03/23/2022	01/31/2025	5,322,152.34	5,108,511.00	(213,641.34)	5,300,000.00	AA+	Aaa	AA+	2.35%	489
UNITED STATES TREASURY NOTE/BOND	04/06/2022	04/30/2025	4,657,812.50	4,635,350.00	(22,462.50)	5,000,000.00	AA+	Aaa	AA+	2.73%	578
UNITED STATES TREASURY NOTE/BOND	12/07/2022	11/15/2027	4,672,070.31	4,547,250.00	(124,820.31)	5,000,000.00	AA+	Aaa	AA+	3.72%	1,507
UNITED STATES TREASURY NOTE/BOND	04/03/2023	03/31/2028	3,582,200.90	3,452,360.00	(129,840.90)	4,000,000.00	AA+	Aaa	AA+	3.55%	1,644
UNITED STATES TREASURY NOTE/BOND	09/13/2023	06/30/2028	5,596,464.84	5,547,924.00	(48,540.84)	5,700,000.00	AA+	Aaa	AA+	4.42%	1,735
US TREASURY N/B NOTES	10/05/2022	08/15/2024	14,178,478.13	14,554,098.44	375,620.31	15,215,000.00	AA+	Aaa	AA+	4.22%	320
US TREASURY N/B NOTES	10/05/2022	08/15/2024	32,797,340.63	33,666,217.19	868,876.56	35,195,000.00	AA+	Aaa	AA+	4.22%	320
US TREASURY N/B NOTES	10/05/2022	08/15/2025	14,130,240.23	14,031,379.69	(98,860.54)	14,545,000.00	AA+	Aaa	AA+	4.19%	685
<b>Total U.S. Agencies</b>			<b>\$ 209,321,553.57</b>	<b>\$ 205,931,665.35</b>	<b>\$ (3,389,888.22)</b>	<b>\$ 214,310,700.00</b>				<b>2.52%</b>	<b>525</b>
<b>Corporate Medium Term Notes:</b>											
AMAZON.COM INC	08/01/2023	05/12/2028	\$ 5,678,075.00	\$ 5,593,835.00	\$ (84,240.00)	\$ 6,500,000.00	AA	A1	AA-	4.63%	1,686
AMERICAN HONDA FINANCE	03/17/2023	01/12/2028	4,926,068.00	4,761,526.00	(164,542.00)	4,900,000.00	A-	A3	A	4.57%	1,565
APPLE INC	12/15/2022	09/12/2027	2,559,816.00	2,493,207.00	(66,609.00)	2,700,000.00	AA+	Aaa	-	4.12%	1,463
BANK OF AMERICA CORP	03/23/2021	10/24/2024	4,012,600.00	3,984,640.00	(27,960.00)	4,000,000.00	A-	A1	AA-	0.69%	390

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
CATERPILLAR FINANCIAL SERVICES	05/16/2019	12/07/2023	3,121,890.00	2,988,630.00	(133,260.00)	3,000,000.00	A	A2	A+	2.69%	68
CHEVRON CORP	05/10/2022	05/11/2025	5,719,560.00	5,645,220.00	(74,340.00)	6,000,000.00	AA-	Aa2	-	3.20%	589
CITIBANK NA	06/21/2021	01/23/2024	6,565,064.00	6,058,032.00	(507,032.00)	6,100,000.00	A+	Aa3	A+	0.67%	115
COCA-COLA CO/THE	04/20/2023	05/25/2027	3,357,025.00	3,248,385.00	(108,640.00)	3,500,000.00	A+	A1	A	3.99%	1,333
COLGATE-PALMOLIVE CO	04/03/2023	03/01/2028	3,604,160.00	3,460,730.00	(143,430.00)	3,500,000.00	AA-	Aa3	-	3.93%	1,614
HONEYWELL INTERNATIONAL	11/08/2019	08/15/2024	2,933,756.00	2,819,264.00	(114,492.00)	2,900,000.00	A	A2	A	2.04%	320
JOHN DEERE CAPITAL CORP	02/06/2023	01/20/2028	5,781,054.00	5,596,545.00	(184,509.00)	5,700,000.00	A	A2	A+	4.43%	1,573
MICROSOFT CORP	07/18/2019	02/06/2024	6,043,518.00	5,794,483.50	(249,034.50)	5,850,000.00	AAA	Aaa	-	2.11%	129
PEPSICO INC	05/31/2023	05/15/2028	2,626,208.00	2,552,550.00	(73,658.00)	2,600,000.00	A+	A1	-	4.22%	1,689
PFIZER INC	09/30/2019	05/15/2024	4,036,968.00	3,745,432.00	(291,536.00)	3,800,000.00	A+	A1	A	1.98%	228
PNC BANK NA	07/20/2023	01/22/2028	2,760,870.00	2,714,790.00	(46,080.00)	3,000,000.00	A	A2	A+	5.27%	1,575
US BANCORP	01/20/2022	02/05/2024	5,208,050.00	4,952,250.00	(255,800.00)	5,000,000.00	A	A3	A	1.29%	128
<b>Total Corporate Medium Notes</b>			<u>\$ 68,934,682.00</u>	<u>\$ 66,409,519.50</u>	<u>\$ (2,525,162.50)</u>	<u>\$ 69,050,000.00</u>				<u>2.98%</u>	<u>854</u>
<b>Supra-National Agency Bond/Note</b>											
INT'L BANK FOR RECON AND DEVELOPMENT	03/08/2021	01/15/2025	\$ 6,229,560.00	\$ 5,715,180.00	\$ (514,380.00)	\$ 6,000,000.00	AAA	Aaa	-	0.62%	473
INTER-AMERICAN DEVELOPMENT BANK	11/06/2020	02/21/2024	5,436,150.00	4,950,300.00	(485,850.00)	5,000,000.00	AAA	Aaa	AAA	0.32%	144
INTER-AMERICAN DEVELOPMENT BANK	05/22/2023	01/12/2028	7,035,070.00	6,786,010.00	(249,060.00)	7,000,000.00	AAA	Aaa	-	3.88%	1,565
<b>Total Supra-National Agency Bond/Notes</b>			<u>\$ 18,700,780.00</u>	<u>\$ 17,451,490.00</u>	<u>\$ (1,249,290.00)</u>	<u>\$ 18,000,000.00</u>				<u>1.76%</u>	<u>804</u>
<b>Asset-Backed Security:</b>											
<b>Total Asset-Backed Security</b>			<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ -</u>				<u>N/A</u>	<u>1</u>
<b>Certificates of Participation:</b>											
(RTC) North County Transit District Certificates of Participation	09/01/2023	11/30/2023	\$ 17,750,000.00	\$ 17,750,000.00	\$ -	\$ 17,750,000.00	NR	A1	NR	3.40%	90
<b>Total Certificates of Participation</b>			<u>\$ 17,750,000.00</u>	<u>\$ 17,750,000.00</u>	<u>\$ -</u>	<u>\$ 17,750,000.00</u>				<u>3.40%</u>	<u>90</u>
<b>Total investments</b>			<u>\$ 314,707,015.57</u>	<u>\$ 307,542,674.85</u>	<u>\$ (7,164,340.72)</u>	<u>\$ 319,110,700.00</u>				<u>2.62%</u>	<u>587</u>
<b>Total Portfolio:</b>			<u>\$ 916,213,241.40</u>	<u>\$ 908,518,421.18</u>	<u>\$ (7,694,820.22)</u>	<u>N/A</u>				<u>4.12%</u>	<u>244</u>

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

# TransNet EXTENSION QUARTERLY REPORT

FISCAL YEAR: FY 2024      QUARTER: 1												
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements						
	Sales Tax Allocations			Other Income <sup>1</sup>	Total Allocation	Program Disbursements <sup>2</sup>			Debt Service <sup>3</sup>			Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date	Program to Date
SANDAG Admin	\$2,165,798	\$2,165,798	\$53,551,143	\$200,893	\$53,752,036	\$(1,850,000)	\$(1,850,000)	\$(52,963,149)	\$0	\$0	\$0	\$(52,963,149)
ITOC	\$126,008	\$126,008	\$4,389,506	\$60,685	\$4,450,191	\$0	\$0	\$(3,957,064)	\$0	\$0	\$0	\$(3,957,064)
Bicycle/Pedestrian/Neighborhood Safety	\$2,165,798	\$2,165,798	\$88,223,363	\$4,148,638	\$92,372,001	\$(327)	\$(327)	\$(181,963,456)	\$(1,310,396)	\$(1,310,396)	\$(21,988,280)	\$(203,951,736)
Major Corridor Capital Projects	\$39,456,268	\$39,456,268	\$1,620,701,569	\$(189,514,316)	\$1,431,187,253	\$(6,087)	\$(6,087)	\$(2,946,948,271)	\$1,112,924	\$1,112,924	\$(1,237,991,974)	\$(4,184,940,245)
Major Corridor Project EMP	\$4,568,621	\$4,568,621	\$187,660,182	\$152,654,157	\$340,314,339	\$(705)	\$(705)	\$(430,094,544)	\$(203,250)	\$(203,250)	\$(227,846,388)	\$(657,940,932)
Local Project EMP	\$1,868,981	\$1,868,981	\$76,770,074	\$3,777,045	\$80,547,119	\$(288)	\$(288)	\$(17,971,813)	\$0	\$0	\$(54)	\$(17,971,867)
Smart Growth Incentive Program	\$2,180,478	\$2,180,478	\$89,565,087	\$4,743,479	\$94,308,566	\$(336)	\$(336)	\$(49,509,135)	\$0	\$0	\$0	\$(49,509,135)
Local Streets and Roads												
City of Carlsbad	\$1,240,582	\$1,240,582	\$45,212,473	\$10,485,699	\$55,698,172	\$(191)	\$(191)	\$(26,271,021)	\$0	\$0	\$0	\$(26,271,021)
City of Chula Vista	\$2,369,444	\$2,369,444	\$89,677,057	\$5,821,922	\$95,498,979	\$(367)	\$(367)	\$(69,239,918)	\$0	\$0	\$0	\$(69,239,918)
City of Coronado	\$203,740	\$203,740	\$8,998,517	\$1,072,014	\$10,070,531	\$(30)	\$(30)	\$(6,965,150)	\$0	\$0	\$0	\$(6,965,150)
City of Del Mar	\$68,950	\$68,950	\$3,121,390	\$203,734	\$3,325,124	\$(9)	\$(9)	\$(4,866,052)	\$(21,533)	\$(21,533)	\$(2,179,311)	\$(7,045,363)
City of El Cajon	\$889,510	\$889,510	\$36,518,593	\$2,982,075	\$39,500,668	\$(136)	\$(136)	\$(27,308,596)	\$0	\$0	\$0	\$(27,308,596)
City of Encinitas	\$611,597	\$611,597	\$25,325,836	\$4,209,930	\$29,535,766	\$(93)	\$(93)	\$(26,431,421)	\$0	\$0	\$0	\$(26,431,421)
City of Escondido	\$1,338,943	\$1,338,943	\$54,504,773	\$6,329,623	\$60,834,396	\$(206)	\$(206)	\$(45,725,366)	\$0	\$0	\$0	\$(45,725,366)
City of Imperial Beach	\$234,360	\$234,360	\$10,673,777	\$591,027	\$11,264,804	\$(34)	\$(34)	\$(10,926,700)	\$(92,533)	\$(92,533)	\$(1,091,331)	\$(12,018,031)
City of La Mesa	\$544,286	\$544,286	\$23,418,827	\$3,546,262	\$26,965,089	\$(51,183)	\$(51,183)	\$(22,890,383)	\$0	\$0	\$(4,605,159)	\$(27,495,542)
City of Lemon Grove	\$244,038	\$244,038	\$10,710,553	\$681,206	\$11,391,759	\$(36)	\$(36)	\$(9,858,338)	\$0	\$0	\$0	\$(9,858,338)
City of National City	\$506,481	\$506,481	\$21,301,474	\$1,695,123	\$22,996,597	\$(77)	\$(77)	\$(18,316,387)	\$0	\$0	\$(8,233,109)	\$(26,549,496)
City of Oceanside	\$1,619,268	\$1,619,268	\$68,949,313	\$9,172,054	\$78,121,367	\$(250)	\$(250)	\$(63,511,226)	\$0	\$0	\$(4,915,690)	\$(68,426,916)
City of Poway	\$522,593	\$522,593	\$22,611,977	\$1,368,184	\$23,980,161	\$(80)	\$(80)	\$(19,765,501)	\$0	\$0	\$0	\$(19,765,501)
City of San Diego	\$12,029,580	\$12,029,580	\$494,351,567	\$29,310,782	\$523,662,349	\$(6,636,323)	\$(6,636,323)	\$(501,764,121)	\$(247,085)	\$(247,085)	\$(1,414,993)	\$(503,179,114)
City of San Marcos	\$824,644	\$824,644	\$32,797,808	\$4,201,462	\$36,999,270	\$(812,741)	\$(812,741)	\$(31,743,679)	\$(67,980)	\$(67,980)	\$(8,243,157)	\$(39,986,836)
City of Santee	\$494,080	\$494,080	\$21,622,967	\$1,264,369	\$22,887,336	\$(74)	\$(74)	\$(24,731,123)	\$(194,661)	\$(194,661)	\$(14,234,245)	\$(38,965,368)
City of Solana Beach	\$149,396	\$149,396	\$6,577,297	\$590,432	\$7,167,729	\$(21)	\$(21)	\$(8,406,363)	\$(26,049)	\$(26,049)	\$(2,928,554)	\$(11,334,917)



FISCAL YEAR: FY 2024      QUARTER: 1											
PROGRAM & RECIPIENT	TransNet Allocations					Fund Disbursements					
	Sales Tax Allocations			Other Income <sup>1</sup>	Total Allocation	Program Disbursements <sup>2</sup>			Debt Service <sup>3</sup>		Total Disbursements
	This Quarter	FY to Date	Program to Date	Program to Date	Program to Date	This Quarter	FY to Date	Program to Date	This Quarter	FY to Date	Program to Date
City of Vista	\$847,663	\$847,663	\$34,841,763	\$4,032,413	\$38,874,176	\$(130)	\$(130)	\$(31,932,908)	\$0	\$0	\$0
San Diego County	\$5,476,040	\$5,476,040	\$229,900,239	\$19,565,803	\$249,466,042	\$(850)	\$(850)	\$(166,465,542)	\$416,184	\$416,184	\$(24,427,476)
<b>Total Local Streets and Roads</b>	\$30,215,195	\$30,215,195	\$1,241,116,201	\$107,124,114	\$1,348,240,315	\$(7,502,831)	\$(7,502,831)	\$(1,117,119,795)	\$(233,657)	\$(233,657)	\$(72,273,025)
Transit Services											
MTS	\$11,778,764	\$11,778,764	\$483,697,653	\$821,512	\$484,519,165	\$(8,829,815)	\$(8,829,815)	\$(480,711,052)	\$0	\$0	\$0
NCTD	\$4,796,762	\$4,796,762	\$197,156,943	\$320,399	\$197,477,342	\$(4,520,740)	\$(4,520,740)	\$(193,888,055)	\$(20,983)	\$(20,983)	\$(1,808,329)
Senior Grant Program	\$556,801	\$556,801	\$22,871,085	\$234,188	\$23,105,273	\$(86)	\$(86)	\$(21,282,392)	\$0	\$0	\$0
<b>Total Transit Services</b>	\$17,132,327	\$17,132,327	\$703,725,681	\$1,376,099	\$705,101,780	\$(13,350,641)	\$(13,350,641)	\$(695,881,499)	\$(20,983)	\$(20,983)	\$(1,808,329)
New Major Corridor Transit Operations	\$8,410,415	\$8,410,415	\$345,465,335	\$20,956,518	\$366,421,853	\$1,230,248	\$1,230,248	\$(214,181,767)	\$0	\$0	\$0
<b>TOTAL TRANSNET EXTENSION</b>	\$108,289,889	\$108,289,889	\$4,411,168,141	\$105,527,312	\$4,516,695,453	\$(21,480,967)	\$(21,480,967)	\$(5,710,590,493)	\$(655,362)	\$(655,362)	\$(1,561,908,050)

### Commercial Paper Program Activity

PROGRAM & RECIPIENT	Commercial Paper Disbursements	
	FY to Date	Program to Date
City of National City	\$0	\$(4,500,000)
City of Santee	\$0	\$(3,950,000)
NCTD	\$0	\$(34,000,000)
City of Imperial Beach	\$0	\$(1,455,000)
City of San Diego	\$0	\$(26,167,000)
City of La Mesa	\$0	\$(4,500,000)
City of Oceanside	\$0	\$(4,790,000)
City of Del Mar	\$0	\$(704,000)
Major Corridor Capital Projects	\$0	\$(99,999,679)
Major Corridor Project EMP	\$0	\$(16,052,321)
<b>Total CP Disbursements</b>	\$0	\$(196,118,000)

Other Activity				
PROGRAM & RECIPIENT	Sales Tax Revenue Transfers for EMP Debt Service Payments			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$(151,839,904)	\$0	\$0	\$(151,839,904)
Major Corridor Project EMP	\$198,646,184	\$(4,369,734)	\$(4,369,734)	\$194,276,450
Local Project EMP	\$(46,806,280)	\$4,369,734	\$4,369,734	\$(42,436,546)
<b>Total Other Activity</b>	\$0	\$0	\$0	\$0

PROGRAM & RECIPIENT	Commercial Paper Program Availability			
	Prior Years	This Quarter	FY to Date	Program to Date
CP Program	\$100,000,000	\$0	\$0	\$100,000,000
NCTD	\$(19,100,000)	\$1,350,000	\$1,350,000	\$(17,750,000)
City of La Mesa	\$(417,000)	\$417,000	\$417,000	\$0
City of Oceanside	\$0	\$0	\$0	\$0
City of Imperial Beach	\$(897,000)	\$297,000	\$297,000	\$(600,000)
Major Corridor Capital Projects	\$0	\$0	\$0	\$0
City of San Diego	\$(26,167,000)	\$0	\$0	\$(26,167,000)
Major Corridor Project EMP	\$0	\$0	\$0	\$0
CP Outstanding	\$(46,581,000)			\$(44,517,000)
<b>CP AVAILABLE FOR ISSUANCE</b>	\$53,419,000			\$55,483,000

2008 ABCD Sales Tax Revenue Bond Activity - \$600,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>4</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$16,893,500	\$0	\$0	\$16,893,500
Major Corridor Capital Projects	\$392,721,119	\$0	\$0	\$392,721,119
Major Corridor Project EMP	\$45,517,182	\$0	\$0	\$45,517,182
<i>Total 2008 Bond Disbursement</i>	\$455,131,801	\$0	\$0	\$455,131,801

2010 A Sales Tax Revenue Bond Activity - \$338,960,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of San Marcos	\$15,253,815	\$0	\$0	\$15,253,815
City of Solana Beach	\$5,515,065	\$0	\$0	\$5,515,065
Major Corridor Capital Projects	\$276,292,690	\$0	\$0	\$276,292,690
Major Corridor Project EMP	\$43,419,140	\$0	\$0	\$43,419,140
<i>Total 2010 A Bond Disbursement</i>	\$340,480,710	\$0	\$0	\$340,480,710

2010 B Sales Tax Revenue Bond Activity - \$11,040,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of National City	\$3,383,956	\$0	\$0	\$3,383,956
City of Santee	\$8,519,844	\$0	\$0	\$8,519,844
<i>Total 2010 B Bond Disbursement</i>	\$11,903,800	\$0	\$0	\$11,903,800

2020 A Sales Tax Revenue Bond Activity - 74,820,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Bike/Pedestrian	\$85,222,973	\$2,760,036	\$2,760,036	\$87,983,009
TOTAL TRANSNET EXTENSION	\$85,222,973	\$2,760,036	\$2,760,036	\$87,983,009

2021 B Sales Tax Revenue Bond Activity - \$116,150,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$131,143,976	\$0	\$0	\$131,143,976
<i>Total 2021 B Bond Disbursement</i>	\$131,143,976	\$0	\$0	\$131,143,976

2012 A Sales Tax Revenue Bond Activity - \$420,585,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>4,5,6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
San Diego County	\$5,706,500	\$0	\$0	\$5,706,500
Major Corridor Capital Projects	\$444,770,201	\$0	\$0	\$444,770,201
Major Corridor Project EMP	\$26,812,066	\$0	\$0	\$26,812,066
<i>Total 2012 A Bond</i>	\$477,288,767	\$0	\$0	\$477,288,767

2014 A Sales Tax Revenue Bond Activity - \$350,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>5,6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
City of Del Mar	\$3,518,350	\$0	\$0	\$3,518,350
City of San Marcos	\$1,152,611	\$0	\$0	\$1,152,611
City of Santee	\$4,938,727	\$0	\$0	\$5,397,979
Major Corridor Capital Projects	\$343,906,117	\$0	\$0	\$343,906,117
Major Corridor Project EMP	\$52,162,768	\$0	\$0	\$52,162,768
<i>Total 2014 A Bond Disbursement</i>	\$405,678,573	\$0	\$0	\$406,137,825

2016 A Sales Tax Revenue Bond Activity - \$325,000,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Bicycle/Pedestrian/Neighborhood Safety	\$31,224,192	\$0	\$0	\$31,224,192
Major Corridor Capital Projects	\$322,425,541	\$0	\$0	\$322,425,541
Major Corridor Project EMP	\$54,042,182	\$0	\$0	\$54,042,182
<i>Total 2016 A Bond Disbursement</i>	\$407,691,915	\$0	\$0	\$407,691,915

2018 A Sales Tax Revenue Bond Activity - \$537,480,000				
PROGRAM & RECIPIENT	Bond Proceeds Disbursements <sup>6</sup>			
	Prior Years	This Quarter	FY to Date	Program to Date
Major Corridor Capital Projects	\$573,453,241	\$0	\$0	\$573,453,241
<i>Total 2018 A Bond Disbursement</i>	\$573,453,241	\$0	\$0	\$573,453,241

FOOTNOTES:

1. Other income includes interest revenue, transfers from TransNet I, other non-sales tax revenue, and the one-time swap of Major Corridor Sales Tax Revenue (to LSI Cities and County) for ARRA funds.
2. Program Disbursements include payments to TransNet recipient agencies and program costs, including payments made for Early Action Projects in prior years, and return of funds.
3. Debt Service includes principal and interest payments, including debt payments beginning in March 2008 upon issuance of the 2008 ABCD Sales Tax Revenue Bonds, and other debt service costs net of interest earnings.
4. 2008 Bond Proceeds have been fully disbursed, net of Reserve Requirement of \$17.1 million. The Program to Date total includes interest earnings. The 2008 Bonds were partially defeased with the issuance of the 2012 Bonds on June 14, 2012, thereby reducing the 2008 Bond Proceed Disbursement.
5. 2010, 2012, 2014, 2016, and 2018 Bond Proceeds have been fully disbursed and the Program to Date includes interest earnings.
6. The 2012 Bond total includes a premium of \$55.8 million, the 2014 Bond total includes a premium of \$55.3 million, the 2016 Bond total includes a premium of \$78.8 million, the 2018 Bond includes a premium of \$31.6 million and the 2020 bond includes a premium of \$20 million.
7. On March 25, 2021 the Commission issued \$265.9 million in 2021AB bonds of which \$170 million was used to refund the 2014A bonds. The bonds were issued at a premium of \$36 million with \$130 million in project funds available to be used on Major Corridor projects. All project funds as of March 31, 2023 have been expended.

## Quarterly Progress Report on SANDAG's Capital Program 2023

### Overview

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

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

1. TransNet Program of Projects, which includes projects approved as part of the TransNet Ordinance;
2. Trade Corridors Improvement Fund (TCIF)/Goods Movement;
3. Regional Bikeway Program;
4. Major Capital Projects, which are regionally significant capital investments over \$1 million; and
5. Comprehensive Multimodal Corridor Plans (CMCP).

The [TransNet](#) funds programmed on these projects are from the Bicycle, Pedestrian, and Neighborhood Safety Program (2% off the top) and the Major Corridor Capital Projects Program (38% of net annual revenues). These funds are utilized to match federal and state funds, which brings additional funding to the region. Chapter 5 of the [FY 2024 Program Budget](#) provides more detail on the Capital Program including project scope, milestones, project limits, progress to date and proposed funding for each Capital Improvement Project (CIP).

### Key Considerations

Through September 2023, approximately 18% of the projected FY 2024 Capital Program Budget was spent, as shown in Attachment 1. Additional budget information on specific projects can be found in Attachment 2.

### Action: Information

This quarterly report provides an update on the status of the projects that comprise SANDAG's Capital Program as approved in the FY 2024 Program Budget through September 2023.

### Fiscal Impact:

The projects summarized in this report represent an investment of approximately \$469 million for FY 2024 in the San Diego regional transportation system.

### Schedule/Scope Impact:

Five major milestones were achieved in the first quarter of FY 2024.

<sup>1</sup> The projects in this report are a subset of projects shown in the Final FY 2024 Program Budget. This report does not include minor capital projects or projects in the closeout phase.

## **Major Project / Program Highlights**

Significant construction activity continued on several projects including Pershing Drive Bikeway, Border to Bayshore Bikeway, and Bayshore Bikeway Barrio Logan.

Five major milestones were achieved in Quarter 4:

- 1) SR 56 HOV Lanes advertised to the construction community (July 2023),
- 2) Del Mar Bluffs V advertised to the construction community (July 2023),
- 3) Final Environmental Document was approved for Division 6 Bus Maintenance Facility (July 2023),
- 4) I-805 North Auxiliary Lanes advertised to the construction community (August 2023), and
- 5) Otay Mesa East Port of Entry: Utilities Improvement began construction (September 2023).

Attachment 3 provides details on the total estimated cost for the capital program. Approximately \$877 million in additional funds is needed to close the gap between how much is in the budget and how much is needed to complete projects for estimates developed during the FY 2024 process.

## **Schedule Changes**

Schedule updates and milestone definitions can be found in Attachment 4. Page 1 provides an overview of FY 2024 Quarter 1 actual milestone attainment and FY 2024 Quarter 2 planned milestones, while pages 2 through 4 provide updated schedules for upcoming milestones. Comments are included if the current milestone completion dates vary from the FY 2024 baseline completion dates or if the upcoming milestone is To Be Determined or Non-Applicable.

## **Next Steps**

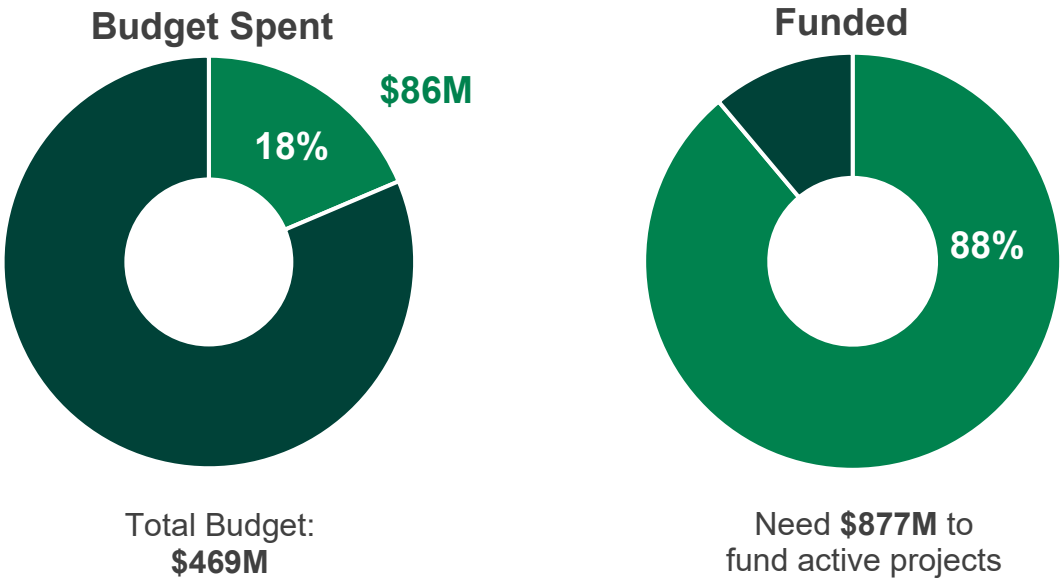
The next progress report will be presented in March 2024 and will provide financial data through Quarter 2 of FY 2024, along with milestones completed in Quarter 2. Further information for TransNet funded projects can be found on the [TransNet Dashboard](#).

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

- Attachments:
1. FY 2024 Executive Capital Budget Summary – through September 2023
  2. Annual Planned vs. Actual Expenditures – through September 2023
  3. Total Project Cost vs. Estimate at Completion – through September 2023
  4. Quarterly Capital Program Status Report – through September 2023

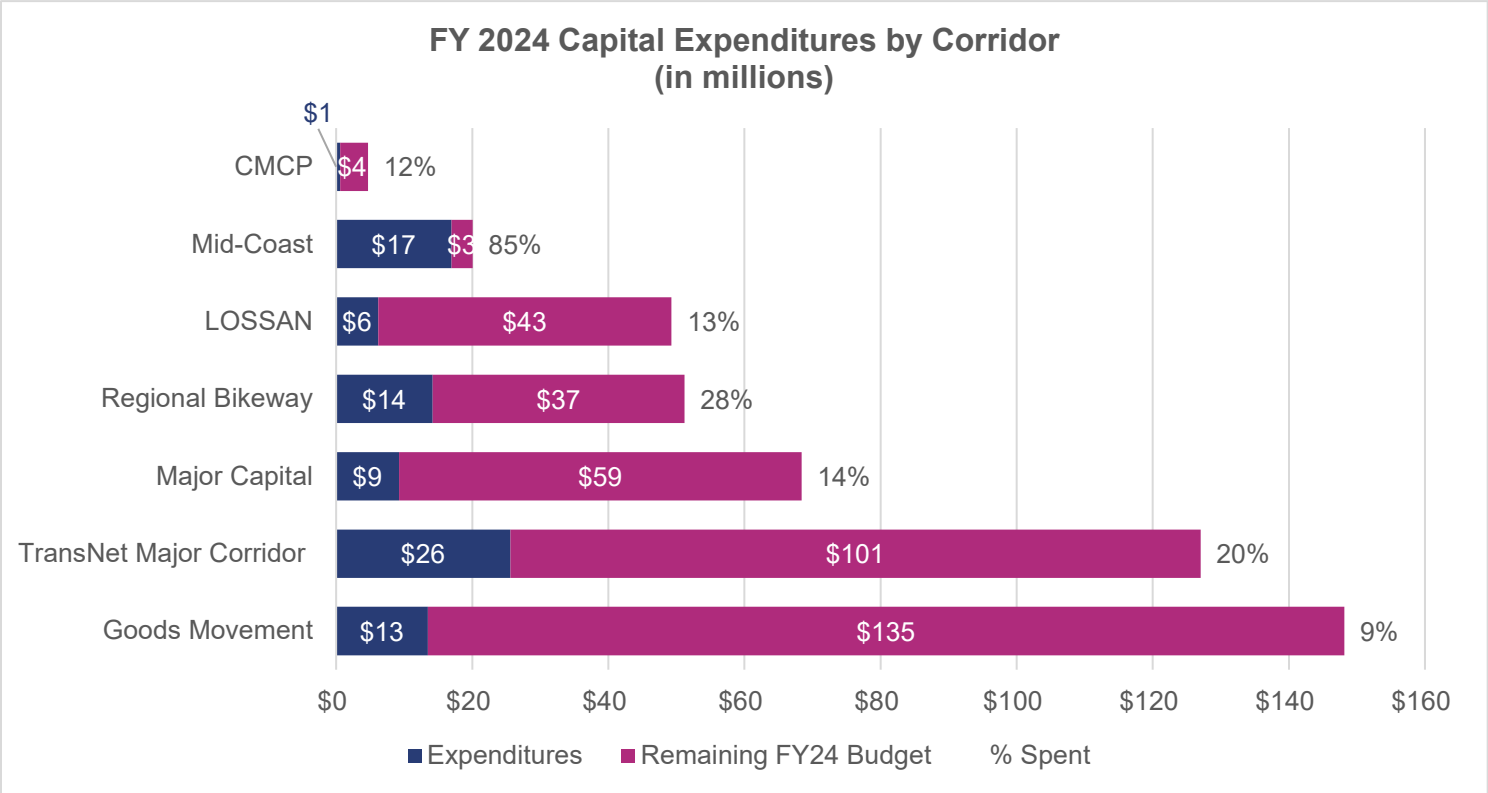
FY 2024 Executive Capital Budget Summary  
through September 30, 2023

Through the first quarter of FY 2024, the Capital Program has expended 18% of the projected FY 2024 budget. As of September 2023, the total FY 2024 Annual budget was \$469 million with a total of \$86 million being spent.



The TransNet Major Corridor program has spent 20% (\$26M) of its annual budget which represents most of the capital projects in the San Diego Region. All other capital subprograms are listed in the chart below with their respective FY24 expenditures and budget utilization percentage through the first quarter.

Further details can be found in Attachments 2–4.



## Actual and Planned Milestones

July through December 2023

2023



### July

- Advertise (I-5 North: SR 56 HOV Lanes)
- Advertise (Del Mar Bluffs V)
- Final Environmental Document (Division 6 Bus Maintenance Facility)



### August

- Advertise (I-805 North Auxiliary Lanes)



### September

- Begin Construction (Otay Mesa East Port of Entry: Utility Improvements)



### November

- Construction Complete (Mid-City Rapid Bus)
- Begin Construction (I-805 Auxiliary Lanes)
- Advertise (Inland Rail Trail Phase 3)



### December

- Final Environmental Document (North Park/Mid-City Parkway: Howard Bikeway)

CIP	Project Name	Corridor	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - September 2023)	% of Expenditures for FY24	Comments
<b>Overall Capital Program*</b>			<b>\$6,142,261</b>	<b>\$468,769</b>	<b>\$86,205</b>	<b>18%</b>	
1257001	Mid-Coast Light Rail Transit (LRT)	<b>Mid-Coast</b>	\$2,171,201	\$20,061	\$16,974	85%	Construction change orders that were planned for FY 2023 have been completed in FY 2024. A FY 2024 budget change request will be completed to move unspent funds from FY 2023 into FY 2024.
<b>Interstate 5 - North Projects</b>			<b>\$906,360</b>	<b>\$57,887</b>	<b>\$19,336</b>	<b>33%</b>	
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	I-5 North	\$401,187	\$8,591	\$7,892	92%	Major construction recently wrapped up; expenditures are anticipated to slow down for the remainder of the fiscal year.
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	\$342,538	\$5,835	\$1,096	19%	
1200510	I-5 HOV: Carlsbad	I-5 North	\$134,691	\$26,720	\$10,237	38%	
1200513	SR 56 HOV Lanes	I-5 North	\$27,944	\$16,741	\$111	1%	Delay in awarding construction contract. First construction working day is in January 2024; spending will ramp up in the second half of FY 2024.
<b>Interstate 5 - South Projects</b>			<b>\$63,530</b>	<b>\$5,041</b>	<b>\$898</b>	<b>18%</b>	
1200507	I-5/Voigt Drive Improvements	I-5 South	\$43,380	\$2,906	\$606	21%	
1200515	I-5/I-805 HOV Conversion to Express Lanes	I-5 South	\$20,150	\$2,135	\$292	14%	Design phase has started and spending will be ramping up in second half of FY 2024.
<b>Interstate 15 Projects</b>			<b>\$59,102</b>	<b>\$9,333</b>	<b>\$57</b>	<b>1%</b>	
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	\$57,980	\$8,501	\$57	1%	Large right-of-way payment is pending negotiations.
1201520	I-15 Express Lanes – Forrester Creek Improvements	I-15 Corridor	\$1,122	\$832	\$0	0%	Task order for mitigation activities on Caltrans side is pending execution. Expenditures should increase in the second half of FY 2024.
<b>State Route 125 Projects</b>			<b>\$135,240</b>	<b>\$5,533</b>	<b>\$1,056</b>	<b>19%</b>	
1212501	SR 94/SR 125 South to East Connector	SR-125 Corridor	\$135,240	\$5,533	\$1,056	19%	
<b>State Routes 52, 67, 76 and 78 Projects</b>			<b>\$410,773</b>	<b>\$11,341</b>	<b>\$2,405</b>	<b>21%</b>	
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	\$15,000	\$240	\$1	0%	The developer has not provided anything to review for the environmental clearance document.
1206701	SR 67 Improvements	SR 52, 67, 76, 78 Corridors	\$52,000	\$5,919	\$795	13%	
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	\$202,718	\$1,079	\$115	11%	
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	\$35,937	\$2,303	\$1,218	53%	Increased expenditures due to unexpected work in the environmental phase. Will continue to monitor through the end of the fiscal year to ensure project is within budget.
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	\$66,118	\$510	\$258	51%	FY 2023 budget will need to be pushed to FY 2024. FY 2023 expenses were low and related to traffic and environmental studies. Work has ramped up in FY 2024.
1207804	SR 78 HOV Lanes: I-5 to I-15	SR 52, 67, 76, 78 Corridors	\$39,000	\$1,290	\$18	1%	Caltrans will begin the traffic and hydraulics studies in the 2nd half of FY 2024.
<b>Trolley Renewal Projects</b>			<b>\$79,727</b>	<b>\$16,023</b>	<b>\$223</b>	<b>1%</b>	
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	\$467	\$150	\$41	27%	
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	\$72,260	\$15,003	\$1	0%	Invoices are pending submittal from MTS for reimbursement.
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	\$7,000	\$870	\$181	21%	
<b>LOSSAN Rail Corridor Projects</b>			<b>\$583,590</b>	<b>\$49,266</b>	<b>\$6,190</b>	<b>13%</b>	
1239809	Eastbrook to Shell Double-Track	LOSSAN	\$37,451	\$76	\$47	62%	Increased expenditures related to permit coordination that is anticipated to be completed in 6 months. Project is still within its overall budget.
1239812	Sorrento to Miramar Phase 2	LOSSAN	\$29,740	\$6,945	\$646	9%	Delay in right-of-way due to changes to environmental clearance requirements.
1239813	San Dieguito Lagoon Double-Track and Platform (Design)	LOSSAN	\$29,697	\$3,968	\$769	19%	
1239814	LOSSAN Preliminary Engineering	LOSSAN	\$1,649	\$120	\$3	3%	Higher spending in FY 2023. Project budget for FY 2024 will be adjusted to reflect actuals and projected cashflows.
1239816	Batiquitos Lagoon Double-Track	LOSSAN	\$118,015	\$1,161	\$252	22%	
1239820	COASTER Train Sets	LOSSAN	\$58,800	\$400	\$5	1%	Invoices are pending submittal from NCTD for reimbursement.
1239821	LOSSAN Corridor Improvements	LOSSAN	\$5,020	\$585	\$413	71%	FY 2023 invoices were paid in FY 2024. Project is expected to close out by the end of the fiscal year.
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	\$303,218	\$36,011	\$4,055	11%	



Capital Programs FY24 Budget  
Planned and Actual Expenditures  
through September 30, 2023 (in \$000's)

CIP	Project Name	Corridor	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - September 2023)	% of Expenditures for FY24	Comments
	<b>Mid-City Rapid Bus</b>	<b>Mid-City Rapid Bus Total</b>	<b>\$44,526</b>	<b>\$252</b>	<b>\$24</b>	<b>10%</b>	
1240001	Mid-City Rapid Bus	Mid-City Rapid Bus	\$44,526	\$252	\$24	10%	
	<b>Interstate 805 Projects</b>	<b>I-805 Total</b>	<b>\$219,813</b>	<b>\$21,620</b>	<b>\$1,598</b>	<b>7%</b>	
1280513	I-805 / SR-94 Bus on Shoulder Demonstration Project	I-805	\$30,900	\$858	\$156	18%	
1280515	I-805 South Soundwalls	I-805	\$114,092	\$9,468	\$45	0%	Construction funding for Unit 2 soundwalls was approved in the first quarter of FY 2024. Construction recently began and expenditures are expected to increase in the second half of FY 2024.
1280516	I-805 North Auxiliary Lanes	I-805	\$28,021	\$2,698	\$272	10%	
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	\$800	\$533	\$24	5%	Caltrans is working on a solicitation and will begin substantive work when funding is identified and a SANDAG consultant is on board. Current budget remains in preparation of project continuation.
1280519	I-805 Transit Priority Lanes (SR 94 to SR 52)	I-805	\$30,000	\$527	\$57	11%	
1280520	I-805/SR 94/SR 15 Transit Connection	I-805	\$16,000	\$7,536	\$1,044	14%	
	<b>Regional Bikeway Projects</b>	<b>Regional Bikeway Total</b>	<b>\$326,098</b>	<b>\$51,206</b>	<b>\$14,171</b>	<b>28%</b>	
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway	\$18,820	\$155	\$3	2%	Constructability review and final design work are planned for the 2nd half of FY 2024.
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway	\$9,490	\$140	\$29	21%	
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway	\$1,360	\$53	\$1	2%	Final design work to complete 65% design plans will occur in the second half of FY 2024.
1223054	Central Avenue Bikeway	Regional Bikeway	\$5,299	\$350	\$37	11%	
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway	\$41,454	\$12,814	\$5,486	43%	
1223056	Border to Bayshore Bikeway	Regional Bikeway	\$29,204	\$10,042	\$3,672	37%	
1223057	Pershing Drive Bikeway	Regional Bikeway	\$25,488	\$8,906	\$3,631	41%	
1223058	Downtown to Imperial Bikeway	Regional Bikeway	\$25,337	\$5,381	\$164	3%	Construction bids came in higher than anticipated; construction contract execution was delayed while additional funding was secured.
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway	\$10,200	\$452	\$11	2%	Completion of final environmental clearance was delayed which extended the final design timeline. Design expenditures should increase in the second half of FY 2024.
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway	\$33,487	\$624	\$248	40%	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway	\$31,505	\$3,651	\$160	4%	Ongoing negotiations with the City of San Diego in regards to a Memorandum of Understanding for the construction phase has delayed advertisement to the third quarter of FY 2024.
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway	\$17,458	\$952	\$199	21%	
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway	\$1,539	\$165	\$6	4%	Continued design work is pending allocation of ATP funding with the California Transportation Commission.
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway	\$12,186	\$229	\$16	7%	
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway	\$1,967	\$440	\$187	43%	Obligation and timing of funds; project is anticipated to advertise in FY 2025.
1223094	Inland Rail Trail Phase 3	Regional Bikeway	\$27,549	\$4,639	\$257	6%	Project was advertised in November 2023 and construction is expected to begin in the fourth quarter of FY 2024. Expenditures will increase once construction begins.
1223095	Inland Rail Trail Phase 4	Regional Bikeway	\$12,226	\$950	\$49	5%	Task order will be issued for 65% design completion in the third quarter of FY 2024. Expenditures will increase in the second half of FY 2024.
1223096	Bayshore Bikeway: Barrio Logan Phase 2	Regional Bikeway	\$9,495	\$1,078	\$14	1%	Review of the City of San Diego Construction and Maintenance Agreement is ongoing. Right-of-way phase will continue after agreement is finalized.
1223097	Bayshore to Imperial Bikeway	Regional Bikeway	\$4,720	\$10	\$1	10%	
1223200	Pacific Coast Highway/Central Mobility Bikeway	Regional Bikeway	\$7,314	\$175	\$0	0%	Environmental phase will begin once federal ATP funds have been authorized for spending.

Capital Programs FY24 Budget  
Planned and Actual Expenditures  
through September 30, 2023 (in \$000's)

CIP	Project Name	Corridor	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - September 2023)	% of Expenditures for FY24	Comments
<b>Goods Movement Projects</b>		<b>Goods Movement Total</b>	<b>\$752,934</b>	<b>\$148,145</b>	<b>\$13,462</b>	<b>9%</b>	
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	Goods Movement	\$616,023	\$139,681	\$11,996	9%	Additional design review is required before construction can commence and spending increases.
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	Goods Movement	\$127,769	\$3,924	\$545	14%	
1201106	Otay Mesa East Port of Entry Utility Improvements	Goods Movement	\$9,142	\$4,540	\$921	20%	
<b>Comprehensive Multimodal Corridor Plan (CMCP) Projects</b>		<b>CMCP Total</b>	<b>\$9,418</b>	<b>\$4,671</b>	<b>\$575</b>	<b>12%</b>	
1600101	CMCP - Regional CMCP Development	CMCP	\$1,000	\$100	\$27	27%	
1600801	CMCP - High Speed Transit/I-8	CMCP	\$3,000	\$1,498	\$420	28%	
1609401	CMCP - High Speed Transit/SR 94	CMCP	\$2,226	\$833	\$44	5%	Consultant procurement process started in FY 2024. Expenditures will increase during the second half of FY 2024.
1612501	CMCP - High Speed Transit/SR 125	CMCP	\$3,192	\$2,240	\$84	4%	Project re-solicited via another on-call bench. After a successful solicitation, the consultant task order execution is currently underway.
<b>Major Capital Projects</b>		<b>Major Capital Total</b>	<b>\$379,949</b>	<b>\$68,390</b>	<b>\$9,236</b>	<b>14%</b>	
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	\$12,125	\$2,789	\$65	2%	Long lead time with ordering and receiving parts.
1130100	Financial ERP System	Major Capital	\$6,532	\$2,108	\$1,581	75%	FY 2023 planned expenditures occurred in FY 2024. Total project is still within budget.
1130102	Financial System Upgrade Contract Management System	Major Capital	\$1,052	\$39	\$0	0%	Project closeout is in process.
1131500	Fiber Optic Information Network Gap Closures	Major Capital	\$1,208	\$256	\$51	20%	
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	\$2,085	\$327	\$2	1%	Preliminary design review is in progress; working on procuring consultant to finish required scoping.
1146100	Del Mar Bluffs IV	Major Capital	\$18,785	\$83	\$1	1%	Project closeout in process.
1146500	Bridge 257.2 Replacement Project	Major Capital	\$14,484	\$736	\$151	21%	
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	\$35,987	\$426	\$2	0%	Awaiting the execution of an agreement with NCTD to allocate additional funds to the project. Expenses are expected to increase during the second half of FY 2024.
1146702	UCSD Mid-Coast Improvements – Voigt	Major Capital	\$15,400	\$1,455	\$14	1%	Project is anticipated to close out by the end of the fiscal year and remaining budget will be returned to UCSD.
1147000	Beyer Blvd. Slope & Drainage	Major Capital	\$4,629	\$582	\$52	9%	Additional geotechnical investigative work is being required, which has delayed schedule and spending.
1147100	Del Mar Bluffs V	Major Capital	\$77,899	\$13,980	\$644	5%	Construction is expected to begin in the third quarter of FY 2024. Expenditures will increase in the second half of FY 2024.
1147101	Del Mar Bluffs Access Improvement	Major Capital	\$9,000	\$400	\$0	0%	This is a new project that was added to the capital program at the October 2023 Board of Director's meeting. Allocation of funds is anticipated for spring of 2024. Expenditures will increase in the fourth quarter of FY 2024.
1147500	Division 6 Bus Maintenance Facility	Major Capital	\$415	\$79	\$13	16%	
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	\$9,644	\$5,701	\$145	3%	Schedule and budget will be amended to align with the revised timeline of CIP No. 1201101.
1147800	SR 76 Roadway Straightening	Major Capital	\$2,000	\$425	\$26	6%	There was extended coordination with Caltrans at the beginning of the fiscal year. A consultant is expected to be on board by spring of FY 2024. Expenditures will increase in the fourth quarter of FY 2024.
1147900	I-8/Willows Road Interchange Improvements	Major Capital	\$3,000	\$625	\$30	5%	There was extended coordination with Caltrans at the beginning of the fiscal year. A consultant is expected to be on board by spring of FY 2024. Expenditures will increase in the fourth quarter of FY 2024.
1148000	Harbor Drive 2.0/Vesta Street Bridge	Major Capital	\$29,486	\$11,471	\$2,913	25%	
1149000	Central Mobility Hub	Major Capital	\$74,921	\$15,359	\$229	1%	New environmental task order is pending execution. Expenditures will increase in the second half of FY 2024.
1400000	Regional Tolling Back Office System	Major Capital	\$19,105	\$5,958	\$225	4%	The next payment is tied to the next milestone.
1400402	Roadway Toll Collection System	Major Capital	\$42,192	\$5,591	\$3,092	55%	

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

Capital Programs FY24 Budget  
Estimated Cost by Corridor through September 30, 2023  
(in 000's)

Attachment 3

CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	<b>Overall Capital Program</b>		<b>\$6,142,261</b>	<b>\$7,019,478</b>	<b>\$877,217</b>			
1257001	Mid-Coast Light Rail Transit (LRT)	<b>Mid-Coast</b>	\$2,171,201	\$2,171,201	\$0	CON	2021	
	<b>Interstate 5 - North Projects</b>	<b>I-5 North Total</b>	<b>\$906,360</b>	<b>\$906,360</b>	<b>\$0</b>			
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	I-5 North	\$401,187	\$401,187	\$0	CON	2022	
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	\$342,538	\$342,538	\$0	CON	2022	
1200510	I-5 HOV: Carlsbad	I-5 North	\$134,691	\$134,691	\$0	CON	2023	
1200513	SR 56 HOV Lanes	I-5 North	\$27,944	\$27,944	\$0	CON	2025	
	<b>Interstate 5 - South Projects</b>	<b>I-5 South Total</b>	<b>\$63,530</b>	<b>\$63,530</b>	<b>\$0</b>			
1200507	I-5/Voigt Drive Improvements	I-5 South	\$43,380	\$43,380	\$0	CON	2021	
1200515	I-5/I-805 HOV Conversion to Express Lanes**	I-5 South	\$20,150	\$20,150	\$0	DES	TBD	
	<b>Interstate 15 Projects</b>	<b>I-15 Corridor Total</b>	<b>\$59,102</b>	<b>\$59,102</b>	<b>\$0</b>			
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	\$57,980	\$57,980	\$0	ROW	TBD	
1201520	I-15 Express Lanes – Forrester Creek Improvements	I-15 Corridor	\$1,122	\$1,122	\$0	N/A	N/A	Environmental mitigation activities
	<b>State Route 125 Projects</b>	<b>SR 125 Corridor Total</b>	<b>\$135,240</b>	<b>\$242,240</b>	<b>\$107,000</b>			
1212501	SR 94/SR 125 South to East Connector	SR 125 Corridor	\$135,240	\$242,240	\$107,000	ROW	TBD	EAC includes CON; pending additional funding
	<b>State Routes 52, 67, 76 and 78 Projects</b>	<b>SR 52, 67, 76, 78 Corridors Total</b>	<b>\$410,773</b>	<b>\$410,773</b>	<b>\$0</b>			
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	\$15,000	\$15,000	\$0	DES	TBD	Operational improvements
1206701	SR 67 Improvements	SR 52, 67, 76, 78 Corridors	\$52,000	\$52,000	\$0	DES	TBD	Estimate through Design
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	\$202,718	\$202,718	\$0	CON	2017	Landscaping is ongoing
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	\$35,937	\$35,937	\$0	DES	TBD	
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	\$66,118	\$66,118	\$0	DES	TBD	Estimate through Design
1207804	SR 78 HOV Lanes: I-5 to I-15	SR 52, 67, 76, 78 Corridors	\$39,000	\$39,000	\$0	PE	TBD	Estimate through Preliminary Engineering
	<b>Trolley Renewal Projects</b>	<b>Trolley Renewal</b>	<b>\$79,727</b>	<b>\$79,727</b>	<b>\$0</b>			
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	\$467	\$467	\$0	DES	2024	Estimate through Design
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	\$72,260	\$72,260	\$0	CON	2025	Vehicle Delivery
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	\$7,000	\$7,000	\$0	DES	TBD	
	<b>LOSSAN Projects</b>	<b>LOSSAN Total</b>	<b>\$583,590</b>	<b>\$902,744</b>	<b>\$319,154</b>			
1239809	Eastbrook to Shell Double-Track	LOSSAN	\$37,451	\$109,858	\$72,407	DES	TBD	EAC includes construction; pending additional funding
1239812	Sorrento to Miramar Phase 2	LOSSAN	\$29,740	\$276,487	\$246,747	ROW	TBD	EAC includes construction; pending additional funding
1239813	San Dieguito Lagoon Double-Track and Platform	LOSSAN	\$29,697	\$29,697	\$0	DES	TBD	Phase 1 constructed under 1239822. Phase 2 needs additional construction funding.
1239814	COASTER Preliminary Engineering	LOSSAN	\$1,649	\$1,649	\$0	N/A	N/A	Project is only for Preliminary Engineering
1239816	Batiquitos Lagoon Double-Track	LOSSAN	\$118,015	\$118,015	\$0	CON	2027	
1239820	COASTER Train Sets	LOSSAN	\$58,800	\$58,800	\$0	CON	2024	Vehicle Delivery
1239821	LOSSAN Corridor Improvements	LOSSAN	\$5,020	\$5,020	\$0	PE	N/A	Project Study Reports
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	\$303,218	\$303,218	\$0	DES	TBD	
	<b>Mid-City Rapid Bus</b>	<b>Mid-City Rapid Bus Total</b>	<b>\$44,526</b>	<b>\$44,526</b>	<b>\$0</b>			
1240001	Mid-City Rapid Bus	Mid-City Rapid Bus	\$44,526	\$44,526	\$0	CON	2014	Additional work with Maintenance Reporting

Capital Programs FY24 Budget  
Estimated Cost by Corridor through September 30, 2023  
(in 000's)

CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	<b>Interstate 805 Projects</b>	<b>I-805 Total</b>	<b>\$219,813</b>	<b>\$219,813</b>	<b>\$0</b>			
1280513	I-805/SR-94 Bus on Shoulder Demonstration Project	I-805	\$30,900	\$30,900	\$0	CON	2022	
1280515	I-805 South Soundwalls	I-805	\$114,092	\$114,092	\$0	CON	2021	Unit 1 has opened to traffic; Unit 2 is currently in progress
1280516	I-805 North Auxiliary Lanes	I-805	\$28,021	\$28,021	\$0	CON	2025	
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	\$800	\$800	\$0	ENV	TBD	
1280519	I-805 Transit Priority Lanes (SR 94 to SR 52)	I-805	\$30,000	\$30,000	\$0	ENV	TBD	Estimate through Environmental
1280520	I-805/SR 94/SR 15 Transit Connection	I-805	\$16,000	\$16,000	\$0	ROW	TBD	Estimate through Right-of-way
	<b>Bikeway Program Projects</b>	<b>Bikeway Program Total</b>	<b>\$326,098</b>	<b>\$336,312</b>	<b>\$10,214</b>			
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway Program	\$18,820	\$18,820	\$0	CON	2027	
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway Program	\$9,490	\$9,873	\$383	CON	2028	
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway Program	\$1,360	\$1,360	\$0	DES	TBD	
1223054	Central Avenue Bikeway	Regional Bikeway Program	\$5,299	\$5,299	\$0	CON	2026	
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway Program	\$41,454	\$45,191	\$3,737	CON	2025	
1223056	Border to Bayshore Bikeway	Regional Bikeway Program	\$29,204	\$29,204	\$0	CON	2025	
1223057	Pershing Bikeway	Regional Bikeway Program	\$25,488	\$25,488	\$0	CON	2024	
1223058	Downtown to Imperial Bikeway	Regional Bikeway Program	\$25,337	\$25,337	\$0	CON	2025	
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway Program	\$10,200	\$13,503	\$3,303	CON	2026	
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway Program	\$33,487	\$33,487	\$0	CON	2026	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway Program	\$31,505	\$31,505	\$0	CON	2026	
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway Program	\$17,458	\$17,458	\$0	CON	2026	
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway Program	\$1,539	\$1,539	\$0	ROW	TBD	Estimate through Right-of-way
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway Program	\$12,186	\$12,186	\$0	CON	2026	
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway Program	\$1,967	\$1,967	\$0	N/A	N/A	Public Outreach Program
1223094	Inland Rail Trail Phase 3	Regional Bikeway Program	\$27,549	\$27,549	\$0	CON	2026	
1223095	Inland Rail Trail Phase 4	Regional Bikeway Program	\$12,226	\$15,017	\$2,791	CON	2028	
1223096	Bayshore Bikeway: Barrio Logan Phase 2	Regional Bikeway Program	\$9,495	\$9,495	\$0	CON	2026	
1223097	Bayshore to Imperial Bikeway	Regional Bikeway Program	\$4,720	\$4,720	\$0	ENV	TBD	Estimate through Environmental
1223200	Pacific Coast Highway/Central Mobility Bikeway	Regional Bikeway Program	\$7,314	\$7,314	\$0	ENV	TBD	Estimate through Environmental
	<b>Goods Movement Projects</b>	<b>Goods Movement Total</b>	<b>\$752,934</b>	<b>\$995,890</b>	<b>\$242,956</b>			
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	Goods Movement	\$616,023	\$858,979	\$242,956	CON	2026	
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	Goods Movement	\$127,769	\$127,769	\$0	CON	2021	
1201106	Otay Mesa East Port of Entry Utility Improvements	Goods Movement	\$9,142	\$9,142	\$0	N/A	N/A	Utility improvements only
	<b>Comprehensive Multimodal Corridor Plan (CMCP)</b>	<b>CMCP Total</b>	<b>\$9,418</b>	<b>\$9,418</b>	<b>\$0</b>			
1600101	CMCP - Regional CMCP Development	CMCP	\$1,000	\$1,000	\$0	PE	N/A	
1600801	CMCP - High Speed Transit/I-8	CMCP	\$3,000	\$3,000	\$0	PE	N/A	
1609401	CMCP - High Speed Transit/SR 94	CMCP	\$2,226	\$2,226	\$0	PE	N/A	
1612501	CMCP - High Speed Transit/SR 125	CMCP	\$3,192	\$3,192	\$0	PE	N/A	

Capital Programs FY24 Budget  
Estimated Cost by Corridor through September 30, 2023  
(in 000's)

CIP	Project Name	Corridor	Approved Funded Budget	Estimate At Completion (EAC)*	Total Funded Budget vs. EAC	Funded Through	Estimated Open to Public Date	Comments
	<b>Major Capital Projects</b>	<b>Major Capital</b>	<b>\$379,949</b>	<b>\$577,842</b>	<b>\$197,893</b>			
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	\$12,125	\$12,125	\$0	CON	2019	Orange Line construction opened to the public; currently working on Green Line.
1130100	Financial System Upgrade Contract Management System	Major Capital	\$6,532	\$6,532	\$0	GO LIVE	2024	
1130102	Financial System Upgrade Contract Management System	Major Capital	\$1,052	\$1,052	\$0	GO LIVE	2019	Integration with ERP system
1131500	Fiber Optic Information Network Gap Closures	Major Capital	\$1,208	\$1,208	\$0	CON	2023	
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	\$2,085	\$2,085	\$0	DES	N/A	
1146100	Del Mar Bluffs IV	Major Capital	\$18,785	\$18,785	\$0	CON	2022	
1146500	Bridge 257.2 Replacement Project	Major Capital	\$14,484	\$14,484	\$0	CON	2027	
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	\$35,987	\$35,987	\$0	CON	2027	
1146702	UCSD Mid-Coast Improvements – Voigt	Major Capital	\$15,400	\$15,400	\$0	CON	2021	
1147000	Beyer Blvd. Slope & Drainage	Major Capital	\$4,629	\$4,629	\$0	CON	2025	
1147100	Del Mar Bluffs V	Major Capital	\$77,899	\$77,899	\$0	CON	2026	
1147101	Del Mar Bluffs Access Improvements	Major Capital	\$9,000	\$9,000	\$0	DES	TBD	
1147500	Division 6 Bus Maintenance Facility	Major Capital	\$415	\$415	\$0	ENV	N/A	Project is for environmental reviews
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	\$9,644	\$9,644	\$0	GO LIVE	2024	
1147800	SR 76 Roadway Straightening	Major Capital	\$2,000	\$2,000	\$0	PE	N/A	
1147900	I-8/Willows Road Interchange Improvements	Major Capital	\$3,000	\$3,000	\$0	PE	N/A	
1148000	Harbor Drive 2.0/Vesta Street Bridge	Major Capital	\$29,486	\$131,200	\$101,714	ENV	2028	EAC includes construction; pending additional funding
1149000	Central Mobility Hub	Major Capital	\$74,921	\$163,500	\$88,579	ENV	TBD	
1400000	Regional Tolling Back Office System	Major Capital	\$19,105	\$19,105	\$0	GO LIVE	2020	
1400402	Roadway Toll Collection System	Major Capital	\$42,192	\$49,792	\$7,600	GO LIVE	2021	

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

\*EAC through the approved phase as of June 2023

\*\*The Regional Transportation Improvement Plan (RTIP) CAL09D reflects the enter project (CIP Numbers 1200515, 1200514, and 1280517) with a total funding through construction of \$170.15M. 1200514 and 1280517 are future projects.

# Quarterly Capital Program Status Report

July - September 2023

## Capital Program 6-Month Outlook

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

Segment	Milestone	2023 Jul	2023 Aug	2023 Sep	2023 Oct	2023 Nov	2023 Dec
<b>I-5 North Projects</b>							
I-5 North: SR 56 HOV Lanes (CIP-1200513)	ADVERTISE	A					
<b>Mid-City Corridor</b>							
Mid-City Rapid Bus (CIP-1240001)	COMPLETE					A	
<b>Interstate 805 Projects</b>							
I-805 North Auxiliary Lanes (CIP-1280516)	ADVERTISE		A				
I-805 North Auxiliary Lanes (CIP-1280516)	BEGIN					A	
<b>Goods Movement Projects</b>							
Otay Mesa East Port of Entry: Utility Improvements (CIP-1201106)	BEGIN			A			
<b>Bikeway Program Projects</b>							
North Park/Mid-City Parkway: Howard Bikeway (CIP-1223079)	FED						A
Inland Rail Trail Phase 3 (CIP-1223094)	ADVERTISE					A	
<b>Major Capital Projects</b>							
Del Mar Bluffs V (CIP-1147100)	ADVERTISE	A					
Division 6 Bus Maintenance Facility (CIP-1147500)	FED	A					

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**BEGIN** represents the beginning of construction initiated by the Notice to Proceed.

**OPEN/GO LIVE** represents the opening of the constructed facility for its intended use or the go live date of software.

**COMPLETE** represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

# Quarterly Capital Program Status Report

July - September 2023

Schedule Data as of 12/31/2023

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

## Capital Program Upcoming Milestones

\*Variance between current schedule and FY24 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
<b>I-5 South Projects</b>						
I-5/Voigt Drive Improvements (CIP-1200507)	COMPLETE	07/31/2024	07/31/2024	0	CON	
I-5/I-805 HOV Conversion to Express Lanes (CIP-1200515)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
<b>I-5 North Projects</b>						
I-5 HOV: Manchester Avenue to Palomar Airport Road (CIP-1200504)	COMPLETE	08/31/2025	08/31/2025	0	CON	
I-5 HOV: San Elijo Bridge Replacement (CIP-1200509)	COMPLETE	12/31/2028	12/31/2028	0	CON	
I-5 HOV: Carlsbad (CIP-1200510)	COMPLETE	01/31/2029	01/31/2029	0	CON	
SR 56 HOV Lanes (CIP-1200513)	BEGIN	01/31/2024	01/31/2024	0	DES	
<b>I-15 Projects</b>						
Downtown Multiuse and bus Stopover Facility (CIP-1201514)	ADVERTISE	TBD	TBD	0	ROW	Right-of-way and construction funds are pending
I-15 Express Lanes—Forrester Creek Improvements (CIP-1201520)	N/A	N/A	N/A	0	N/A	Environmental mitigation activities
<b>Mid-Coast</b>						
Mid-Coast Light Rail Transit (LRT) (CIP-1257001)	COMPLETE	07/31/2026	07/31/2026	0	CON	
<b>LOSSAN Rail Corridor</b>						
Eastbrook to Shell Double-Track (CIP-1239809)	ADVERTISE	TBD	TBD	0	DES	Pending additional funds
Sorrento to Miramar Phase 2 (CIP-1239812)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
San Dieguito Lagoon Double-Track and Platform (Design) (CIP-1239813)	ADVERTISE	N/A	N/A	0	DES	Construction will take place on 1239822
COASTER Preliminary Engineering (CIP-1239814)	N/A	N/A	N/A	0	N/A	Preliminary engineering work only
Batiquitos Lagoon Double-Track (CIP-1239816)	ADVERTISE	TBD	03/31/2024	0	DES	Construction funding identified
COASTER Train Sets (CIP-1239820)	OPEN	05/31/2024	05/31/2024	0	CON	
LOSSAN Corridor Improvements (CIP-1239821)	N/A	N/A	N/A	0	N/A	Preliminary Engineering studies
San Dieguito to Sorrento Valley Double-Track (CIP-1239823)	DED	01/31/2025	01/31/2025	0	ENV	

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### Current Phases:

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# Quarterly Capital Program Status Report

July - September 2023

Schedule Data as of 12/31/2023

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

## Capital Program Upcoming Milestones

\*Variance between current schedule and FY24 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
<b>State Route 125 Projects</b>						
SR 94/SR 125 South to East Connector (CIP- 1212501)	ADVERTISE	TBD	01/31/2025	0	DES	Construction funding identified
<b>State Routes 52, 67, 76 and 78 Projects</b>						
SR 52 Improvements (CIP-1205204)	DED	TBD	07/31/2024	0	ENV	Environmental funding identified
SR 67 Improvements (CIP-1206701)	DED	TBD	12/31/2025	0	ENV	Environmental funding identified
SR 76 East (CIP-1207606)	COMPLETE	09/30/2024	09/30/2024	0	CON	
I-15/SR78 HOV Connectors (CIP-1207802)	DED	11/30/2023	12/30/2024	-13	ENV	Environmental delays due to religious significance of site
SR 78/I-5 Express Lanes Connector (CIP-1207803)	DED	12/31/2028	12/31/2028	0	ENV	
SR 78 HOV Lanes: I-5 to I-15 (CIP-1207804)	DED	4/30/2029	4/30/2029	0	ENV	
<b>Trolley Renewal Projects</b>						
Blue Line Railway Signal Improvements (CIP-1210021)	ADVERTISE	N/A	08/30/2024	0	DES	Scope was originally for design and support but will now include construction
Low-Floor Light Rail Transit Vehicles (CIP-1210090)	OPEN	05/31/2025	05/31/2025	0	CON	
Palomar Street Rail Grade Separation (CIP-1210091)	FED	11/30/2024	11/30/2024	0	ENV	
<b>Interstate 805 Projects</b>						
I-805/SR 94 Bus on Shoulder Demonstration Project (CIP-1280513)	COMPLETE	05/31/2026	05/31/2026	0	CON	
I-805 South Soundwalls (CIP-1280515)	COMPLETE	10/31/2029	10/31/2029	0	CON	
I-805 North Auxiliary Lanes (CIP-1280516)	OPEN	04/30/2025	08/30/2025	-4	DES	Advertisement was delayed a few months pending funding allocation
SR 94 Transit Priority Lanes: I-805 to I-5 (CIP-1280518)	DED	TBD	TBD	0	ENV	Environmental studies
I-805 Transit Priority Lanes: SR 94 to SR 52 (CIP-1280519)	DED	07/31/2026	07/31/2027	-12	ENV	Additional time needed for review of technical environmental studies
I-805/SR 94/SR 15 Transit Connection (CIP-1280520)	ADVERTISE	TBD	TBD	0	DES	Still seeking construction funds
<b>Goods Movement Projects</b>						
SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	ADVERTISE	09/30/2023	03/31/2024	-6	DES	MOA delayed
SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors (CIP-1201103)	COMPLETE	11/30/2023	02/29/2024	-3	CON	Plant establishment ongoing
Otay Mesa East Port of Entry: Utility Improvements (CIP-1201106)	COMPLETE	03/31/2025	06/28/2024	9	CON	

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# Quarterly Capital Program Status Report

July - September 2023

Schedule Data as of 12/31/2023

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

## Capital Program Upcoming Milestones

\*Variance between current schedule and FY24 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
<b>Bikeway Program Projects</b>						
Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (CIP-1223017)	OPEN	TBD	05/31/2027	0	DES	Phase 2 construction funding will be available in FY 2026
North Park/Mid-City Bikeways: Robinson Bikeway (CIP-1223020)	ADVERTISE	TBD	11/28/2025	0	DES	Construction funding was identified
San Diego River Trail: Carlton Oaks Segment (CIP-1223053)	N/A	N/A	N/A	0	DES	Scope is for 65% design
Central Avenue Bikeway (CIP-1223054)	FED	07/31/2023	03/31/2024	-8	ENV	Additional environmental review
Bayshore Bikeway: Barrio Logan (CIP-1223055)	OPEN	12/31/2025	12/31/2025	0	CON	
Border to Bayshore Bikeway (CIP-1223056)	OPEN	09/30/2025	09/30/2025	0	CON	
Pershing Drive Bikeway (CIP-1223057)	OPEN	01/31/2024	04/30/2024	-3	CON	Weather delays
Downtown to Imperial Avenue Bikeway (CIP-1223058)	BEGIN	11/30/2023	01/31/2024	-2	DES	Additional funding was required after bids were obtained
North Park/Mid-City Bikeways: Howard Bikeway (CIP-1223079)	ADVERTISE	TBD	11/30/2024	0	DES	Construction funds added
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	ADVERTISE	07/31/2024	03/31/2024	4	DES	
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	ADVERTISE	08/31/2023	01/31/2024	-5	DES	Final design review and cost sharing negotiation delays
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	ADVERTISE	07/31/2024	07/31/2024	0	DES	
Uptown Bikeways: Mission Hills and Old Town Bikeways (CIP-1223085)	ADVERTISE	TBD	TBD	0	DES	Construction funding is pending
North Park/Mid-City Bikeways: Orange Bikeway (CIP-1223087)	ADVERTISE	07/31/2024	11/30/2024	-4	DES	Plan to advertise with Howard and Central Bikeways
GObyBIKE San Diego: Construction Outreach Program (CIP-1223093)	N/A	N/A	N/A	0	N/A	Scope is for communications outreach
Inland Rail Trail Phase 3 (CIP-1223094)	BEGIN	02/29/2024	04/30/2024	-2	DES	Delayed advertisement
Inland Rail Trail Phase 4 (CIP-1223095)	ADVERTISE	07/31/2025	07/31/2025	0	DES	
Bayshore Bikeway: Barrio Logan Phase 2 (CIP-1223096)	FED	N/A	04/30/2024	0	ENV	New project
Bayshore to Imperial Bikeway (CIP-1223097)	DED	N/A	04/30/2026	0	ENV	New project
Pacific Coast Highway/Central Mobility (CIP-1223200)	DED	N/A	08/31/2025	0	ENV	New project
<b>Comprehensive Multimodal Corridor Plan (CMCP) Projects</b>						
CMCP - Regional CMCP Development (CIP-1600101)	N/A	N/A	N/A	0	N/A	Preliminary analysis
CMCP - High Speed Transit/I-8 (CIP-1600801)	N/A	N/A	N/A	0	N/A	Preliminary analysis
CMCP - High Speed Transit/SR 94 (CIP-1609401)	N/A	N/A	N/A	0	N/A	Preliminary analysis
CMCP - High Speed Transit/SR 125 (CIP-1612501)	N/A	N/A	N/A	0	N/A	Preliminary analysis

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# Quarterly Capital Program Status Report

July - September 2023

Schedule Data as of 12/31/2023

The table below is a subset of the entire capital program and does not include Projects Pending Closeout or Minor Capital Projects.

## Capital Program Upcoming Milestones

\*Variance between current schedule and FY24 Baseline schedule in months.

Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase	Comment
<b>Major Capital Projects</b>						
OCS Insulator & Catch Cable Replacement (CIP-1129200)	COMPLETE	07/31/2025	07/31/2025	0	CON	
Financial ERP System (CIP-1130100)	OPEN	01/31/2024	01/02/2024	0	CON	
Financial System Upgrade Contract Management System (CIP-1130102)	COMPLETE	07/31/2024	07/31/2024	0	CON	
Fiber Optic Information Network Gap Closures (CIP-1131500)	OPEN	10/31/2023	12/31/2024	-14	CON	Final connection and network configuration with regional partners is ongoing
Joint Transportation Operations Center (JTOC) (CIP-1142600)	ADVERTISE	09/30/2023	7/31/2024	-10	DES	Scope modifications
Bridge 257.2 Replacement Project (CIP-1146500)	FED	07/31/2024	07/31/2024	0	ENV	
San Onofre to Pulgas Double Track - Phase 2 (CIP-1146600)	ADVERTISE	07/31/2023	03/31/2024	-8	DES	NEPA clearance must be revalidated
UCSD Mid-Coast Improvements – Voigt (CIP-1146702)	COMPLETE	07/31/2024	07/31/2024	0	CON	
Beyer Blvd. Slope & Drainage (CIP-1147000)	ADVERTISE	09/30/2024	09/30/2024	0	DES	
Del Mar Bluffs V (CIP-1147100)	BEGIN	12/31/2023	1/31/2024	-1	DES	Multiple contractor questions and addenda to bid documents
Del Mar Bluffs Access Improvements (CIP-1147101)	DED	N/A	10/31/2025	0	ENV	New CIP
Next Operating System Implementation - Phase 1 (CIP-1147700)	OPEN	09/30/2024	09/30/2024	0	CON	
SR 76 Roadway Straightening (CIP-1147800)	DED	N/A	TBD	0	ENV	New project
I-8/Willows Road Interchange Improvements (CIP-1147900)	DED	N/A	TBD	0	ENV	New project
Harbor Drive 2.0/Vesta Street Bridge (CIP-1148000)	DED	N/A	2/29/2024	0	ENV	New project
Central Mobility Hub (CIP-1149000)	DED	01/31/2025	01/31/2025	0	ENV	
Regional Tolling Back Office System (CIP-1400000)	COMPLETE	03/31/2024	03/31/2025	-12	CON	Additional time needed for development of Phase II features and related bug fixes
Roadway Toll Collection System (CIP-1400402)	COMPLETE	07/31/2024	04/30/2026	-19	CON	Additional testing required for 125

### Scheduled Milestones:

**DED** represents the release of the Draft Environmental Document to the public for comment, or when the document is sent to the lead federal agency for review.

**FED** represents the signing of the Final Environmental Document by approving agency.

**ADVERTISE** represents the completion of the project design and advertisement of the construction contract. Before advertisement, all environmental permits have been acquired, right of way has been certified, and the plans, specifications, and engineer's estimate has been completed.

**BEGIN** represents the beginning of construction initiated by the Notice to Proceed.

**OPEN** represents the opening of the constructed facility for its intended use.

**COMPLETE** represents the completion of all construction and most of project closeout items for the project. This includes, but is not limited to: construction contract acceptance, complete plant establishment/landscaping, final inspection, closure of task orders, and all claims settled.

### Current Phases:

ENV = Environmental, DES = Design, CON = Construction

## Policy Advisory Committee Actions

### Overview

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

The links provided below will navigate to the SANDAG web page where the meeting agenda and minutes (when available) will be posted.

### [Transportation Committee: January 19, 2024](#)

Approved a 6-month time extension for the City of National City Sweetwater Road Protected Bikeway project.

Adopted Resolution No. 2024-14, approving Amendment No. 9 to the 2023 Regional Transportation Improvement Program.

**Robyn Wapner, Director of Public Affairs**

### Action: **Approve**

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

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

## Chief Executive Officer Delegated Actions

### Overview

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

### Action: Information

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

### Delegated Actions

**Investment Transactions:** [Board Policy No. 003](#), Section 11.2, states that a monthly report of all investment transactions shall be submitted to the Board. Attachment 1 contains the reportable investment transactions for November and December 2023.

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

### Fiscal Impact:

Four securities reached maturity in November and December for \$19.9 million, and four securities were purchased for \$20.4 million.

### Schedule/Scope Impact:

A new MOU for \$200K with the Coastal Jurisdictions to fund planning studies for the next Regional Beach Sand Project was added to the FY24 budget.

In the matter of Johnson v. SANDAG (Superior Ct. Case No. 2022-00050113), the following actions were taken by Quarles Brady on behalf of SANDAG:

- On November 30, 2023, filed a Joint Stipulation to Continue Trial and Related Dates and a Proposed Order

In the matter of McSpadden v. City of San Diego (Superior Ct. Case No. 2022-00019227), the following actions were taken by Bremer Whyte Brown & O'Meara on behalf of SANDAG:

- On November 6, 2023, filed a Demurrer to cross-complaint by City of San Diego

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

- On December 21, 2023, filed the following:
  - Motion for Leave to Amend Answer
  - Declaration of JohnPaul Salem in Support of Motion for Leave to Amend Answer
  - Proposed Order
- On January 11, 2024, filed a Notice of Plaintiffs' Non-Opposition to SANDAG's Motion for Leave to Amend Answer
- On November 30, 2023, attended an Ex Parte Hearing on Plaintiff's Application for Trial Continuance and Continuance of Motions for Summary Judgment

**Budget Modifications:** [Board Policy No. 017](#), Section 4.1, authorizes the Chief Executive Officer to enter into agreements not currently incorporated in the budget and make other modifications to the budget in an amount up to \$300,000 per project per fiscal year so long as the overall annual budget remains in balance. Actions taken since the last regular meeting of the Board are shown in Attachment 2.

**Plans, Specifications, and Estimates (PS&E) Design Approvals:** [Board Policy No. 017](#), Section 4.2, states a monthly report of all approvals of design PS&E for capital improvement projects shall be submitted to the Board of Directors. The PS&E for the following capital improvement project was approved.

- Uptown Bikeways: Eastern Hillcrest Bikeways and Promenade Project, Capital Improvement Program (CIP) Project No. 1223083

**Right-of-Way Certification:** [Board Policy No. 017](#), Section 4.15, authorizes the Chief Executive Officer to execute Right-of-Way Certifications for submittal to the California Department of Transportation, and take all other actions necessary to facilitate the timely filing of such certifications, for SANDAG projects that are either on the State Highway System or for those off-system projects with federal funding.

- North Park to Mid-City: University Avenue Bikeway Segment, CIP Project No. 1223081, Federal ID No. ATPL-6066(151), Cert. No. 1, approved on November 7, 2023.

**Contract Relief from Maintenance:** [Board Policy No. 024](#): Procurement and Contracting – Construction Policy, Section 5.1, authorizes the Chief Executive Officer to grant Relief from Maintenance and Responsibility on major elements of each major construction project on behalf of the Board.

- In a letter dated November 30, 2023, Granite Construction Company was granted Acceptance and full Relief from Maintenance and Responsibility for the EI Portal Undercrossing Project – Effective March 30, 2023 (CIP Project No. 1146900, Contract No. S647183, Federal ID No. ATPL-6066(159)). [Also see the Acceptance below.]

**Contract Acceptance:** [Board Policy No. 024](#), Procurement and Contracting – Construction Policy, Section 5.2, authorizes the Chief Executive Officer to accept contracts on behalf of the Board and requires all contract acceptances over \$25,000 to be reported to the Board.

- In a letter dated November 30, 2023, Granite Construction Company was granted Acceptance for the EI Portal Undercrossing Project – Effective March 30, 2023 (CIP Project No. 1146900, Contract No. S647183, Federal ID No. ATPL-6066(159)). The contract value was \$7,266,005.40.
- In a letter dated December 13, 2023, Tierra Data, Inc., was granted Acceptance for the Vernal Pool Project – Effective November 12, 2023 (CIP Project No. 1200284, Contract No. 5007508, JOC7508-07). The contract value was \$194,112.49.

**California Environmental Quality Act (CEQA):** [Board Policy No. 017](#), Section 4.17, authorizes the Chief Executive Officer to approve exemptions and addendums to a previously-approved Environmental Impact Report or Negative Declaration consistent with CEQA Section 15164 where only minor technical changes or additions are necessary.

- Notice of Exemptions for the Bayshore Bikeway Barrio Logan Phase 2: Intersection Improvements Project and the Blue Line Signaling Improvements Project were signed by SANDAG's Chief Executive Officer on December 4, 2023, and December 22, 2023, respectively.

**Schedule Extensions:** [Board Policy No. 035](#), Section 4.3.1, authorizes the Chief Executive Officer to approve requests by grantees for time extensions on their project schedule of up to twelve months aggregate for good cause if the extension would not cause the project to miss a completion deadline. The delegated action(s) to report to the Board are summarized below:

Section 5310 Grant Program

Contract No.	Grantee	Project	Extension (in Months)	From	To
S893973	City of Vista	Out and About Transportation	6	3/31/24	9/30/2024

Smart Growth Incentive Program

Contract No.	Grantee	Project	Extension (in Months)	From	To
5005483	City of National City	Sweetwater Road Protected Bikeway	4	8/14/2023	12/14/2023

**Regional Transportation Improvement Program Administrative Modification:** Regional Transportation Commission (RTC) Resolution No. RTC-2020-01 authorizes the Chief Executive Officer to approve administrative modifications to the Regional Transportation Improvement Program (RTIP). Changes are authorized by the requesting agencies by resolution or approved policy. Administrative Modification No. 8 was approved on December 21, 2023. Table 1 (Attachment 3) summarizes the changes made to 2 projects and 5 grouped listings in the region.

**Administrative Policies:** The [SANDAG Bylaws](#), Article V, Section 4d, states the Executive Director is enabled to develop and maintain an Employee Handbook, as well as all other administrative policies governing the administrative procedures of SANDAG. In accordance with the administrative policies noted below, quarterly reports shall be prepared for the Board. The reports for FY 2024 Q1 are shown in Attachments 4a through 4c.

- Purchase Card Policy: pertains to the issuance, use, and reporting of transactions made using SANDAG credit cards.
- Hospitality and Events Policy: pertains to the purchase of food and beverage for SANDAG meetings and events.
- Business Meals Policy: pertains to hosting of meals for the purpose of conducting agency business.

**Coleen Clementson, Chief Executive Officer**

Attachments:

1. Investment Securities Transactions Activity – November and December 2023
2. Budget Transfers and Amendments – November 2023
3. 2023 RTIP Amendment No. 8 – Table 1
4. Administrative Policy Actions – FY 2024 Q1

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**NOVEMBER 1 THROUGH NOVEMBER 30**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
11/06/2023	F F C B DEB 5.125% 10/10/25	\$ 6,100,000.00	\$ 6,114,274.00
11/13/2023	U S TREASURY NT 2.875% 7/31/25	5,200,000.00	5,009,468.75
11/27/2023	U S TREASURY NT 3.000% 9/30/25	6,400,000.00	6,182,521.44
TOTAL BOUGHT:		<u>\$ 17,700,000.00</u>	<u>\$ 17,306,264.19</u>
<b>MATURED</b>			
11/08/2023	F F C B DEB 2.300% 11/08/23	\$ 6,000,000.00	\$ 6,022,560.00
11/15/2023	U S TREASURY NT 0.250% 11/15/23	4,850,000.00	4,793,164.06
11/30/2023	U S TREASURY NT 2.125% 11/30/23	6,000,000.00	6,180,937.50
TOTAL MATURED:		<u>\$ 16,850,000.00</u>	<u>\$ 16,996,661.56</u>
<b>SOLD</b>	NO REPORTABLE SECURITIES FOR THIS MONTH		

**MONTHLY ACTIVITY FOR INVESTMENT SECURITIES TRANSACTIONS**  
**DECEMBER 1 THROUGH DECEMBER 31**

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
12/04/2023	CITIBANK N A SR 5.803% 9/29/28	\$ 3,000,000.00	\$ 3,072,060.00
	TOTAL BOUGHT:	<u>\$ 3,000,000.00</u>	<u>\$ 3,072,060.00</u>
<b>MATURED</b>			
12/07/2023	CATERPILLAR FINL MTN 3.650% 12/07/23	\$ 3,000,000.00	\$ 3,121,890.00
	TOTAL MATURED:	<u>\$ 3,000,000.00</u>	<u>\$ 3,121,890.00</u>
<b>SOLD</b>			
	NO REPORTABLE SECURITIES FOR THIS MONTH		



FY 2024 BUDGET TRANSFERS AND AMENDMENTS  
in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
3200200	Regional Shoreline Management Planning	\$331.00	\$531.00	\$200.00	The Coastal Jurisdictions have entered into a MOU with SANDAG to fund planning studies for the next Regional Beach Sand Project

Table 1 - Summary of Changes Report (\$000)  
2023 RTIP Amendment No. 8

Project ID	Lead Agency	Project Title	Total Programmed Before	Total Programmed Revised	Cost Difference	Percent Change	Change Description
CAL46A	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mobility Program	\$83,267	\$173,814	\$90,547	109%	↑ SB1 - RMRA
CAL46D	Caltrans	Grouped Projects for Bridge Rehabilitation and Reconstruction-SHOPP Program	\$64,817	\$69,817	\$5,000	8%	↑ SB1 - RMRA
CAL46E	Caltrans	Grouped Projects for Pavement Resurfacing and/or Rehabilitation - SHOPP Roadway Preservation Program	\$540,142	\$540,392	\$250	0%	↑ SHOPP - Roadway Preservation
CAL46I	Caltrans	Grouped Projects for Safety Improvements - SHOPP Mandates Program	\$31,330	\$43,744	\$12,414	40%	↑ SHOPP - Mandates
CAL605	Caltrans	In San Diego County in Boulevard at the Boulevard Maintenance Station.	\$16,957	\$17,757	\$800	5%	↑ State Cash AC
SAN228	San Diego Association of Governments	Grouped Projects for Bicycle and Pedestrian Facilities - Uptown Bikeways	\$64,699	\$65,681	\$982	2%	+ ATP - R
SAN275	San Diego Association of Governments	Pacific Coast Highway/Central Mobility Bikeway	\$7,314	\$7,314	\$0	0%	Revised RSTP between fiscal years and phases

LEGEND:

↑ Increase

↓ Reduce

↔ Revise

+ Add new

Abbreviation	Fund Type
ATP-R	Active Transportation Program - Regional
RSTP	Regional Surface Transportation Block Grant
SHOPP - Roadway Preservation	State Highway Operation and Protection Program - Roadway Preservation
SHOPP - Mandates	State Highway Operation and Protection Program - Mandates
SHOPP - SB1 - RMRA	State Highway Operation and Protection Program - Roadway Maintenance and Rehabilitation Account

## SANDAG Purchase Card Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Sections 11.2 and 11.3 of the P-card Policy: The Director of Accounting and Finance shall oversee the preparation of quarterly P-card program reports for review by the CFO and CEO, and for review by the Audit Committee and Board of Directors. The reports shall include the volume and total value of transactions for each cardholder; any purchases made for emergency/business continuity reasons; and any instances of misuse or non-compliance with the policy.*

### July 2023

Cardholder	Program Area	Number of Transactions <sup>1</sup>	Value of Transactions <sup>1</sup>	Transactions Over \$10K	Emergency Purchases	Instances of Non-Compliance	Resolution
Hasan Ikhata	Executive Office	0	\$0.00	None	None	None	
Anthony Ray	ARJIS	5	\$3,160.00	None	None	None	
Tessa Lero	Board Travel	19	\$7,174.67	None	None	3 inadvertent charges for personal items	Employee reimbursed SANDAG \$133.68 (\$71.20 for June, \$19.38 + \$43.10 for July); Chk received 9/7/2023
Jennie Sharp	Board/Employee Travel	3	\$370.95	None	None	None	
Kami Leone	Board/Employee Travel	10	\$3,238.07	None	None	None	
Silvia Olivaria	Board/Employee Travel	14	\$5,053.66	None	None	None	
Tom Goggin	Facility/Business Operations	10	\$2,421.04	None	None	None	
Jana Miclat	Human Resources	5	\$772.80	None	None	None	
Kimberly King	Human Resources	16	\$3,925.00	None	None	None	
Maria Guttierrez	Human Resources	14	\$4,490.41	None	None	None	
Anthony Lacsina	Information Technology	10	\$2,421.04	None	None	None	
Mike Stopani	SR 125 Roadway Operations	31	\$8,576.68	None	None	None	

Total monthly spend using SANDAG credit cards: **\$41,604.32**

Notes:

1. The Number and Value of Transactions include both purchases and credits.

## SANDAG Purchase Card Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Sections 11.2 and 11.3 of the P-card Policy: The Director of Accounting and Finance shall oversee the preparation of quarterly P-card program reports for review by the CFO and CEO, and for review by the Audit Committee and Board of Directors. The reports shall include the volume and total value of transactions for each cardholder; any purchases made for emergency/business continuity reasons; and any instances of misuse or non-compliance with the policy.*

August 2023						
Cardholder	Program Area	Number of Transactions <sup>1</sup>	Value of Transactions <sup>1</sup>	Transactions Over \$10K	Emergency Purchases	Instances of Non-Compliance Resolution
Hasan Ikhata	Executive Office	0	\$0.00	None	None	None
Anthony Ray	ARJIS	1	\$771.55	None	None	None
Tessa Lero	Board Travel	5	\$1,614.99	None	None	None
Jennie Sharp	Board/Employee Travel	7	\$410.00	None	None	None
Kami Leone	Board/Employee Travel	4	\$904.35	None	None	None
Silvia Olivarria	Board/Employee Travel	25	\$7,949.76	None	None	None
Tom Goggin	Facility/Business Operations	17	\$6,185.14	None	None	None
Jana Miclat	Human Resources	3	\$576.89	None	None	None
Kimberly King	Human Resources	13	\$2,171.70	None	None	None
Maria Guttierrez	Human Resources	3	\$2,790.62	None	None	None
Anthony Lacsina	Information Technology	10	\$2,107.99	None	None	None
Mike Stopani	SR 125 Roadway Operations	27	\$9,047.10	None	None	None

Total monthly spend using SANDAG credit cards: **\$34,530.09**

Notes:

1. The Number and Value of Transactions include both purchases and credits.

## SANDAG Purchase Card Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Sections 11.2 and 11.3 of the P-card Policy: The Director of Accounting and Finance shall oversee the preparation of quarterly P-card program reports for review by the CFO and CEO, and for review by the Audit Committee and Board of Directors. The reports shall include the volume and total value of transactions for each cardholder; any purchases made for emergency/business continuity reasons; and any instances of misuse or non-compliance with the policy.*

September 2023						
Cardholder	Program Area	Number of Transactions <sup>1</sup>	Value of Transactions <sup>1</sup>	Transactions Over \$10K	Emergency Purchases	Instances of Non-Compliance Resolution
Hasan Ikhata	Executive Office	0	\$0.00	None	None	None
Anthony Ray	ARJIS	7	\$4,062.36	None	None	None
Tessa Lero	Board Travel	16	\$5,816.42	None	None	None
Jennie Sharp	Board/Employee Travel	1	\$380.25	None	None	None
Kami Leone	Board/Employee Travel	8	\$2,102.66	None	None	None
Silvia Olivarria	Board/Employee Travel	36	\$10,925.54	None	None	None
Tom Goggin	Facility/Business Operations	4	\$2,712.13	None	None	None
Jana Miclat	Human Resources	3	\$345.97	None	None	None
Kimberly King	Human Resources	12	\$2,305.85	None	None	None
Maria Guttierrez	Human Resources	9	\$3,358.93	None	None	None
Anthony Lacsina	Information Technology	10	\$3,254.83	None	None	None
Mike Stopani	SR 125 Roadway Operations	22	\$5,530.15	None	None	None

Total monthly spend using SANDAG credit cards: **\$40,795.09**

Notes:

1. The Number and Value of Transactions include both purchases and credits.

## SANDAG Hospitality and Event Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Hospitality and Events Policy: To ensure transparency regarding the use of SANDAG funds for hospitality items, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of all meetings and events where there were expenses for hospitality items, including date, location, description of attendees/participants, cost, and the purpose and/or benefits derived from the meeting/event.*

July 2023						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
TransNet Independent Taxpayer Oversight Committee Meeting	7/12/2023	SANDAG, Board Room	ITOC members	Regular ITOC meetings support an enhanced level of accountability for expenditure of TransNet funds, as outlined in the TransNet Ordinance and Expenditure Plan.	8	\$132.91
Executive Committee Meeting	7/14/2023	SANDAG, Board Room	Executive Committee members	Executive Committee meetings support oversight of the preparation of the agency budget and work program, recommendations on legislative proposals and agency policies, and setting the Board of Directors agendas.	10	\$98.01
Board of Directors Meeting	7/14/2023	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$927.53 <sup>2</sup>
Audit Committee Meeting	7/14/2023	SANDAG, 7th Floor Conference Room	Audit Committee members	Audit Committee meetings support oversight of the Independent Performance Auditor and serve as a forum for the recommendation of internal control guidelines, the annual audit plan and annual financial statement audits.	6	\$104.99
Board of Directors Meeting - Special Session	7/20/2023	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$434.12
Transportation Committee Meeting	7/21/2023	SANDAG, Board Room	Transportation Committee members	Transportation Committee meetings serve as a forum for the discussion and recommendation of policies related to transportation, and for the oversight of regional transportation planning and programming efforts.	15	\$164.41

## July 2023

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Audit Committee Meeting - Special Session	7/25/2023	SANDAG, Board Room	Audit Committee members and SANDAG Board members	Audit Committee meetings support oversight of the Independent Performance Auditor and serve as a forum for the recommendation of internal control guidelines, the annual audit plan and annual financial statement audits.	12	\$191.09
Otay Mesa East - CVEF Workshop #1	7/26/2023	Main Conference Room, The Prado, San Diego	Caltrans, California Highway patrol, consultants and SANDAG staff	Workshop to review and update the Program of Requirements for the new Commercial Vehicle Enforcement Facility (CVEF).	19	\$243.91
2025 Regional Plan Joint Working Group Forum	7/27/2023	San Diego Central Library	Representatives from local jurisdictions, elected officials, SANDAG Working Groups and SANDAG staff	Gather input from members of the public about the 2025 Regional Plan.	120	\$1,024.65
Board of Directors Meeting	7/28/2023	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$507.13 <sup>2</sup>
Borders Committee Meeting	7/28/2023	SANDAG, Board Room	Borders Committee members	Borders Committee meetings provide a public discussion forum regarding major interregional planning activities that impact the San Diego region.	15	\$166.83

Total monthly Hospitality and Event expenses: **\$3,995.58**

### Notes:

1. SANDAG uses the GSA meal per diem rates as a cap for food expenses for meetings and events. (Breakfast = \$17, Lunch = \$18, Dinner = \$34)

2. Cost reflects breakfast and lunch

## SANDAG Hospitality and Event Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Hospitality and Events Policy: To ensure transparency regarding the use of SANDAG funds for hospitality items, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of all meetings and events where there were expenses for hospitality items, including date, location, description of attendees/participants, cost, and the purpose and/or benefits derived from the meeting/event.*

August 2023						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Quarterly All-Hands Meeting	8/3/2023	San Diego Central Library	SANDAG employees	Recognize and celebrate agency accomplishments and provide information to employees about upcoming activities.	350	\$2,793.42
Regional Transportation Services Department Meeting	8/4/2023	SANDAG, Toll Operations Center	SANDAG employees	Meeting between SANDAG leadership and Regional Transportation Services staff to answer questions related to Hasan's departure at the end of 2023.	60	\$28.80
Press conference with US DOT to announce grant	8/9/2023	Palomar Trolley Station, Chula Vista, CA	SANDAG leadership and US DOT staff	Press conference announcing grant award with the US Department of Transportation Assistant Secretary Christopher Coes	20	\$98.46
Meeting with US DOT Assistant Secretary Coes	8/9/2023	SANDAG, Vision Lab	SANDAG leadership and US DOT staff	Working lunch to discuss federal priorities with the US Department of Transportation Assistant Secretary Christopher Coes.	13	\$234.00
San Elijo Activity Hub Park & Ride Grand Opening	8/12/2023	2581 Via Poco, Cardiff, CA	Community members, Caltrans, SANDAG Board members, SANDAG staff	Build NCC community event with SANDAG Board members and other elected officials to educate the community on project benefits, including improved access to the region, protected walking trails and a community garden.	100	\$587.54
California Transportation Commission Tour	8/15/2023	Otay Mesa Vehicle Enforcement Facility	California Transportation Commission and SANDAG staff	California Transportation Commission tour. SANDAG was asked to set up a station at the Otay Mesa Vehicle Enforcement Facility, one of the stops during the tour.	50	\$73.85
Professional Development Workshop	8/17/2023	501 W. Broadway, San Diego, CA	Financial Planning, Budgets and Grants Department staff	All-day department meeting centered on team building, goal setting, and change management training to improve team dynamics, goal attainment and change resilience.	22	\$363.42



## August 2023

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Central San Diego Regional Plan Community Workshop	8/23/2023	4305 University Ave., San Diego, CA	Members of the public, community-based organization partners and SANDAG staff	Workshop held to educate community members about transportation improvements that SANDAG is bringing to Central San Diego and the whole region.	60	\$726.06
Central Mobility Hub and Airport Transportation Connection Meeting	8/29/2023	SANDAG, Vision Lab	Representatives from Meridiam and SANDAG leadership	Working lunch and presentation about SANDAG's plans for the Central Mobility Hub and Airport Transportation Connection with executives from Meridiam and discussion about financing possibilities.	10	\$180.00
South County Regional Plan Community Workshop	8/29/2023	348 L St, Chula Vista, CA	Members of the public, community-based organization partners and SANDAG staff	Workshop held to educate community members about transportation improvements that SANDAG is bringing to South County and the whole region.	70	\$1,050.00
Community Open House: LOSSAN Rail Realignment	8/30/2023	Del Mar Town Hall	Members of the public, elected officials, SANDAG staff and consultants	Public outreach event to provide project updates and feedback opportunities on the LOSSAN Rail Realignment project.	200	\$1,141.23
2023 Caltrans Procurement and Resource Fair	8/30/2023	Caltrans District 11 Courtyard, San Diego	Small and Disadvantaged Businesses, and the San Diego Public Agency Consortium	SANDAG participates in the annual Caltrans Procurement Fair, an annual event to educate the public about upcoming contracting opportunities and learn best practices for "doing business" with public agencies.	500	\$1,481.56

Total monthly Hospitality and Event expenses: **\$8,758.34**

### Notes:

1. SANDAG uses the GSA meal per diem rates as a cap for food expenses for meetings and events. (Breakfast = \$17, Lunch = \$18, Dinner = \$34)

## SANDAG Hospitality and Event Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Hospitality and Events Policy: To ensure transparency regarding the use of SANDAG funds for hospitality items, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of all meetings and events where there were expenses for hospitality items, including date, location, description of attendees/participants, cost, and the purpose and/or benefits derived from the meeting/event.*

September 2023						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Meeting with Executive Director of CBX	9/5/2023	SANDAG, Vision Lab	Cross Border Xpress (CBX) representatives and SANDAG staff	Lunch and learn hosted by SANDAG with Jorge Goytortua, Executive Director of Cross Border Xpress (CBX).	5	\$75.37
Inland North County Regional Plan Community Workshop	9/6/2023	3 Civic Center Drive, San Marcos, CA	Members of the public, community-based organization partners and SANDAG staff	Workshop held to educate community members about transportation improvements that SANDAG is bringing to Inland North County and the whole region.	57	\$779.00
Executive Committee Meeting	9/8/2023	SANDAG, Board Room	Executive Committee members	Executive Committee meetings support oversight of the preparation of the agency budget and work program, recommendations on legislative proposals and agency policies, and setting the Board of Directors agendas.	10	\$35.67
Board of Directors Meeting	9/8/2023	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$402.65
Audit Committee Meeting	9/8/2023	SANDAG, Board Room	Audit Committee members	Audit Committee meetings support oversight of the Independent Performance Auditor and serve as a forum for the recommendation of internal control guidelines, the annual audit plan and annual financial statement audits.	7	\$121.12
TransNet Independent Taxpayer Oversight Selection Committee Meeting	9/11/2023	SANDAG, Board Room	ITOC Selection Committee members	ITOC Selection Committee meetings are scheduled as needed for the appointment of new ITOC members or the reappointment of the current ITOC members.	4	\$50.36

## September 2023

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
TransNet Independent Taxpayer Oversight Committee Meeting	9/13/2023	SANDAG, Board Room	ITOC members	Regular ITOC meetings support an enhanced level of accountability for expenditure of TransNet funds, as outlined in the TransNet Ordinance and Expenditure Plan.	8	\$101.17
SANDAG Diamond Awards 2023	9/13/2023	San Diego Central Library	Employers from throughout the region being honored for their achievements	Annual event to recognize SANDAG Employer Commuter Program companies who use sustainable transportation methods to reduce traffic and lower greenhouse gases.	200	\$3,571.76
Anti-Displacement Focused Workshop - HAP TA Program	9/13/2023	SANDAG, Vision Lab	Local jurisdiction housing staff, consultants, and SANDAG staff	Housing Acceleration Program Technical Assistance (HAP TA) Program meeting to discuss SANDAG'S Anti-displacement Strategy and other anti-displacement policies.	8	\$98.69
North County Coastal Regional Plan Community Workshop	9/13/2023	330 North Coast Highway, Oceanside, CA	Members of the public, community-based organization partners and SANDAG staff	Workshop held to educate community members about transportation improvements that SANDAG is bringing to Coastal North County and the whole region.	57	\$779.00
2023 AGC Public Agency Showcase - Mixer & Dinner	9/14/2023	San Diego Yacht Club, 1011 Anchorage Ln., San Diego, CA	SANDAG Staff	Attendance fees: SANDAG was invited to participate on the 2023 Associated General Contractors Public Agency Showcase panel, where San Diego's leading agencies presented about upcoming projects.	1	\$75.00 <sup>3</sup>
Working lunch with El Paso Chamber of Commerce	9/14/2023	SANDAG, Toll Operations Center	El Paso Chamber representatives, Caltrans and SANDAG staff	SR-11 Otay Mesa East Port of Entry site visit, tour, and SANDAG presentation with El Paso Chamber of Commerce.	22	\$265.69
Roundtable discussion with El Paso Chamber of Commerce	9/15/2023	Caltrans District 11 Offices, San Diego	El Paso Chamber representatives, Caltrans and SANDAG staff	Roundtable discussion about community response on mobility projects, best practices for regional collaboration, funding projects across the border and potential governance opportunities.	22	\$76.97

## September 2023

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Public Safety Committee Meeting	9/15/2023	SANDAG, Board Room	Public Safety Committee members	Public Safety Committee meetings support discussions around major policy-level matters related to public safety and foster collaboration that facilitates information exchange, effective use of technology, and objective monitoring and assessments to promote public safety and justice.	25	\$209.30
East County Regional Plan Community Workshop	9/20/2023	1025 E Main St., El Cajon, CA	Members of the public, community-based organization partners and SANDAG staff	Workshop held to educate community members about transportation improvements that SANDAG is bringing to East County and the whole region.	57	\$825.00
Circulate San Diego's Momentum Awards	9/21/2023	San Diego Natural History Museum	SANDAG Staff	Attendance fees: SANDAG employee and RideFACTNow received Public Transit Connectivity Award.	2	\$240.00 <sup>3</sup>
Board of Directors Meeting	9/22/2023	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$1,021.52 <sup>2</sup>
Borders Committee Meeting	9/22/2023	SANDAG, Board Room	Borders Committee members	Borders Committee meetings provide a public discussion forum regarding major interregional planning activities that impact the San Diego region.	15	\$156.32
Quarterly Cloud Transportation Users Group Meeting	9/26/2023	SANDAG, Board Room	Representatives from MTS, NCTD, SD Port Authority, SD Airport Authority, and SANDAG staff	Discuss transportation themed cloud technology projects and future technologies including AI, cloud computing, storage and analytics.	40	\$161.08

## September 2023

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
TransNet Independent Taxpayer Oversight Selection Committee Meeting	9/29/2023	SANDAG, Board Room	ITOC Selection Committee members	ITOC Selection Committee meetings are scheduled as needed for the appointment of new ITOC members or the reappointment of the current ITOC members.	4	\$35.14

Total monthly Hospitality and Event expenses: **\$9,080.81**

### Notes:

1. SANDAG uses the GSA meal per diem rates as a cap for food expenses for meetings and events. (Breakfast = \$17, Lunch = \$18, Dinner = \$34)
2. Cost reflects breakfast and lunch
3. Cost reflects actual attendance/registration fees for the event.

## SANDAG Business Meal Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Business Meals Policy: To ensure transparency regarding the use of SANDAG funds for business meals, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of each business meal hosted, including date, location, attendees, cost, and the purpose and/or actual*

### July 2023

Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	7/11/2023	Lunch	Westgate Hotel, San Diego, CA	2	SANDAG: Ikhata (CEO); City of San Diego: Goldstone (Chief Operating Officer)	Discuss SANDAG regional priorities and programs, in particular, the Central Mobility Hub and the Airport Transit Connection.	\$51.72	\$36.00
Hasan Ikhata	7/13/2023	Lunch	Mikko Sushi, Vista, CA	3	SANDAG: Ikhata (CEO), Clementson (Deputy CEO); City of Vista: Melendez (Council Member; SANDAG Board Member)	Discuss SANDAG priorities, regional policies, and programs as they relate to the City of Vista.	\$122.48	\$54.00
Hasan Ikhata	7/18/2023	Lunch	Italianissimo Trattoria, Chula Vista, CA	4	SANDAG: Ikhata (CEO), Major (Deputy CEO), Clementson (Deputy CEO); City of Chula Vista: Cardenas (Council Member; SANDAG Board Member)	Discuss SANDAG priorities, regional policies, and programs as they relate to the City of Chula Vista.	\$112.61	\$72.00
Hasan Ikhata	7/19/2023	Dinner	Bavel, Los Angeles, CA <sup>2</sup>	3	SANDAG: Ikhata (CEO), Major (Deputy CEO), Clementson (Deputy CEO)	Business Travel: Participate in the Southern California Leadership Council (SCLC) Quarterly Board Meeting with the purpose of advancing SANDAG projects, policies, and programs.	\$285.84	\$102.00
Hasan Ikhata	7/27/2023	Lunch	The Waterfront Grill, National City, CA	4	SANDAG: Ikhata (CEO), Major (Deputy CEO), Clementson (Deputy CEO); City of National City: Molina (Vice Mayor; SANDAG Board Member)	Discuss SANDAG priorities, regional policies, and programs as they relate to the City of National City.	\$79.19	\$72.00

## July 2023

Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	7/31/2023	Lunch	Sadaf Restaurant, San Diego, CA	5	SANDAG: Ikhata (CEO), Major (Deputy CEO), Clementson (Deputy CEO); California Transportation Commission (CTC): Falcon (Commissioner), Martinez (Commissioner)	Preparing for upcoming CTC meeting in San Diego, and SANDAG coordination with CTC on projects and programs.	\$166.32	\$90.00

Total monthly Business Meal expenses: **\$426.00**

### Notes:

1. SANDAG provides reimbursement up to the location-specific per diem rate set forth by the GSA.
2. Consistent with SANDAG Business Travel Guidelines, if an employee attends a business meal while on travel, the corresponding per diem amount is withheld from the travel expense reimbursement.

## SANDAG Business Meal Expenses

Quarterly Report for period July 1 through September 30, 2023

*From Business Meals Policy: To ensure transparency regarding the use of SANDAG funds for business meals, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of each business meal hosted, including date, location, attendees, cost, and the purpose and/or actual*

### August 2023

Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	8/3/2023	Lunch	Sadaf Restaurant, San Diego, CA	5	SANDAG: Ikhata (CEO), Major (Deputy CEO), Clementson (Deputy CEO)  County of San Diego: Vargas (Chairwoman, SANDAG Chair) and City of San Diego: Elo-Rivera (Council President, SANDAG Vice Chair) - reimbursed the agency for their meal costs.	Debrief All Hands Meeting and discuss agency projects and priorities.	\$180.12	\$90.00
Hasan Ikhata	8/7/2023	Lunch	Sadaf Restaurant, San Diego, CA	2	SANDAG: Ikhata (CEO); Flat Iron Corp: Sevilla (CEO)	Discuss SANDAG regional priorities and programs, particularly related to Otay Mesa East Port of Entry.	\$72.36	\$36.00
Hasan Ikhata	8/10/2023	Lunch	University Club atop Symphony Towers, San Diego, CA	5	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Stackwick (Chief of Staff); HDR: Grubstein (Vice President, San Diego Area Program Manager), Dougherty (CA Transportation Director)	Discuss LOSSAN project and other upcoming engineering projects in the LOSSAN corridor.	\$135.77	\$90.00
Hasan Ikhata	8/14/2023	Lunch	Rio City Cafe, Sacramento, CA <sup>2</sup>	6	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO), Stackwick (Chief of Staff), Wapner (Director of Public Affairs); Ellison Wilson Advocacy, LLC: Blackburn (Consultant)	Business Travel: Participate in the San Diego Regional Chamber Delegation to Sacramento to discuss regional issues and advance agency projects and programs.	\$215.72	\$102.00



## August 2023

Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	8/15/2023	Breakfast	Glides Deli, Sacramento, CA <sup>2</sup>	2	SANDAG: Ikhata (CEO), Wapner (Director of Public Affairs)	Business Travel: Participate in the San Diego Regional Chamber Delegation to Sacramento to discuss regional issues and advance agency projects and programs.	\$23.38	\$23.38
Hasan Ikhata	8/15/2023	Lunch	PMB Lobby Lounge, Sacramento, CA <sup>2</sup>	5	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO), Wapner (Director of Public Affairs); Ellison Wilson Advocacy, LLC: Blackburn (Consultant)	Business Travel: Participate in the San Diego Regional Chamber Delegation to Sacramento to discuss regional issues and advance agency projects and programs.	\$171.96	\$90.00
Ray Major	8/15/2023	Dinner	Storyhouse, San Diego, CA	5	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO); California Transportation Commission (CTC): Falcon (Commissioner), Norton (Commissioner)	Discussion and preparation prior to the California Transportation Commission Meeting in San Diego to ensure that SANDAG projects and programs are prioritized in the region and State.	\$71.08	\$71.08
Hasan Ikhata	8/16/2023	Breakfast	Breakfast Company, San Diego, CA	5	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO), Wapner (Director of Public Affairs); California Transportation Commission (CTC): Martinez (Commissioner)	Discussion of California transportation projects and issues facing SANDAG and CTC throughout the state and region.	\$136.03	\$85.00

August 2023

Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	8/16/2023	Coffee	Fres. Co, San Diego, CA	5	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO), Wapner (Director of Public Affairs); California Transportation Commission (CTC): Taylor (Executive Director)	Discussion of how to best coordinate at a staff level with CTC.	\$60.65	\$60.65

Total monthly Business Meal expenses: **\$648.11**

Notes:

1. SANDAG provides reimbursement up to the location-specific per diem rate set forth by the GSA.

2. Consistent with SANDAG Business Travel Guidelines, if an employee attends a business meal while on travel, the corresponding per diem amount is withheld from the travel expense reimbursement.

# SANDAG Business Meal Expenses

Quarterly Report for period July 1 through September 30, 2023

From Business Meals Policy: To ensure transparency regarding the use of SANDAG funds for business meals, the CFO shall prepare a quarterly report for the Board of Directors. The report shall include details of each business meal hosted, including date, location, attendees, cost, and the purpose and/or actual

September 2023								
Executive Host	Date	Meal Type	Location	Number of Attendees	Attendee Names/Affiliations	Purpose/Benefits Derived	Total Cost of Business Meal	Amount Reimbursed <sup>1</sup>
Hasan Ikhata	9/29/2023	Breakfast	Disneyland Resort, Anaheim, CA <sup>2</sup>	4	SANDAG: Ikhata (CEO), Clementson (Deputy CEO), Major (Deputy CEO), Wapner (Director of Public Affairs)	Business Travel: Participate in the Mobility 21 SoCal Transportation Summit in Anaheim. This event offers an opportunity to connect and share best practices with elected officials, transportation providers, businesses, and other leaders in the region.	\$95.36	\$68.00
Total monthly Business Meal expenses:								<b>\$68.00</b>

Notes:

1. SANDAG provides reimbursement up to the location-specific per diem rate set forth by the GSA.

2. Consistent with SANDAG Business Travel Guidelines, if an employee attends a business meal while on travel, the corresponding per diem amount is withheld from the travel expense reimbursement.

## Conflict of Interest Code Updates

### Overview

Every two years, or as-needed based upon modifications to positions, staff reviews the Conflict of Interest Code to determine if updates are needed.

### Action: **Approve**

The Board is asked to approve the updates to the SANDAG Conflict of Interest Code.

### Key Considerations

The proposed amendments to the Conflict of Interest Code shown in Attachment 1 reflect the addition of positions in the list of designated positions, along with the appropriate disclosure categories for each newly listed position. These are consistent with the adopted FY 2024 Program Budget and mid-year changes to the FY 24 Position Classification and Salary Range Table approved on January 12, 2024. The Board of Directors last approved changes to the Conflict of Interest Code in June 2022.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

### Next Steps

The proposed amendments will implement updates to the list of designated employee and consultant positions subject to filing annual economic disclosure statements.

### **Coleen Clementson, Chief Executive Officer**

Attachment: 1. Conflict of Interest Code with Proposed Amendments in red line



### **Conflict of Interest Code**

The Political Reform Act, Government Code Sections 81000, et seq., requires SANDAG to adopt and promulgate a Conflict of Interest Code. The Fair Political Practices Commission has adopted a regulation, 2 Cal. Code of Regs. Section 18730, which contains the terms of a standard model Conflict of Interest Code, which can be incorporated by reference, and which may be amended by the Fair Political Practices Commission to conform to amendments in the Political Reform Act after public notice and hearings. Therefore, the terms of 2 Cal. Code of Regs. Section 18730 and any amendments to it duly adopted by the Fair Political Practices Commission along with the attached Appendices in which officials, consultants and employees are designated and disclosure categories are set forth, are hereby incorporated by reference and constitute the Conflict of Interest Code of SANDAG.

The persons holding positions listed in the Appendix are designated employees, consultants, or officials. It has been determined that these persons make or participate in the making of decisions that may foreseeably have a material effect on financial interests. Designated persons shall file statements of economic interests with SANDAG when assuming or leaving their position and annually while holding the position. SANDAG will make the statements available for public inspection and reproduction (Gov. Code Section 81008). Statements for all designated employees will be retained by SANDAG and provided to the Code Reviewing Body, the County of San Diego.

**Appendix A**  
**Table 1**

<b>Designated Positions</b>	<b>Disclosure Categories (see Appendix B)</b>
Members, alternates, and/or advisory members of the Board of Directors; and/or Policy Advisory Committees; and/or committees and/or working groups making decisions influencing expenditure of public funds	1, 2, 4
Account Executive (I, II, Associate)	3, 4
Accountant (I, II, Associate, Senior)	3, 4
Administrative Analyst (I, II, Associate, Senior)	3, 4
Administrative Office Specialist	3, 4
Borders Program Manager	3, 4
Budget Manager	2, 4
Business Analyst (I, II, Associate, Senior, Principal)	3, 4
Business Services Supervisor	2, 4
Capital Development Project Manager	1, 3, 4
Chief of Staff (Strategic Advisor)	1, 2, 4
<u>Chief Deputy CEO</u>	<u>1, 2, 4</u>
Chief Executive Officer	1, 2, 4
Chief Financial Officer	1, 2, 4
Clerk of the Board (Deputy Clerk)	1, 2, 4
Communications Manager	3, 4
Contracts and Procurement Analyst (I, II, Associate, Senior)	1, 2, 4
Counsel (Legal I, II; Associate Legal; Senior Legal; Deputy General; General)	1, 2, 4
Customer Service Manager	3, 4
Creative Services Supervisor	3, 4
Data Scientist (I, II, Associate, Senior, Principal)	3, 4
Deputy CEO, Business Operations	1, 2, 4
Deputy CEO, Planning, Programs, and Projects	1, 2, 4
Director (I, II, Senior)	1, 2, 4
Document Processing Specialist III	3, 4
Economic Research Analyst (I, II, Associate, Senior, Principal)	3, 4

Engineer (I, II, Associate, Senior, Principal)	1, 3, 4
Executive Assistant (I, II, Senior)	1, 2, 4
Facilities/Maintenance Coordinator	3, 4
Finance Manager	1, 2, 4
Financial Analyst (I, II, Associate)	3, 4
GIS Analyst (I, II, Associate, Senior)	3, 4
Government Relations Analyst (I, II, Associate, Senior,)	1, 2, 4
Grants Program Analyst (I, II, Associate, Senior)	1, 2, 4
Grants Program Manager	1, 2, 4
Graphic Designer (I, II, Associate)	3, 4
Human Resources Analyst (I, II, Associate, Senior, Principal)	3, 4
Human Resources Coordinator	3, 4
Independent Performance Auditor	1, 2, 4
Information Systems Manager	3, 4
Information Systems Analyst (I, II, Associate, Senior)	3, 4
Information Systems Specialist (I, II, III)	3, 4
Landscape Maintenance Supervisor	3, 4
Maintenance and Facilities Supervisor	3, 4
Maintenance Field Technician (Senior)	3, 4
<del>Management Internal Independent</del> Auditor (I, II, Associate, Senior, Principal)	1, 2, 4
Manager of Contracts and Procurement	1, 2, 4
Manager of Data Science	3, 4
Manager of Financial Programming and Project Control	1, 2, 4
Manager of Governments Relations	1, 2, 4
Manager of Human Resources	3, 4
<u>Manager of Learning and Development</u>	<u>3, 4</u>
Manager of Regional Information Services	3, 4
Manager of Regional Models	3, 4
Manager of Revenue and Project Control	1, 2, 4
<del>Manager of Roadway, Facility, and Business Operations</del>	3, 4

Marketing Analyst (I, II, Associate, Senior)	3, 4
<del>Office Administrator</del>	3, 4
Office Services Specialist (II, III)	3, 4
Principal Technology Program Manager	3, 4
Programmer Analyst (I, II, Associate, Senior)	3, 4
Project Coordinator	3, 4
Project Development Program Manager	1, 2, 4
Public Communications Officer (I, II, Associate, Senior)	3, 4
Regional Planner (I, II, Associate, Senior, <u>Principal</u> )	1, 3, 4
Regional Planning Program Manager	1, 3, 4
Research Analyst (I, II, Associate, Senior, Principal)	3, 4
Researcher and Modeler (I, II, Associate, Senior, Principal)	3, 4
Risk Program Manager	3, 4
Senior Budget Program Analyst	2, 4
Senior Financial Programming and Project Control Analyst	1, 2, 4
Software Engineer (I, II, Associate, Senior, Principal)	3, 4
Systems Engineer (I, II, Associate Senior)	3, 4
Technology Program Analyst (I, II, Associate, Senior)	3, 4
Toll Operations Supervisor	3, 4

Pursuant to California Government Code Section 82019, SANDAG consultants who pursuant to a contract with SANDAG, perform the same functions that would otherwise be performed by the persons designated in Table 1 of this document; who manage public investments; who grant agency approval to a contract or to the specifications for such a contract; or who decide whether the policies, standards, or guidelines for SANDAG have been met, also are required to fill out and submit a disclosure of financial interests. Those consultants are required to report in accordance with the disclosure categories shown in Table 2. Consultants will be designated and informed of their obligation to file disclosures whenever any person who, in the opinion of SANDAG, may reasonably be expected to make, participate in making, or in any way attempt to use his/her position as a "consultant" to influence a governmental decision in which the person might reasonably be expected to have a financial interest or perform services that entail the making or participation in the making of decisions that may foreseeably have a material effect on any financial interest.



**Table 2**

<b>Type of Consultant</b>	<b>Designated Position Title</b>	<b>Disclosure Categories (see Appendix B)</b>
Bond Counsel	Consultant	2, 4
Disclosure Counsel	Consultant	2, 4
Lobbying	Consultant	1, 2, 4
Project Oversight	Consultant	1, 2, 4
Disadvantaged Business Enterprise Advisor	Consultant	2, 4
Labor Compliance Advisor	Consultant	2, 4
Financial Management Advisor	Consultant	1, 2, 4
Auditor	Consultant	1, 2, 4

### **Public Officials Who Manage Public Investments**

The following positions also are listed below because the individuals holding these positions must file under Government Code Section 87200 as they are involved in the investment of public funds. These positions are listed here for informational purposes only:

**Table 3**

<b>Public Official Description</b>
Members and alternate members of the Board of Directors
Members and alternate members of the Policy Advisory Committees
Members and alternate members of committees or working groups making decisions influencing expenditure of public funds
Executive Director
Chief Deputy Executive Director
General Counsel
Chief Financial Officer
Director of Finance
Financial Management Consultant, Project Managers

## Appendix B

When a designated person is required to disclose investment and sources of income, he or she need to disclose investments in business entities and sources of income that do business in SANDAG's jurisdiction, plan to do business in the jurisdiction, or have done business in the jurisdiction in the past two years. In addition to other activities, a business entity is doing business within the jurisdiction if it owns real property within the jurisdiction. Persons designated in Appendix A shall disclose their financial interests pursuant to the appropriate disclosure categories described in the table below.

**Table 4**

<b>Disclosure Category</b>	<b>Description</b>
1	Interests in real property located within the jurisdiction or within two miles of the boundaries of the jurisdiction or within two miles of any land owned or used by SANDAG.
2	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by SANDAG.
3	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned duties.
4	Investments and business positions in business entities, and income, including loans, gifts,* and travel payments, from sources that have filed a claim against SANDAG in the previous two years, or have a claim pending.

\* Gifts with a value of less than \$50 aggregate per year are not reportable financial interests at SANDAG

Amended January 2010

Amended March 2012

Amended December 2013

Amended March 2015

Amended January 2016

Amended September 2016

Amended March 2018

Amended July 2019

Amended September 2019

Amended June 2020

Amended August 2022

Amended June 2023

[Amended January 2024](#)

## Operational Process and System Control Audit for Board Member and Employee Travel and Other Business-Related Reimbursements

### Overview

As part of the Office of the Independent Performance Auditor's (OIPA) approved Annual Audit Plan (Plan), a review was performed of the operational process and system controls as they relate to Board member and employee travel and other business-related reimbursements. The objectives of this engagement were to conduct a review of SANDAG's operational processes and system controls as they relate to Board member and employee business-related reimbursements including:

- Board and employee travel reimbursements
- Professional development reimbursements
  - Tuition Assistance
  - Certification & Licensing
  - Professional Education
  - Professional Memberships
- Board stipends
- COVID-19 stipends
- Cell phone allowances
- Home computer co-payment/loans

The review consisted of ensuring policies and efficient controls exist and were being followed. In addition, the objective included testing transactions to determine whether they were appropriate, allowable, and were supported by adequate documentation.

### Key Considerations

The attached report identifies two (2) audit findings. Additionally, the auditors provide eight (8) recommendations that can assist in avoiding the deficiencies and provide guidance on creating a Corrective Action Plan (CAP) that would bring improvement to SANDAG's reimbursement programs.

SANDAG management has prepared a response and CAP for this review, which is enclosed.

The Board of Directors (BOD) is provided this audit report as information.

### Next Steps

The OIPA auditors will provide guidance to SANDAG management and staff, upon their request. OIPA will work with management to ensure that the CAP is implemented, and that on a quarterly basis OIPA reports the results to the Audit Committee. The audit report will be posted to the website in a continued effort to support public transparency.

### Action: Information

The Office of the Independent Auditor will present the Board of Directors with the audit report as information.

**Fiscal Impact:** None

**Schedule/Scope Impact:** FY 2024

**Courtney Ruby, Independent Performance Auditor**

Attachment: 1. Board Member & Employee Travel & Other Business-Related Reimbursements Audit Report



## Office of the Independent Performance Auditor

Courtney A. Ruby, CPA, CFE  
Independent Performance Auditor

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December 8, 2023

Chair Nora Vargas  
SANDAG Board of Directors

Chair David Zito  
SANDAG Audit Committee

**SUBJECT: OPERATIONAL PROCESS AND SYSTEM CONTROL AUDIT FOR BOARD MEMBER AND EMPLOYEE TRAVEL AND OTHER BUSINESS-RELATED REIMBURSEMENTS FOR THE PERIOD OF JULY 1, 2020, THROUGH MAY 31, 2023**

Dear Chair Vargas and Chair Zito:

The Office of the Independent Performance Auditor (OIPA) completed an audit of Board member and employee travel and other business-related reimbursement transactions for the period of July 1, 2020, to May 31, 2023.

The objectives of this engagement were to audit SANDAG's operational processes and system controls related to Board member and employee travel and other business-related reimbursements to ensure policies and controls exist and are followed.

Our audit found that approval for employee travel, including adequate supporting documentation, needs improvement. Additionally, we found advanced written approval was not documented in several instances, including explanations justifying employee professional development expenses.

Our audit did not find any areas of noncompliance with policies for Board member travel, tuition reimbursement, board stipends, COVID-19 stipends, cell phone allowances, or home computer purchase program reimbursements.

The OIPA provided management with six recommendations to implement through a corrective action plan to ensure compliance with agency policies and procedures. I am pleased to report management agrees with all six recommendations.

The audit findings were primarily due to inadequate records management, lack of adherence to procedures, and the need for employee training.

This audit is part of the Board-approved annual Audit Plan. The Audit Plan is risk-based and prioritized by the level of risk to the agency. Risks are considered from both qualitative and quantitative perspectives.

The audit was conducted in accordance with the Generally Accepted Government Auditing Standards, as required by federal and state governing codes and under Assembly Bill 805.

The OIPA would like to thank SANDAG management and staff for their cooperation during this audit and their commitment to promptly address the audit recommendations. If you have additional questions, please contact me at (619) 595-5323 or [courtney.ruby@sandag.org](mailto:courtney.ruby@sandag.org).

Management's Response and Corrective Action Plan can be found at the end of our audit report.

Respectfully,



COURTNEY A. RUBY, CPA, CFE  
Independent Performance Auditor  
Office of the Independent Performance Auditor

**Attachments:**

1. Audit Report - Travel and Other Reimbursements Audit
2. Management's Response & Corrective Action Plan

## **AUDIT REPORT**



Office of the Independent Performance Auditor

Independent Performance Auditor  
Courtney A. Ruby, CPA, CFE

## AUDIT TEAM

Lloyd Carter  
Principal Auditor

Christopher Delgado  
Associate Auditor

## MEMORANDUM

**DATE:** December 8, 2023

**TO:** Chair Nora Vargas, Board of Directors  
Chair David Zito, Audit Committee  
SANDAG Board of Directors  
SANDAG Audit Committee  
Hasan Ikhata, Executive Director  
Ray Major, Deputy CEO, Business Operations  
Andre Douzdjian, Chief Financial Officer  
Melissa Coffelt, Senior Director, Organization Effectiveness  
Taxpayers of San Diego County

**FROM:** Independent Performance Auditor, Courtney Ruby, CPA, CFE

**SUBJECT:** Operational Process and System Control Audit for Board Member and Employee Travel and Other Business-Related Reimbursements for the Period of July 1, 2020, through May 31, 2023

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## INTRODUCTION & BACKGROUND

Since 2020, SANDAG has spent approximately \$1.14 million for Board Member and Employee Travel and other business-related expense reimbursements.<sup>1</sup> These expenses include travel, professional development, Board member stipends, COVID-19 stipends, cell phone allowances, and home computer purchase program. Given the frequency, volume, and potential for fraud and abuse, it is considered a best practice to regularly audit travel and business-related reimbursements. This audit was presented and approved by the Board to be conducted in fiscal year 2023-24. Each category of travel and business-related reimbursements are included in the scope of the audit described below.

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<sup>1</sup> Payments made directly to reimburse a Board member or employee for travel or business-related expenses.



Board Member and Employee Travel: SANDAG authorizes Board member and employee travel when it is necessary for conducting agency business. Employees are responsible for completing a Travel Request form and submitting this to their supervisor and director for approval. For Board member travel, SANDAG executive assistants are responsible for completing and processing the Travel Request form. Board members and employees must obtain advanced approval for their trip.

Professional Development: SANDAG supports ongoing professional development for employees through tuition assistance, certification and licensing assistance, professional education, and professional memberships.

- Tuition Assistance: SANDAG offers financial assistance to Regular employees who have completed their introductory period. Financial assistance includes tuition and certain related expenses associated with the pursuit of a degree or the expenses related to non-degree college courses for approved education-related expenses.
- Certification and Licensing Assistance: SANDAG offers financial assistance to Regular employees who have completed their introductory period. Financial assistance includes costs associated with job-related certification or licensing programs, including the examinations required as part of those programs.
- Professional Education: SANDAG offers prepayment of fees or financial assistance for Regular or Limited-Term employees to attend seminars, courses, or workshops, etc.
- Professional Memberships: SANDAG offers prepayment of fees or financial assistance for full-time employees who have completed their introductory period. Qualifying memberships are expected to be job-relevant to the employee and pertain directly to the work and interests of the agency.

Board Stipends: Stipends are provided for meeting attendance to Board Members, Policy Advisory Committee voting members, or alternate members.

COVID-19 Stipends: From March 2020 to roughly August 2021, SANDAG offered stipends to employees who use personal equipment and resources while working remotely in response to direction from federal, state, and local public health officials due to COVID-19.

Cell Phone Allowances: SANDAG provides a monthly service allowance to eligible employees who frequently use their personal cell phone for agency-related business, when deemed necessary and appropriate by an employee's director.

Home Computer Purchase Program: SANDAG provides cash incentives to Regular employees purchasing personal home computers, laptops, or tablets. Cash incentives are in the form of a co-payment or a reimbursable loan.

## AUDIT OBJECTIVES AND SCOPE

The objectives of this engagement were to determine if policies, procedures, and internal controls existed and are being followed. The audit areas included Board member and employee business-related reimbursements including:

- Board and employee travel reimbursements
- Professional development reimbursements
  - Tuition Assistance
  - Certification & Licensing
  - Professional Education
  - Professional Memberships
- Board stipends
- COVID-19 stipends
- Cell phone allowances
- Home computer reimbursements/loans

The OIPA audited reimbursement transactions for the period of July 1, 2020, to May 31, 2023.

## METHODOLOGY

In conducting this audit, we:

- Reviewed SANDAG's policies to ensure they were consistent with Federal and State regulations and other applicable governing laws, rules, and regulations.
- Tested transactions to determine whether they were appropriate, allowable, and supported by adequate documentation.
- Examined and tested transactions to verify and assess SANDAG's ability to properly obtain, store, and track supporting documentation as well as ensure adherence to established policies and procedures.
- Tested, on a sample basis, a portion of the population of transactions and the controls around the process.

## STATEMENT OF COMPLIANCE WITH AUDITING STANDARDS

The audit was conducted in accordance with the Generally Accepted Government Auditing Standards, as required by federal and state governing code and under Assembly Bill 805. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings

and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

## AUDIT RESULTS

### FINDING I – NONCOMPLIANT TRAVEL REIMBURSEMENTS

During the audit of travel reimbursements, we noted that **2 of 53 employee travel reimbursements** were not in compliance for either:

- Travel commencing or airfare accommodations being purchased prior to receiving written approval.
- Exceeding the allowable General Services Administration (GSA) hotel lodging rate of \$258 for the locality visited without the proper approvals. The GSA Rate for Washington D.C. was \$258, however, the Government Rate provided by the hotel was \$310, exceeding the allowable GSA rate.

Pursuant to SANDAG Board Policy No. 011, Section 3.4, employees must fill out a travel request form prior to traveling out of San Diego County on SANDAG business. The form must be approved by the Authorizing Authority (authorized signatory based on position and department) prior to travel arrangements being made.

Pursuant to SANDAG Board Policy No. 011, Section 3.13, lodging will be reimbursed at actual expenses, not to exceed the guidelines set by the GSA, gsa.gov.

Pursuant to the Employee Business Travel Administrative Guidelines/Procedures, if lodging cannot be reserved at or below the GSA lodging rate for the travel destination, a minimum of four quotes will be obtained by the Executive Assistant. A summary of the hotel rate research shall be fully documented, and a recommendation noted. A Deputy CEO may approve the higher hotel rate as a modification to the Travel Request; this documentation and approval will be kept with the Travel Request package.

According to management, the Executive Assistant team:

- Received verbal approval from the Chief Executive Officer (CEO) for the Deputy CEO, but not written approval, prior to the travel occurring. Written approval was received after the travel had already occurred, and
- Misinterpreted “Government Rate” for “GSA Rate.”

The potential risks for not following the SANDAG travel policy are:

- Taxpayer funds being misspent or overspent.
- Improper monitoring and recordkeeping.

## RECOMMENDATIONS:

The OIPA recommends that SANDAG management:

1. Create two separate documents to replace the current SANDAG travel form. The Travel Request to approve travel should be documented separately from the Travel Expenses Report to reimburse travel.
2. Provide training to executive assistants and other staff who process or submit Travel Requests and/or Travel Expenses Reports to ensure they are familiar with the requirements for approval and/or the requirements for reimbursement and supporting documentation.
3. Update the travel procedures to require written approvals are obtained via a text message or email in instances when a signature cannot be acquired in a timely manner, until the travel reimbursement process is fully automated. This record should be included with the request to document the exception.

## FINDING II – NONCOMPLIANT PROFESSIONAL DEVELOPMENT REIMBURSEMENTS

During the audit of the various types of Professional Development reimbursements, we noted the following:

### Professional Education:

**7 of 13** reimbursements were not in compliance for at least one of the following reasons:<sup>2</sup>

- Missing advanced written approval from the supervisor (7 reimbursements).
- Missing written documentation providing an explanation on how the professional education (seminar or course) directly relates to an employee's current role, whether it is required or necessary to improve the SANDAG operations, and/or how SANDAG anticipates deriving benefit from the employee's completion of it (6 reimbursements).

### Certification and Licensing:

**16 of 20** reimbursements were not in compliance for at least one of the following reasons<sup>2</sup>

- Missing advanced written approval from the supervisor and director (14 reimbursements).
- Missing written documentation providing an explanation on how the certification or license directly contributes to the professional growth and development of the employee and results in improved job performance and/or preparedness for career opportunities with SANDAG (16 reimbursements).

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<sup>2</sup> Some reimbursements were missing both.

### Professional Memberships:

13 of 18 reimbursements were not in compliance for both of the following reasons:

- Missing advanced written approval from the supervisor and director.
- Missing written documentation providing an explanation of how the professional membership is job relevant and pertains directly to the work and interests of the agency.

Pursuant to SANDAG's Employee Handbook (2022), Employee Education and Training Policy, Approval Process:

- Professional Education shall be presented in writing, and in advance of the date of the program, to the employee's supervisor. Requests should explain how the seminar or course directly relates to an employee's current role, priority area of the agency, whether it is required or necessary to improve the SANDAG operations and/or how SANDAG anticipates deriving a benefit from the employee's completion of it. If approved, the request is forwarded to the Manager of Human Resources (HR).
- Certification and Licensing shall be presented in advance and in writing to the employee's supervisor and director. Requests should explain how the certification or license will directly contribute to the professional growth and development of the employee and result in improved job performance and/or preparedness for career opportunities within SANDAG. If approved, the request is forwarded to the Manager of Human Resources.

Pursuant to SANDAG's Employee Handbook (2022), Chapter 11, Section 11.6, Professional Memberships, the membership request must be pre-approved by the employee's supervisor and director. An employee may request payment/reimbursement of professional membership fees if he/she is a member in good standing and can demonstrate that the membership will result in direct and tangible benefits to the mission of the agency. It is the responsibility of the supervisor and director to determine whether the requested membership meets the above criteria.

SANDAG does not have standardized forms for all professional development reimbursements that can capture all necessary information and approvals consistently and in writing.

According to management, the following occurred:

- Professional Education: HR did not request or verify the employee's supervisor initial approval or the written explanation of benefit/contribution to the employee or SANDAG.
- Certification and Licensing: HR did not request or verify the employee's supervisor and director initial approval or the written explanation of benefit/contribution to the employee or SANDAG.
- Professional Memberships: HR did not request or verify the employee's supervisor and director initial approval or the written explanation of benefit/contribution to the employee or SANDAG.

The potential risks to not following SANDAG's policy include:

- Taxpayer funds being spent inappropriately.
- Employees receiving reimbursements that do not qualify under the Employee Education and Training Policy.
- Improper reimbursements being made that result in fewer funds being made available to other employees.

## RECOMMENDATIONS:

The OIPA recommends that SANDAG management:

1. Create a standardized form or forms for Professional Education, Certification and Licensing, and Tuition Assistance requests that captures all the required written preapprovals, explanations of benefits to the employee/SANDAG, costs associated with the program, class, seminar, workshop, etc.
2. Update procedures to require requests for professional development reimbursements are reviewed for all required documentation, including valid explanation, and approvals. Incomplete requests should be rejected until all proper documentation can be supplied.
3. Provide training to employees on the requirements to qualify for such reimbursements, and how to request approval and submit reimbursements for professional education and development benefits.

## ACKNOWLEDGEMENT

I want to express our appreciation to SANDAG management for their cooperation during this audit and commitment to improving SANDAG's travel and other business-related reimbursement practices.

## **MANAGEMENT'S RESPONSE AND CORRECTIVE ACTION PLAN**



November 29, 2023

TO: Courtney Ruby, Independent Performance Auditor

FROM: Hasan Ikhata, Chief Executive Officer

SUBJECT: Management Response to OIPA Operational Process and System Control Audit for Board Member and Employee Travel and Other Reimbursements

On behalf of the SANDAG Management Team, thank you for the opportunity to respond to the Office of the Independent Performance Auditor's (OIPA's) report pertaining to the Process and System Control Audit for Board Member and Employee Travel and Other Reimbursements for the period July 1, 2020 through May 31, 2023. Management also appreciated the opportunity to discuss the preliminary results of the audit with the OIPA team and provide additional and explanatory information that was considered prior to the Exit Conference and preparation of the final report.

Management takes no exception to the Findings from the audit and agrees that the recommendations proposed by OIPA will be effective in strengthening the processes and controls for various types of Board member and employee reimbursement transactions. In fact, several of the proposed recommendations to clarify policies and procedures, and to create new forms to support documentation and approval, had been initiated as improvements prior to learning of the audit results. The expected timeline for completion is noted in the attached Action Plan.

With this being your first audit experience with SANDAG, I trust you will quickly learn the Management Team is committed to continuous improvement and is appreciative of the perspectives and insights that are gained as a result of program audits and reviews. The agency has implemented many significant changes in recent years in partnership with the OIPA team, and I know this work will continue into the future.

Please contact me with any questions regarding the information provided.

Sincerely,

A handwritten signature in black ink, appearing to read 'Hasan Ikhata', is written over a light blue horizontal line.

HASAN IKHRATA  
Chief Executive Officer

Attachment 1: Proposed Management Action Plan - Board Member and Employee Travel and Other Reimbursements





## Proposed Management Action Plan

Operational Process and System Control Audit for Board Member and Employee Travel and Other Reimbursements for the period July 1, 2020, through May 31, 2023

The SANDAG Office of the Independent Performance Auditor (OIPA) completed the above-referenced audit in November 2023. Management has reviewed and discussed the Final Audit Report with OIPA staff and has accepted the two findings. Per the Action Plan outlined below, Management will undertake the recommendations offered by OIPA as part of its commitment to continuous improvement and to support the highest levels of organization performance.

Management shall periodically report progress and completion of the Action Plan to OIPA and the Audit Committee.

### Finding I: Noncompliant Travel Reimbursements

IPA Recommendation	Management Action Plan	Responsible Party	Target Date for Completion
1. Create two separate documents to replace the current SANDAG travel form. The Travel Request to approve travel should be documented separately from the Travel Expenses Report to reimburse travel.	Management independently initiated comprehensive improvements to the administration of Business Travel Requests and Expense Reimbursement claims earlier this year, including splitting the existing Request/Claim form into separate parts. The two new forms are in final development; prototypes will be used, and feedback gathered, in the coming months prior to full implementation.	Senior Director, Organization Effectiveness	March 31, 2024
2. Provide training to executive assistants and other staff who process or submit Travel Requests and/or Travel Expenses Reports to ensure they are	The existing procedure guide ( <i>Guidelines for Employee Business Travel</i> ) which is posted on the Staff Intranet site (SANDAG Central) and referenced by employees and staff with responsibilities for	Senior Director, Organization Effectiveness	March 31, 2024

IPA Recommendation	Management Action Plan	Responsible Party	Target Date for Completion
familiar with the requirements for approval and/or the requirements for reimbursement and supporting documentation.	<p>coordinating/ processing business travel, is currently under review as part of the comprehensive improvements being made to the administration of business travel.</p> <p>As a learning opportunity, the Executive Assistant team and Accounting staff are directly involved in reviewing and proposing edits to the Guidelines. When restated, the Guidelines will also call for an annual review of the procedures and staff shall be engaged in this process.</p>	Director of Accounting and Finance	
3. Update the travel procedures to require that written approvals are obtained via a text message or email in instances when a signature cannot be acquired in a timely manner, until the travel reimbursement process is fully automated. This record should be included with the request to document the exception.	The proposed change - to seek pre-approval for travel via email or text message when time is of the essence and include as part of the approval documentation - will be incorporated into the revised <i>Guidelines for Employee Business Travel</i> .	Senior Director, Organization Effectiveness	March 31, 2024

## Finding II: Noncompliant Professional Development Reimbursements

IPA Recommendation	Management Action Plan	Responsible Party	Target Date for Completion
1. Create a standardized form or forms for Professional Education, Certification and Licensing, and Tuition Assistance requests that captures all the required written preapprovals, explanations of benefits to	Management shall create a set of standardized forms for employees, supervisors, and Directors to complete that clearly document the benefits to SANDAG, costs, and pre-approvals for Professional Education, Certification and	<p>Senior Director, Organization Effectiveness</p> <p>Director of Human Resources</p>	June 30, 2024*

IPA Recommendation	Management Action Plan	Responsible Party	Target Date for Completion
the employee/SANDAG, costs associated with the program, class, seminar, workshop, etc.	Licensing, and Tuition Assistance requests.		
2. Update procedures to require requests for professional development reimbursements are reviewed for all required documentation, including valid explanation, and approvals. Incomplete requests should be rejected until all proper documentation can be supplied.	As part of creating the set of standardized forms for Professional Education, Certification and Licensing, and Tuition Assistance requests noted in Action Item 2.1 above, Management shall prepare and post information that clarifies expectations and procedures, as well as consequences for non-compliance. This work effort shall include applicable revisions to the Employee Handbook and Employee Education and Training policy.	Senior Director, Organization Effectiveness  Director of Human Resources	June 30, 2024*
3. Provide training to employees on the requirements to qualify for such reimbursements, and how to request approval and submit reimbursements for professional education and development benefits.	In conjunction with the Action Items noted above, Management shall add and/or update information currently available on the Staff Intranet site (SANDAG Central) regarding expectations and procedures for requesting pre-approval and subsequent reimbursement of Professional Education, Certification and Licensing, and Tuition Assistance requests.	Senior Director, Organization Effectiveness  Director of Human Resources	June 30, 2024*

*\* This timing considers existing agency priority projects; staff will attempt to complete these items sooner than June 30, 2024.*



Office of the Independent Performance Auditor

## Operational Process and System Control Audit for Board Member and Employee Travel and Other Business-Related Reimbursements

Audit No. 2023-01BR

**Courtney Ruby, CPA, CFE**  
Independent Performance Auditor

**Lloyd Carter**  
Principal Auditor

**Christopher Delgado**  
Associate Auditor

## OBJECTIVES AND SCOPE

### Objectives

Conduct an audit of SANDAG's Board member and employee business-related reimbursements including:

- Board and employee travel reimbursements
  - 25% of population tested for Employee Travel
  - 100% tested of Board Travel
- Professional development reimbursements (4 types) (100% tested)
- Board stipends (25% of population tested)
- COVID-19 stipends (25% of population tested)
- Cell phone allowances (25% of population tested)
- Home computer co-payment/loans (100% of population tested)

### Scope

Reimbursement transactions for the period of July 1, 2020, to May 31, 2023.

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## FINDING I NONCOMPLIANT TRAVEL REIMBURSEMENTS

### Observation

During the audit of travel reimbursements, we noted that **2 of 53** employee travel reimbursements were not in compliance for either:

- Travel commencing or airfare accommodations being purchased prior to receiving written approval.
- Exceeding the allowable General Services Administration (GSA) hotel lodging rate of \$258 for the locality visited without the proper approvals. The GSA rate for Washington D.C. was \$258, however, the Government Rate provided by the hotel was \$310, exceeding the allowable GSA rate.

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## FINDING I (Continued)

### Recommendations

The OIPA recommends SANDAG management:

1. Create two separate documents to replace the current SANDAG travel form. The Travel Request to approve travel should be documented separately from the Travel Expenses Report to reimburse travel.
2. Provide training to executive assistants and other staff who process or submit Travel Requests and/or Travel Expenses Reports to ensure they are familiar with the requirements for approval and/or the requirements for reimbursement and supporting documentation.
3. Update the travel procedures to require written approvals are obtained via a text message or email in instances when a signature cannot be acquired in a timely manner, until the travel reimbursement process is fully automated. This record should be included with the request to document the exception.

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## FINDING II NONCOMPLIANT PROFESSIONAL DEVELOPMENT REIMBURSEMENTS

### Observation

During the audit of the various types of Professional Development reimbursements, we noted the following:

#### Professional Education:

7 of 13 reimbursements were not in compliance for at least one off the following reasons<sup>1</sup>:

- Missing advanced written approval from the supervisor (7 reimbursements).
- Missing written documentation providing an explanation on how the professional education (seminar or course) directly relates to an employee's current role, whether it is required or necessary to improve the SANDAG operations, and/or how SANDAG anticipates deriving benefit from the employee's completion of it (6 reimbursements).

<sup>1</sup>Some reimbursements were missing both.

## FINDING II (Continued)

### Observation (Continued)

#### Certification and Licensing:

16 of 20 reimbursements were not in compliance for at least one of the following reasons<sup>1</sup>:

- Missing advanced written approval from the supervisor and director (14 reimbursements).
- Missing written documentation providing an explanation on how the certification or license directly contributes to the professional growth and development of the employee and will result in improved job performance and/or preparedness for career opportunities with SANDAG (16 reimbursements).

#### Professional Memberships:

13 of 18 reimbursements were not in compliance for both of the following reasons:

- Missing advanced written approval from the supervisor and director.
- Missing written documentation providing an explanation of how the professional membership is job relevant and pertains directly to the work and interests of the agency.

<sup>1</sup>Some reimbursements were missing both.

## FINDING II

(Continued)

### Recommendations

The OIPA recommends SANDAG management:

1. Create a standardized form or forms for Professional Education, Certification and Licensing, and Tuition Assistance requests that captures all the required written preapprovals, explanations of benefits to the employee/SANDAG, costs associated with the program, class, seminar, workshop, etc.
2. Update procedures to require requests for professional development reimbursements are reviewed to contain all required documentation, including valid explanation, and approvals. Incomplete requests should be rejected until all proper documentation can be supplied.
3. Provide training to employees on the requirements to qualify for such reimbursements, and how to request approval and submit reimbursements for professional education and development benefits.

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## Questions?

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## 2025 Regional Plan: Initial Concept

### Overview

Over the past year, staff has collaborated with the Board of Directors and public to define goals, guiding principles, and priorities for the 2025 Regional Plan.<sup>1</sup> Each of the workshops that was held with the Board helped to inform development of an initial concept that includes projects (Attachment 1), supporting programs and policies (Attachment 2), and estimated costs and revenues (Attachment 3).

The initial concept was created to provide an opportunity for the Board to provide feedback to staff before modeling work begins to determine if it meets state and federal requirements, which mandate that the Regional Plan reduce a certain amount of pollution and car traffic for the region to be able to keep receiving funding for local transportation projects.

If the concept does not meet these requirements, staff will work with the Board to identify the best combination of projects, programs, and policies with a goal of meeting meet the targets.<sup>2</sup> After this, staff will start working on a much more detailed draft 2025 Regional Plan using the initial concept as an outline.

### Key Considerations

The initial concept provides a balance between the projects, programs, and policies that the region wants with the latest state and federal mandates that SANDAG is required to meet. Compared to the 2021 Regional Plan, the initial concept has no road usage charge, fewer managed lanes, fewer lane conversions, less heavy rail, more transit options and amenities, more flexible fleets, and more rural transportation services. The initial concept also continues the ongoing delivery of TransNet projects and other commitments made by the Board.

Some of the key considerations that helped to inform the initial concept are outlined below.

- The latest growth forecast shows that the region's population will not grow as much as previously predicted, which results in a decrease in the anticipated overall traffic volumes on major highway corridors in future years. The Air Resources Board has also advised that roadway expansion projects should be limited.

In an effort to balance this, the managed lanes network has been refined to add new managed lanes on some corridors, such as the SR 78, and a combination of lane conversions and new managed lanes on other major corridors throughout the region. The result is a complete network of lanes that will help to relieve traffic congestion, improve commutes across the region, and provide reliability for transit services.

### Action: Discussion

Staff will present an overview of the initial concept for the draft 2025 Regional Plan, including projects, programs, policies, and estimated costs and revenues.

### Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100406.

### Schedule/Scope Impact:

The 2025 Regional Plan will be developed over the next two years and is expected to be brought to the Board of Directors for approval in late 2025.

<sup>1</sup> An overview of feedback received to date was provided to the Board of Directors on [November 3, 2023](#).

<sup>2</sup> The latest state and federal requirements were presented to the Board of Directors on [April 28, 2023](#)



- Currently, travel times are significantly longer for transit trips than driving, and we heard that people need faster and more frequent transit with better access to jobs and opportunities now. The initial concept includes a comprehensive system of new bus routes along with increased frequency for existing bus routes, which can be implemented within 10 years. Station amenities, continuation of the Youth Opportunity Pass program, and reduced transit fares for riders are also proposed to make transit more comfortable, convenient, and affordable. These near-term investments are important for helping the Plan meet the state-mandated greenhouse gas (GHG) emissions reduction target of 19% per capita by 2035.
- We also heard a lot of interest in rail as a high-speed and high-capacity transit option; however, these projects take longer to implement, and at a higher cost. Accordingly, the initial concept includes a refined rail network that targets investments where they will have the largest regional benefit. This includes enhancements to the LOSSAN corridor and along the southern portion of the Blue Line, grade separations along existing trolley corridors, and the Purple Line. The initial concept also includes the Airport Transit Connection and the Balboa Park Perimeter Streetcar.
- Feedback from the Board emphasized widespread support for microtransit throughout the region including Flexible Fleet services that provide on-demand, ride-sharing options for short trips. The recent increase in remote and hybrid work has led to people making more mid-day neighborhood trips. We also know that first/last mile connectivity to transit continues to be a barrier throughout the region. The initial concept includes a comprehensive Flexible Fleets strategy to serve local trips and expand access to transit. It also identifies new circulator routes for key destinations in need of right-sized transit options.
- The Board adopted a Regional Vision Zero Resolution last year to guide regional transportation safety efforts and establish a strategy to assist local agencies with Vision Zero planning and implementation. We also heard from the public about the importance of continuing to build out a safe network of bikeways throughout the region. The initial concept includes completion of the Regional Bike Plan and additional facilities to provide key connections to regional activity centers and mobility hubs.
- Residents in the region's unincorporated communities need additional mobility options as well as improved evacuation access during wildfires and other natural disasters. The initial concept includes new rural transit routes and upgrades to frequency and hours of operation for existing routes, as well as microtransit service areas tailored to rural and suburban communities. Additionally, enhancements to SR 67 provide evacuation lanes in the event of emergencies.
- Despite ambitious state policies around the transition to zero emission vehicles (ZEVs), the latest Household Travel Behavior Survey shows that only 30 percent of the region is considering purchasing a ZEV in the near future. Public charging for ZEVs is significantly behind where it needs to be to support state goals and give the public confidence in ZEVs. Regional incentive programs remain an important part of the initial concept to accelerate the transition to clean transportation and improve air quality and health.

The transportation network (Attachment 1) is supported by policies and programs that work together to advance our regional goals. More information about each of the policies and programs is included in Attachment 2.

### *Costs and Revenues*

The Board adopted several guiding principles related to maximizing affordability and flexibility of funding sources.<sup>3</sup> In line with this, the estimated cost of the initial concept is less than the previous Regional Plan, with an estimated cost in the range of \$139 to 162 billion over 25 years. A majority of this funding is

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<sup>3</sup> The initial discussion on the requirements and approach for developing a financial strategy for the Regional Plan was presented to the Board on [July 14, 2023](#).

anticipated to be available after 2035. To try to meet state GHG target requirements, investments in the first 10 years of the initial concept are focused on those that maximize greenhouse gas reductions.

The total cost range is based on cost estimation methodologies, industry best practices, and the latest inflation and construction cost projections and will be refined once the draft Regional Plan begins to be developed. As shared with the Board on [September 22, 2023](#), costs have seen a substantial increase compared to the previous Plan.

Potential funding included in the initial concept consists of federal, state and local revenue sources, and considers legislative, economic, and consumer behavior trends to develop revenue sources that are reasonable to anticipate over the life of the Regional Plan (Attachment 3). Per federal requirements, the financial strategy is “fiscally constrained”, meaning the amount, timing and eligible uses of funding sources can be reasonably expected to cover the projects, programs, and maintenance and operations.

### **Next Steps**

Based on Board feedback, staff will begin modeling the initial concept to determine if it meets state and federal targets for social equity, air quality, and GHG emissions reductions and return to the Board with updates after that.

### ***Antoinette Meier, Senior Director of Regional Planning***

- Attachments:
1. Initial Concept for the Draft 2025 Regional Plan
  2. Policies and Programs Summary
  3. Revenue Summary



# 2025 Regional Plan Project Type Glossary



**Arterial Improvement**  
Helps a high-traffic neighborhood street connect to a freeway more efficiently.



**Bus Layover**  
Designated area where buses can wait between trips so drivers can take breaks, and where vehicles can be fueled, charged, or cleaned.



**Circulator Route**  
A bus that comes frequently and stops at major local destinations in a specific area.



**Connector**  
A ramp that connects one highway to another.



**Direct Access Ramp (DAR)**  
A special highway entrance where buses, carpoolers, or people who pay a toll can directly enter managed lanes without having to merge from the right side.



**Express Route**  
Bus routes that connect suburban areas to major urban centers that have very few stops at major destinations.



**Highway Intersection Improvements**  
Improves safety, and traffic flow in places where a highway crosses a major road.



**Highway Straightening**  
Removes curves from highways.



**Interchange**  
Where a freeway and a major road or other freeway cross each other.



**LOSSAN Improvements**  
Making the railway that connects San Diego to Los Angeles and San Luis Obispo safer, faster and more efficient.



**Local Route**  
A bus route that travels around neighborhoods that are near one another.



**Managed Lanes (ML)**  
Separated highway lanes set aside for multi-passenger transportation like buses or carpoolers, or for people who pay a toll.



**Managed Lane Connector**  
Ramps that connect managed lanes on different freeways.



**Microtransit**  
On-demand public shuttle service for short trips within a neighborhood.



**Mobility Hub**  
An area where different types of transportation connect easily (ex. public transit, bike lanes, or shuttles) to housing and commercial areas.



**Multimodal Corridor Improvements**  
Projects that make all transportation on the same route more efficient, including walking, biking, transit, trains, and/or vehicles.



**Neighborhood Electric Vehicle (NEV) Service**  
Small, on-demand electric shuttle available for short trips in a small area (ex. FRED San Diego).



**Otay Mesa East Port of Entry (OME POE)**  
A new U.S./Mexico border crossing.



**Purple Line**  
Future transit route connecting the border region to University Town Center (UTC) and Sorrento Mesa.



**Rapid Bus**  
A bus route that gets priority in high-traffic areas to speed up trips.



**Reversible Managed Lanes**  
A managed lane that can change traffic direction depending on the time of day or traffic conditions.



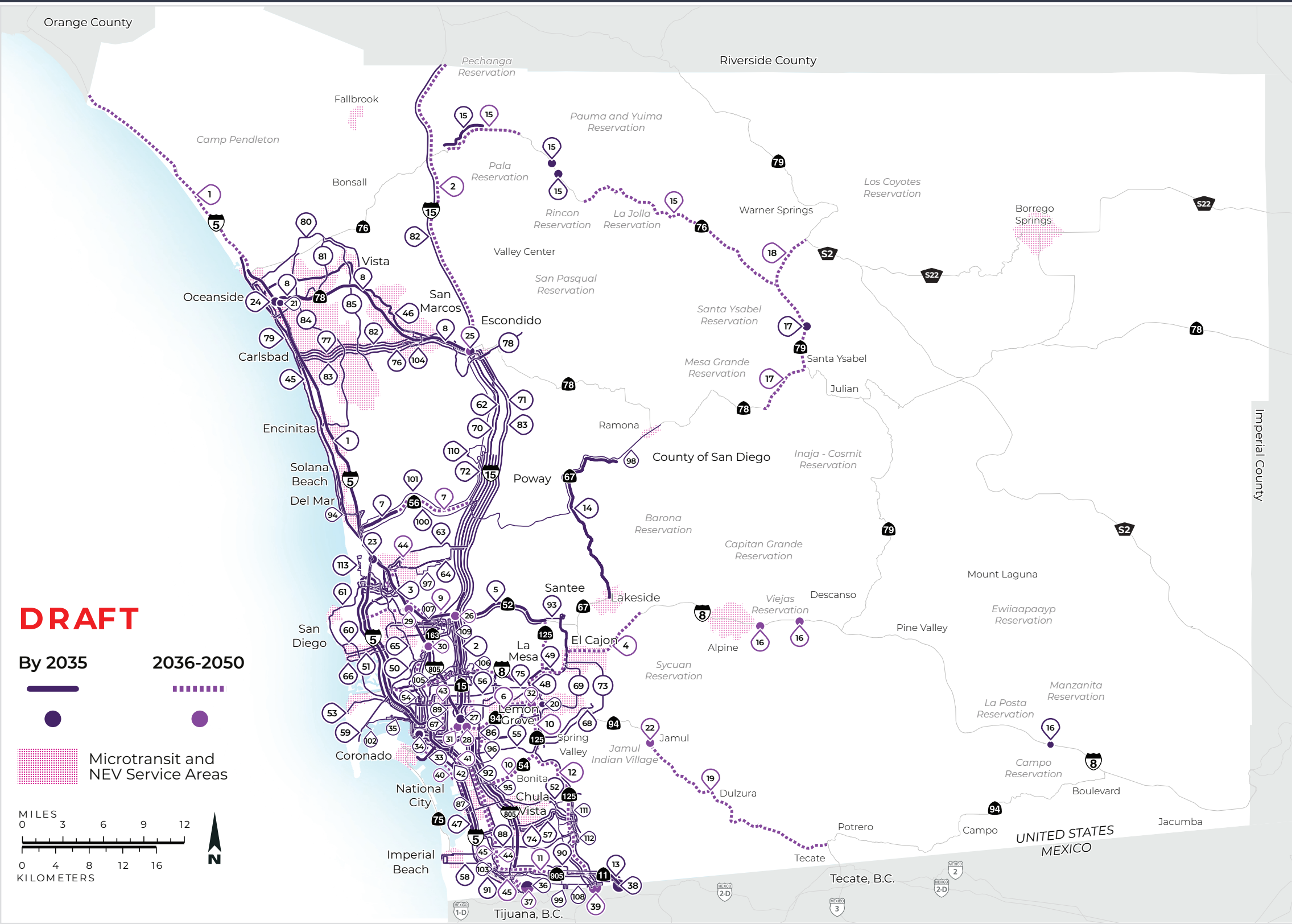
**Shoulder Widening**  
Project that widens pavement on the side of a freeway for safety in case of emergencies.



**Train and Trolley Improvements**  
(ex. on the Blue, Green, or Orange Line, SPRINTER, or COASTER) Projects that make rail trips more efficient: for example, separating rail tracks from car traffic with a bridge.



# Initial Concept for the Draft 2025 Regional Plan: San Diego Region



- |          |                      |           |  |           |   |           |                           |           |   |           |  |            |  |
|----------|----------------------|-----------|--|-----------|---|-----------|---------------------------|-----------|---|-----------|--|------------|--|
| <b>1</b> | I-5 Managed Lanes    | <b>10</b> | SR 54 Managed Lanes                            | <b>17</b> | SR 79 Intersection Improvements                 | <b>24</b> | I-5/SR 78 ML Connector    | <b>33</b> | SR 75 Coronado Bridge Reversible Managed Lane                         | <b>70</b> | Rapid 265: Otay to Escondido                                     | <b>106</b> | Circulator Route 648: Mission Valley Loop                |
| <b>2</b> | I-15 Managed Lanes   | <b>11</b> | SR 905 Managed Lanes                           | <b>18</b> | SR 79 Shoulder Widening                         | <b>25</b> | I-15/SR 78 ML Connector   | <b>34</b> | Downtown Bus Layover  | <b>71</b> | Rapid 280: Downtown San Diego to Escondido                       | <b>107</b> | Circulator Route 649: Kearny Mesa Loop                   |
| <b>3</b> | I-805 Managed Lanes  | <b>12</b> | SR 125 Managed Lanes                           | <b>19</b> | SR 94 Shoulder Widening/ Straightening          | <b>26</b> | I-15/SR 52 ML Connectors  | <b>35</b> | Airport Transit Connection  | <b>72</b> | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station | <b>108</b> | Circulator Route 661: Otay Mesa Loop                     |
| <b>4</b> | I-8 Managed Lanes    | <b>13</b> | SR 11 Roadway Connection to Otay Mesa East POE | <b>20</b> | SR 125/SR 94 Interchange/ Arterial Improvements | <b>27</b> | I-15/I-805 ML Connector   | <b>36</b> | San Ysidro Mobility Hub   | <b>73</b> | Rapid 292: El Cajon to Otay Mesa                                 | <b>109</b> | Circulator Route 668: Kearny Mesa Loop                   |
| <b>5</b> | SR 52 Managed Lanes* | <b>14</b> | SR 67 Improvements                             | <b>21</b> | I-5/SR 78 Interchange/ Arterial Improvements    | <b>28</b> | SR 94/I-805 ML Connector  | <b>37</b> | U.S.-Mexico Border Transit Connection                                 | <b>74</b> | Rapid 293: Imperial Beach to Otay Ranch                          | <b>110</b> | Circulator Route 675: Rancho Bernardo Business Park Loop |
| <b>6</b> | SR 94 Managed Lanes  | <b>15</b> | SR 76 Safety & Operational Improvements        | <b>22</b> | SR 94 Intersection Improvements                 | <b>29</b> | I-805/SR 52 ML Connector  | <b>38</b> | Otay Mesa East POE  | <b>75</b> | Rapid 295: South Bay to Clairemont                               | <b>111</b> | Circulator Route 715: Otay Ranch Loop                    |
| <b>7</b> | SR 56 Managed Lanes  | <b>16</b> | I-8 Interchange Improvements                   | <b>23</b> | I-5/I-805 ML Connector                          | <b>30</b> | I-805/SR 163 ML Connector | <b>39</b> | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility | <b>76</b> | Rapid 440: Carlsbad to Escondido Transit Center                  | <b>112</b> | Circulator Route 716: Lower Otay Ranch Loop              |
| <b>8</b> | SR 78 Managed Lanes  |           |  |           |   | <b>31</b> | I-15/SR 94 ML Connector   | <b>40</b> | Harbor Dr Multimodal Corridor Improvements                            | <b>77</b> | Rapid 450: Oceanside to Escondido                                | <b>113</b> | Circulator Route 985: UC San Diego Shuttle               |
| <b>9</b> | SR 163 Managed Lanes |           |  |           |   | <b>32</b> | SR 125/SR 94 ML Connector |           |   |           |  |            |  |

- |    |  |     |  |
|----|--|-----|--|
| 41 | I-5 Working Waterfront Access  | 78  | Rapid 471: Downtown Escondido to East Escondido                                  |
| 42 | Vesta Bridge: Phase 1  | 79  | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego                         |
| 43 | Balboa Park Perimeter Streetcar  | 80  | Rapid 474: Oceanside to Vista  |
| 44 | Purple Line  | 81  | Rapid 477: Carlsbad Village to SR 76   |
| 45 | LOSSAN Improvements  |     |  |
| 46 | SPRINTER Improvements  | 82  | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinsettia Station |
| 47 | Blue Line Improvements   | 83  | Rapid 484: Carlsbad to Kearny Mesa   |
| 48 | Orange Line Improvements   | 84  | Rapid 485: Oceanside to Encinitas  |
| 49 | Green Line Improvements  | 85  | Rapid 486: Oceanside to Carlsbad/ San Marcos                                     |
| 50 | Rapid 120: Kearny Mesa to Downtown   | 86  | Rapid 625: SDSU to Palomar Station   |
| 51 | Rapid 207: Pacific Beach to Kearny Mesa  | 87  | Rapid 630: Iris Trolley/Palomar to Kearny Mesa                                   |
| 52 | Rapid 209: H St Trolley Station to Millennia   | 88  | Rapid 635: Eastlake to Palomar Trolley   |
| 53 | Rapid 210: La Mesa to Ocean Beach  | 89  | Rapid 637: North Park to 32nd St Trolley Station                                 |
| 54 | Rapid 211: SDSU to Downtown via Adams Ave  | 90  | Rapid 638: Iris Trolley to Otay Mesa   |
| 55 | Rapid 212: Spring Valley to Downtown   | 91  | Rapid 640: San Ysidro to Santa Fe Depot  |
| 56 | Rapid 215: SDSU to Downtown  | 92  | Rapid 688: San Ysidro to UTC   |
| 57 | Rapid 225: South Bay Rapid   | 93  | Rapid 880: El Cajon to UC San Diego  |
| 58 | Rapid 227: Otay Mesa East POE to Imperial Beach  | 94  | Local Route 89: Solana Beach to UTC  |
| 59 | Rapid 228: Point Loma to Kearny Mesa   | 95  | Local Route 195: 8th St Trolley to Plaza Bonita                                  |
| 60 | Rapid 229: Downtown to Pacific Beach   | 96  | Local Route 196: 8th St Trolley to Plaza Blvd                                    |
| 61 | Rapid 230: Balboa Station to UTC   | 97  | Local Route 984: Mira Mesa to Sorrento Valley                                    |
| 62 | Rapid 235: Escondido to Downtown   | 98  | Express Route 77: Ramona to Poway  |
| 63 | Rapid 237: UC San Diego to Rancho Bernardo   | 99  | Express Route 121: Cross-Border Xpress to Iris Transit Center                    |
| 64 | Rapid 238: UC San Diego to Rancho Bernardo   | 100 | Express Route 246: Rancho Bernardo to UC San Diego                               |
| 65 | Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego   | 101 | Express Route 247: Escondido to UC San Diego                                     |
| 66 | Rapid 243: Pacific Beach to Kearny Mesa  | 102 | Express Route 993: Shelter Island to Convention Center                           |
| 67 | Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest | 103 | Circulator Route 193: Iris Transit Center to San Ysidro High School              |
| 68 | Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College  | 104 | Circulator Route 449: Palomar College area                                       |
| 69 | Rapid 259: El Cajon Transit Center to Lemon Grove Depot  | 105 | Circulator Route 647: Mission Valley Loop  |
| 70 | Rapid 265: Otay to Escondido   | 106 | Circulator Route 648: Mission Valley Loop  |
| 71 | Rapid 280: Downtown San Diego to Escondido   | 107 | Circulator Route 649: Kearny Mesa Loop   |
| 72 | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station   | 108 | Circulator Route 661: Otay Mesa Loop   |
| 73 | Rapid 292: El Cajon to Otay Mesa   | 109 | Circulator Route 668: Kearny Mesa Loop   |
| 74 | Rapid 293: Imperial Beach to Otay Ranch  | 110 | Circulator Route 675: Rancho Bernardo Business Park Loop                         |
| 75 | Rapid 295: South Bay to Clairemont   | 111 | Circulator Route 715: Otay Ranch Loop  |
| 76 | Rapid 440: Carlsbad to Escondido Transit Center  | 112 | Circulator Route 716: Lower Otay Ranch Loop                                      |
| 77 | Rapid 450: Oceanside to Escondido  | 113 | Circulator Route 985: UC San Diego Shuttle                                       |

Additional Map Information

Unmapped Projects

- 2025 Bike Network
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network

Unmapped Policies

- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acroynms

- ML** = Managed Lane
- NEV** = Neighborhood Electric Vehicle
- POE** = Port of Entry
- OME** = Otay Mesa East



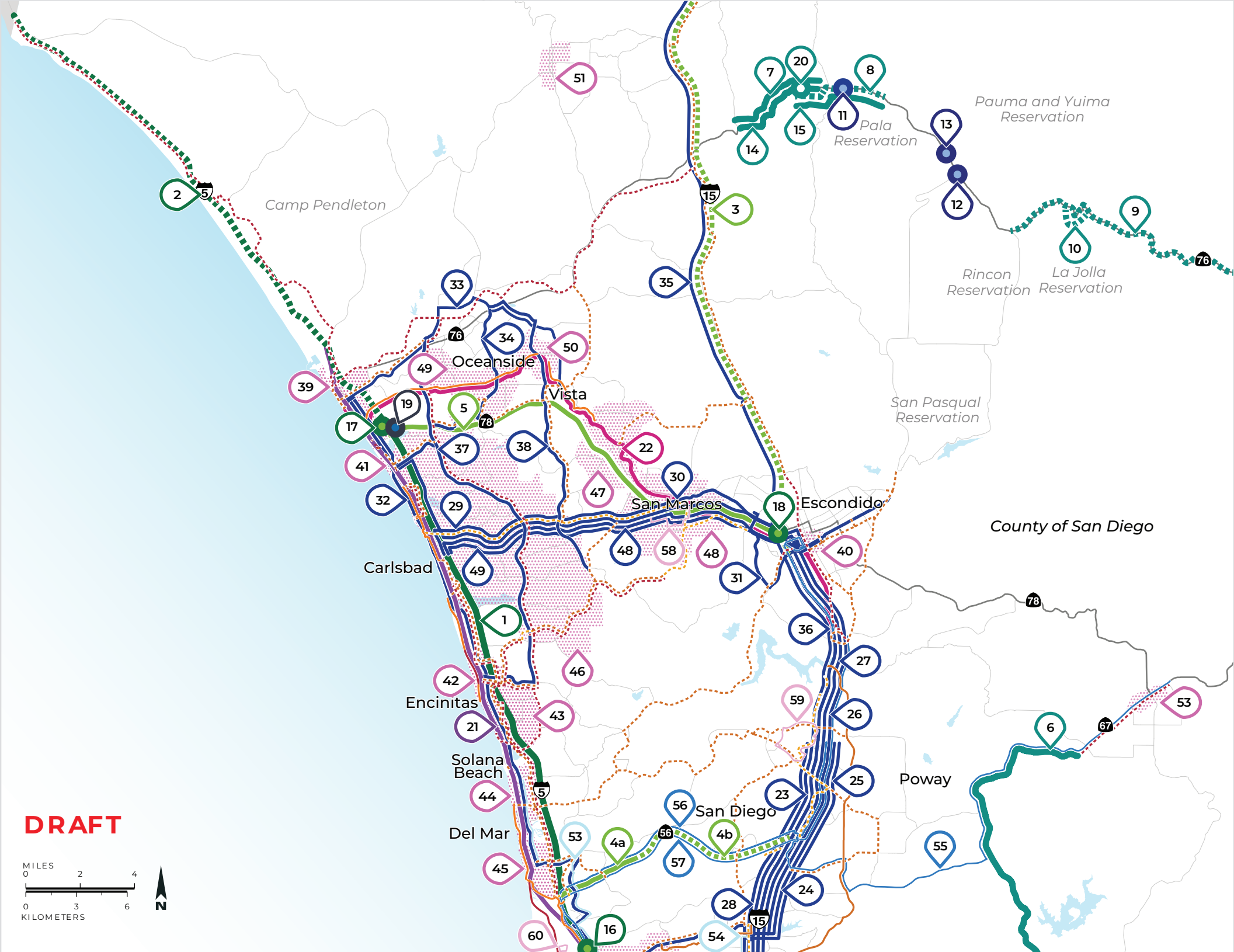
***San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.***

Recurring Feedback and Impact on the Concept

Across the region, people said they needed:	What we’re considering (and much more, as seen on the map):
Local public transportation improvements to speed up short neighborhood trips as well as regional improvements to speed up commutes and other longer trips in the short-term.	Prioritizing transit projects that can be made a reality in the next decade; adding more Rapid regional bus routes and neighborhood circulator routes, along with increased service on local bus routes and projects to speed up trolley trips.
Improved public transit that’s faster, more efficient, safe, and reliable.	Funding for better transit amenities such as bathrooms, lighting, shelter, WiFi, and security; as well as funding to increase how often transit comes and adding some expanded weekend and night service.
Highway improvements: adding lanes and finishing highway connectors or improving existing interchanges.	Setting aside key lanes and shoulders to move more people at once in multi-passenger vehicles; this will reduce traffic while supporting Rapid bus routes and carpooling on these highways .
A safe network of bikeways throughout the region.	Continuing to deliver key regional bikeway projects and expanding the bikeways across the region.
Pedestrian and cyclist paths that are protected when crossing highways and major streets to safely access key neighborhood destinations.	An active transportation network that includes connections crossing over highways and major streets that are safe for all ages and abilities.
Microtransit and shuttles for short trips and to connect people to public transit stops, especially for older adults and those that are transit dependent.	Adding more neighborhood shuttles and microtransit that can connect people to common destinations and transit stops.
Electric vehicle discounts and infrastructure.	Continuing to support electric vehicle infrastructure and programs to incentivize people buying electric vehicles.
Projects that improve air quality and reduce greenhouse gas emissions.	Prioritizing improvements to our transportation network that reduce pollution and emissions.
No regional road usage charge.	No regional road useage charge; other flexible funding sources are proposed.
Make transportation more accessible and affordable for people with disabilities, children and seniors, and for low-income households.	<ul style="list-style-type: none"><li>► Funding for transit amenities which can improve access for those with disabilities</li><li>► Continued funding for free youth transit and studying expanded transit discounts</li></ul>
Better connections between different types of transportation.	Planning ways to create seamless connections between transportation modes such as safer biking and walking paths, shuttles and microtransit, secure parking, and e-charging stations
Safer roads and more transit options in rural, unincorporated communities, and especially providing emergency evacuation solutions.	<ul style="list-style-type: none"><li>► Exploring shoulder widening, reducing road curves, and technology solutions to improve travel and enhance safety in emergencies</li><li>► Planning further improvements to rural transit routes; new opportunities for community-based microtransit services</li></ul>



# Initial Concept for the Draft 2025 Regional Plan: North County



- |      |   |                                    |  |
|------|---|------------------------------------|--|
| 1    | I-5 Managed Lanes: I-805 to SR 78   | 31                                 | Rapid 471: Downtown Escondido to East Escondido                                  |
| 2    | I-5 Managed Lanes: SR 78 to County Line   | 32                                 | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego                         |
| 3    | I-15 Managed Lanes: SR 78 to County Line  | 33                                 | Rapid 474: Oceanside to Vista  |
| 4a-b | SR 56 Managed Lanes: I-5 to I-15  | 34                                 | Rapid 477: Carlsbad Village to SR 76   |
| 5    | SR 78 Managed Lanes: I-5 to I-15  | 35                                 | Rapid 483: Commuter Express: Riverside (Temecula) to Carlsbad Poinsettia Station |
| 6    | SR 67 Improvements: Maplevue St to Dye Rd   | 36                                 | Rapid 484: Carlsbad to Kearny Mesa   |
| 7    | SR 76 Straightening: Rice Canyon Rd to Pala Reservation   | 37                                 | Rapid 485: Oceanside to Encinitas  |
| 8    | SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary | 38                                 | Rapid 486: Oceanside to Carlsbad/ San Marcos                                     |
| 9    | SR 76 Improvements: SR 79 to Valley Center Rd   | 39                                 | NEV Service Area: Oceanside  |
| 10   | SR 76 Straightening: Harolds Rd to Pauma Rancho   | 40                                 | NEV Service Area: Escondido  |
| 11   | SR 76 Intersection Improvements: SR 76 to Pala Mission Rd   | 41                                 | NEV Service Area: Carlsbad Village   |
| 12   | SR 76 Intersection Improvements: SR 76 to Cole Grade Rd   | 42                                 | NEV Service Area: Encinitas  |
| 13   | SR 76 Intersection Improvement: SR 76 to Pauma Reservation Rd   | 43                                 | NEV Service Area: Cardiff  |
| 14   | SR 76 Improvements: Pala Casino to Rice Canyon Rd   | 44                                 | NEV Service Area: Solana Beach   |
| 15   | SR 76 Safety: Shoulder Widening   | 45                                 | NEV Service Area: Del Mar  |
| 16   | I-5/I-805 ML Connector  | 46                                 | Carlsbad Palomar Aiport Microtransit   |
| 17   | I-5/SR 78 ML Connector  | 47                                 | Vista/San Marcos/County Microtransit   |
| 18   | I-15/SR 78 ML Connector   | 48                                 | San Marcos Microtransit  |
| 19   | I-5/SR 78 Interchange/ Arterial Improvements  | 49                                 | Southeast Oceanside Microtransit   |
| 20   | SR 76 Safety: Dynamic Messaging Sign  | 50                                 | Vista/Bonsall Microtransit   |
| 21   | LOSSAN Improvements   | 51                                 | Fallbrook Microtransit   |
| 22   | SPRINTER Improvements   | 52                                 | Ramona Microtransit  |
| 23   | Rapid 235: Escondido to Downtown  | 53                                 | Local Route 89: Solana Beach to UTC  |
| 24   | Rapid 237: UC San Diego to Rancho Bernardo  | 54                                 | Local Route 984: Mira Mesa to Sorrento Valley                                    |
| 25   | Rapid 238: UC San Diego to Rancho Bernardo  | 55                                 | Express Route 77: Ramona to Poway  |
| 26   | Rapid 265: Otay to Escondido  | 56                                 | Express Route 246: Rancho Bernardo to UC San Diego                               |
| 27   | Rapid 280: Downtown San Diego to Escondido  | 57                                 | Express Route 247: Escondido to UC San Diego                                     |
| 28   | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station                                      | 58                                 | Circulator Route 449: Palomar College area                                       |
| 29   | Rapid 440: Carlsbad to Escondido Transit Center   | 59                                 | Circulator Route 675: Rancho Bernardo Business Park Loop                         |
| 30   | Rapid 450: Oceanside to Escondido   | 60                                 | Circulator Route 985: UC San Diego Shuttle                                       |
|      |   | <b>Projects Outside Map Extent</b> |  |
|      |   | Borrego Springs Microtransit       |  |

## Projects Outside Map Extent

## Borrego Springs Microtransit

See reverse for detailed Managed Lanes Key and Additional Map Information

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: I-805 to SR 78	X	
2	I-5 Managed Lanes: SR 78 to County Line	X	X
3	I-15 Managed Lanes: SR 78 to County Line	X	
4a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
4b	SR 56 Managed Lanes: Carmel Valley Rd to I-15		X
5	SR 78 Managed Lanes: I-5 to I-15		X

DRAFT

- Unlisted Projects
- 2025 Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acroynms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

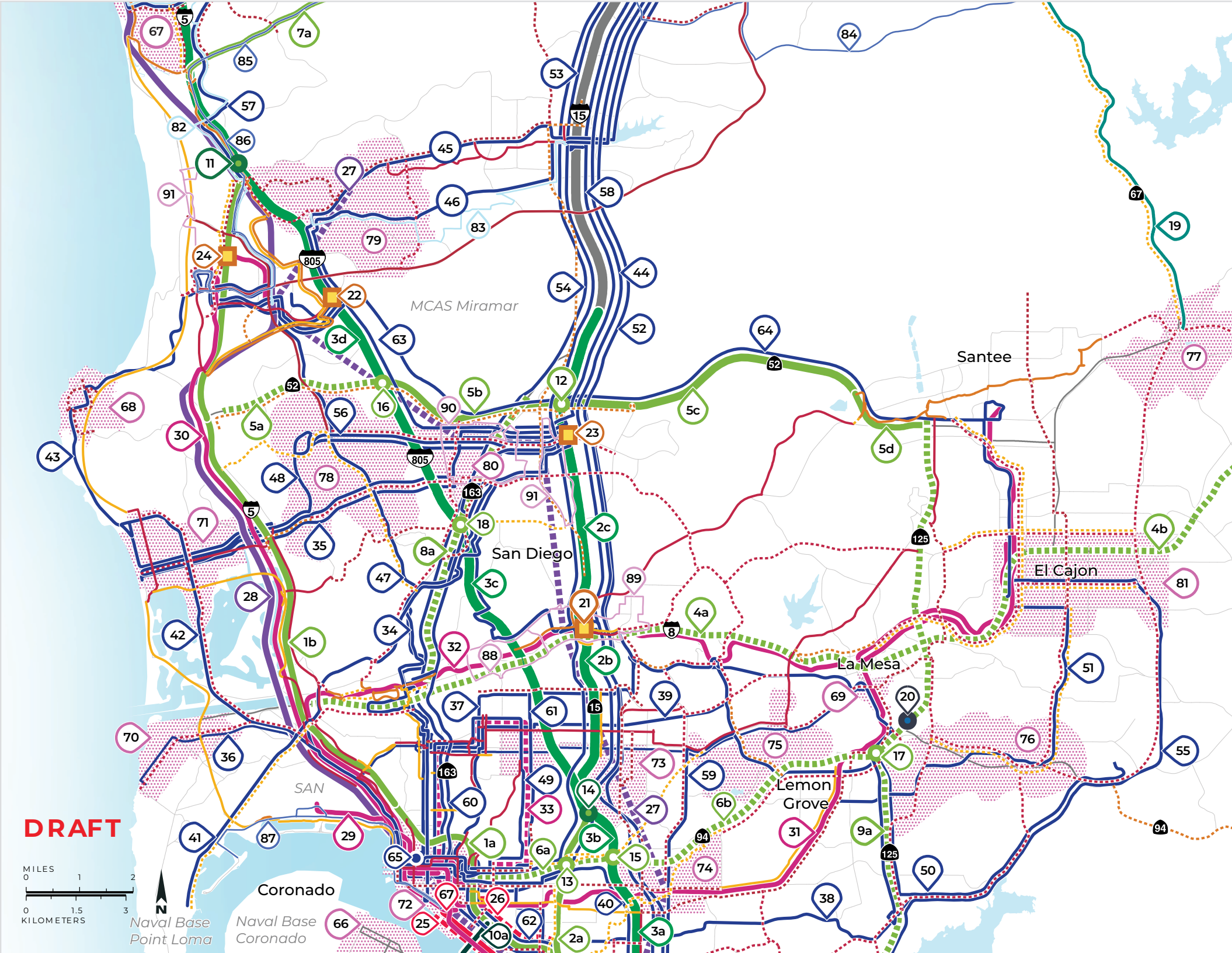
Recurring Feedback and Impact on the Concept

In North County, people said they needed:	What we’re considering (and much more):
<ul style="list-style-type: none"><li>▶ Better traffic flow on highways: especially the SR 78, SR 76 and I-15</li><li>▶ Safer/easier connector between I-5 and SR 78</li></ul>	<ul style="list-style-type: none"><li>▶ Managed lanes on the SR 78 and managed lane connectors between the SR 78 and I-5 and I-15</li><li>▶ Straightening out SR 76 from Rice Canyon to the Pala Reservation, Harolds Rd to Pauma Rancho, adding intersection improvements in three places, and widening the shoulder for emergencies</li><li>▶ Connector between I-5 and SR 78</li></ul>
<p>Better public transit service:</p> <ul style="list-style-type: none"><li>▶ COASTER, SPRINTER, and buses that come more often and that can make faster trips</li><li>▶ More service at night and on weekends</li><li>▶ Expanded transit or microtransit access for communities where routes don’t currently go such as San Elijo Hills, Rancho Santa Fe, Fallbrook</li><li>▶ Connection to Riverside County</li><li>▶ Access to Palomar Airport</li></ul>	<ul style="list-style-type: none"><li>▶ Improving the SPRINTER and COASTER routes by increasing frequency, making rail improvements to speed up trip times, and adding more evening and weekend service</li><li>▶ More Rapid routes, including one from Otay to Escondido and another connecting Carlsbad and San Marcos to Riverside County</li></ul>
<p>Better transit, shuttle and microtransit options to make it easier to access COASTER and SPRINTER stations and community destinations.</p>	<p>Twelve shuttle or microtransit service areas which will increase access to common local destinations, including transit stops; includes service area providing access to Palomar Airport.</p>
<ul style="list-style-type: none"><li>▶ Safer walking and biking routes, either improving existing routes or expanding the network</li><li>▶ Protected bike lanes on major roads to connect to the coast</li></ul>	<ul style="list-style-type: none"><li>▶ Upgrading existing bike routes or adding new ones across the region with separated bikeways on high-speed roads</li><li>▶ Bike trails with coastal access, along with other east to west bikeway connections</li></ul>

**North County residents told us they needed better traffic flow on SR 78, SR 76, and I-15, more frequent COASTER and SPRINTER service with expanded night and weekend hours, safer walking and biking routes, shuttle and microtransit services to connect to transit stations, and connections to Palomar Airport and Riverside County.**



# Initial Concept for the Draft 2025 Regional Plan: Central & East County

[illegible]

See reverse for detailed Managed Lanes Key and Additional Map Information | \* Includes addition of truck climbing lane

<b>1a-b</b>	I-5 Managed Lanes	<b>50</b>	Rapid 256: SDSU to Rancho SD/Cuyamaca College
<b>2a-c</b>	I-15 Managed Lanes	<b>51</b>	Rapid 259: El Cajon Transit Center to Lemon Grove Depot
<b>3a-d</b>	I-805 Managed Lanes	<b>52</b>	Rapid 265: Otay to Escondido
<b>4a-b</b>	I-8 Managed Lanes	<b>53</b>	Rapid 280: Downtown San Diego to Escondido
<b>5a-d</b>	SR 52 Managed Lanes*	<b>54</b>	Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
<b>6a-b</b>	SR 94 Managed Lanes	<b>55</b>	Rapid 292: El Cajon to Otay Mesa
<b>7a</b>	SR 56 Managed Lanes	<b>56</b>	Rapid 295: South Bay to Clairemont
<b>8a</b>	SR 163 Managed Lanes	<b>57</b>	Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego
<b>9a</b>	SR 125 Managed Lanes	<b>58</b>	Rapid 484: Carlsbad to Kearny Mesa
<b>10a</b>	SR 75 Coronado Bridge Reversible Managed Lane	<b>59</b>	Rapid 625: SDSU to Palomar Station
<b>11</b>	I-5/I-805 ML Connector	<b>60</b>	Rapid 630: Iris Trolley/Palomar to Kearny Mesa
<b>12</b>	I-15/SR 52 ML Connectors	<b>61</b>	Rapid 637: North Park to 32nd St Trolley Station
<b>13</b>	I-15/SR 94 ML Connector	<b>62</b>	Rapid 640: San Ysidro to Santa Fe Depot
<b>14</b>	I-15/I-805 ML Connector	<b>63</b>	Rapid 688: San Ysidro to UTC
<b>15</b>	SR 94/I-805 ML Connector	<b>64</b>	Rapid 880: El Cajon to UC San Diego
<b>16</b>	I-805/SR 52 ML Connector	<b>65</b>	Downtown Bus Layover
<b>17</b>	SR 125/SR 94 ML Connector	<b>66</b>	NEV Service Area: Coronado
<b>18</b>	I-805/SR 163 ML Connector	<b>67</b>	NEV Service Area: Del Mar
<b>19</b>	SR 67 Improvements: Maplevue St to Dye Rd	<b>68</b>	NEV Service Area: La Jolla
<b>20</b>	SR 125/SR 94 Interchange/ Arterial Improvements	<b>69</b>	NEV Service Area: La Mesa
<b>21</b>	I-15 @ SDSU West DAR	<b>70</b>	NEV Service Area: Ocean Beach
<b>22</b>	I-805 @ Nobel Dr DAR	<b>71</b>	NEV Service Area: Pacific Beach
<b>23</b>	I-15 @ Clairemont Mesa Blvd DAR	<b>72</b>	NEV Service Area: Downtown/Little Italy
<b>24</b>	I-5 @ Voigt DAR	<b>73</b>	NEV Service Area: North Park/City Heights
<b>25</b>	Harbor Dr Multimodal Corridor Improvements	<b>74</b>	Southeast San Diego Microtransit
<b>26</b>	I-5 Working Waterfront Access	<b>75</b>	Eastern San Diego Microtransit
<b>27</b>	Purple Line	<b>76</b>	Casa De Oro Microtransit
<b>28</b>	LOSSAN Improvements	<b>77</b>	Lakeside Microtransit
<b>29</b>	Airport Transit Connection	<b>78</b>	Clairemont Mesa Microtransit
<b>30</b>	Blue Line Improvements	<b>79</b>	Sorrento Valley Microtransit
<b>31</b>	Orange Line Improvements	<b>80</b>	Kearny Mesa Convoy Microtransit
<b>32</b>	Green Line Improvements	<b>81</b>	El Cajon Microtransit
<b>33</b>	Balboa Park Perimeter Streetcar	<b>82</b>	Local Route 89: Solana Beach to UTC
<b>34</b>	Rapid 120: Kearny Mesa to Downtown	<b>83</b>	Local Route 984: Mira Mesa to Sorrento Valley
<b>35</b>	Rapid 207: Pacific Beach to Kearny Mesa	<b>84</b>	Express Route 77: Ramona to Poway
<b>36</b>	Rapid 210: La Mesa to Ocean Beach	<b>85</b>	Express Route 246: Rancho Bernardo to UC San Diego
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<b>38</b>	Rapid 212: Spring Valley to Downtown	<b>87</b>	Express Route 993: Shelter Island to Convention Center
<b>39</b>	Rapid 215: SDSU to Downtown	<b>88</b>	Circulator Route 647: Mission Valley Loop
<b>40</b>	Rapid 225: South Bay Rapid	<b>89</b>	Circulator Route 648: Mission Valley Loop
<b>41</b>	Rapid 228: Point Loma to Kearny Mesa	<b>90</b>	Circulator Route 649: Kearny Mesa Loop
<b>42</b>	Rapid 229: Downtown to Pacific Beach	<b>91</b>	Circulator Route 668: Kearny Mesa Loop
<b>43</b>	Rapid 230: Balboa Station to UTC	<b>92</b>	Circulator Route 985: UC San Diego Shuttle
<b>44</b>	Rapid 235: Escondido to Downtown		
<b>45</b>	Rapid 237: UC San Diego to Rancho Bernardo		
<b>46</b>	Rapid 238: UC San Diego to Rancho Bernardo		
<b>47</b>	Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego		
<b>48</b>	Rapid 243: Pacific Beach to Kearny Mesa		
<b>49</b>	Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest		



Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 905 Pacific Highway	X	
1b	I-5 Managed Lanes: Pacific Highway to I-805	X	
2a	SR 15 Managed Lanes: I-5 to I-805		X
2b	SR 15 Managed Lanes: I-805 to I-8	X	
2c	I-15 Managed Lanes: I-8 to SR-163	X	X
3a	I-805 Managed Lanes: Palomar St to SR 94	X	
3b	I-805 Managed Lanes: SR 94 to I-8	X	X
3c	I-805 Managed Lanes: I-8 to SR 52	X	X
3d	I-805 Managed Lanes: SR 52 to I-5	X	
4a	I-8 Managed Lanes: I-5 to SR 67	X	
4b	I-8 Managed Lanes: SR 67 to Lake Jennings Pk Rd		X
5a	SR 52 Managed Lanes: I-5 to I-805		X
5b	SR 52 Managed Lanes: I-805 to I-15	X	
5c	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
5d	SR 52 Managed Lanes: Mast Blvd to SR 125		X
6a	SR 94 Managed Lanes: I-5 to I-15	X	
6b	SR 94 Managed Lanes: I-15 to SR-125	X	
7a	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
8a	SR 163 Managed Lanes: I-8 to SR-52	X	
9a	SR 125 Managed Lanes: SR 54 to SR 52	X	
10a	SR 75 Coronado Bridge Reversible Managed Lane	X	

Central & East County residents told us they needed improved traffic flow on SR 52, I-8, and SR 67, the completed SR 94/SR 125 connector, faster connections to job centers, beaches, the airport, more frequent transit connections with expanded night and weekend hours, and safer walking and biking routes.

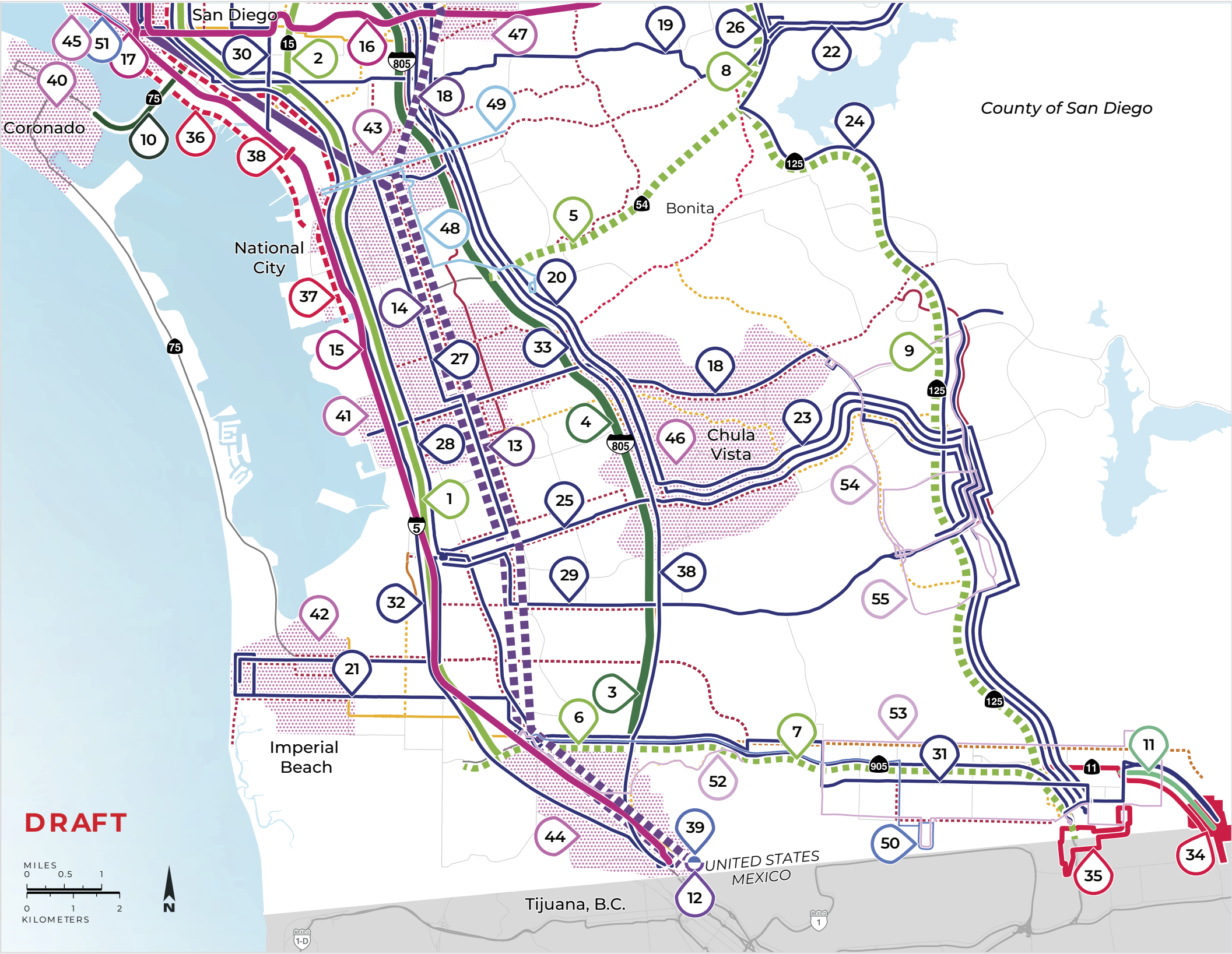
- Unlisted Projects
- 2025 Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acroynms
- DAR = Direct Access Ramp
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle

Recurring Feedback and Impact on the Concept































In San Diego, people said they needed:	What we’re considering (and much more):
Better public transit including: <ul style="list-style-type: none"><li>Expanded routes and more frequent service, including later evening and more weekend hours</li><li>Faster connections east to west including beach access, and east of the I-15</li><li>More connections to job centers, beaches, and major landmarks</li><li>Faster transit to the airport</li><li>Faster trips through high-traffic areas</li><li>More bus lanes on major streets</li><li>Transit station amenities like shade and lighting</li></ul>	<ul style="list-style-type: none"><li>More Rapid buses and trolley improvements</li><li>More frequent service and expanded night and weekend hours</li><li>Routes maximize access to jobs and high-traffic destinations</li></ul>
Microtransit or shuttles connecting people to transit stops too far to walk to – particularly in areas with limited parking	Twelve microtransit and/or shuttle service areas; parking district funds will partially fund shuttle service in those areas
Better traffic flow on and between highways including: <ul style="list-style-type: none"><li>Smoother connections to the SR 52</li><li>I-5 and I-8</li></ul>	<ul style="list-style-type: none"><li>Managed lanes and truck climbing lane on SR 52, and connecting the I-15 and SR 52 managed lanes</li><li>Converting existing lanes and adding managed lanes on I-8</li><li>Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 56, 163, and part of the 125</li></ul>
More protected biking/walking routes on high-speed roads and crossing busy intersections: improving existing routes, finishing projects, and connecting more neighborhoods, including: <ul style="list-style-type: none"><li>Between Point Loma and the Marina along the coast</li><li>Around SDSU</li><li>Routes that go over a freeway such as I-5</li><li>Nimitz Blvd, Rosecrans St, Pacific Coast Highway, Old Town</li><li>Better connections from the I-15 bikeway over I-8</li></ul>	Our Regional Bike Network includes existing bikeway improvements, additions, or finishing routes addressing all of these location-specific concerns. For more information, visit <a href="#">the interactive map</a> on our website.
More amenities for bicyclists at transit stops and other common locations (ex. bike racks and lockers).	Investing in bike amenities as part of bikeway projects, transit projects, and transportation demand management programs.

In East County, people said they needed:	What we’re considering (and much more):
To improve highways by: <ul style="list-style-type: none"><li>Finishing the SR 94 and SR 125 connector project</li><li>Helping traffic flow on State Routes 52 and 67</li></ul>	<ul style="list-style-type: none"><li>Improving the SR 94/125 connector</li><li>Managed lanes and a truck climbing lane on SR 52 and connecting managed lanes between I-15 and SR 52</li><li>Widening the shoulder for emergency purposes on SR 67</li></ul>
Public transportation improvements: <ul style="list-style-type: none"><li>More Rapid transit and transit options for Cuyamaca College and La Presa</li><li>Transit that comes more often and for extended hours in the evening</li></ul>	<ul style="list-style-type: none"><li>More Rapid buses including routes 256: SDSU to Rancho SD/Cuyamaca College; and 292, El Cajon to Otay Mesa via La Presa</li><li>Next Gen Rapid bus routes may include infrastructure and technology to speed up trips</li><li>Green and Orange Line trolley improvements</li><li>More transit frequency and evening hours</li></ul>
Microtransit and shuttles: <ul style="list-style-type: none"><li>Connecting suburban East County to transit stops</li><li>Service from unincorporated communities to San Diego</li></ul>	Shuttles and microtransit in Lemon Grove, El Cajon, La Mesa and in unincorporated communities in the County.
<ul style="list-style-type: none"><li>Safer bike routes, not mixing bike routes with vehicle traffic on high-speed roads</li><li>More bike routes east to west</li></ul>	Regional bike network includes separated bikeways on high-speed roads and various east-to-west routes.

# Initial Concept for the Draft 2025 Regional Plan: South County



- |    |   |    |   |
|----|---|----|---|
| 1  | I-5 Managed Lanes: SR 905 to Pacific Hwy  | 30 | Rapid 637: North Park to 32nd St Trolley Station                      |
| 2  | I-15 Managed Lanes: I-5 to I-805  | 31 | Rapid 638: Iris Trolley to Otay Mesa                                  |
| 3  | I-805 Managed Lanes: SR 905 to Palomar St   | 32 | Rapid 640: San Ysidro to Santa Fe Depot                               |
| 4  | I-805 Managed Lanes: Palomar St to SR 94  | 33 | Rapid 688: San Ysidro to UTC via 805                                  |
| 5  | SR 54 Managed Lanes: I-805 to SR 125  | 34 | Otay Mesa East POE  |
| 6  | SR 905 Managed Lanes: I-5 to Border   | 35 | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 7  | SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry   | 36 | Harbor Dr Multimodal Corridor Improvements                            |
| 8  | SR 125 Managed Lanes: SR 54 to I-8  | 37 | I-5 Working Waterfront Access   |
| 9  | SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54 | 38 | Vesta Bridge: Phase 1   |
| 10 | SR 75 Coronado Bridge Reversible Managed Lane   | 39 | San Ysidro Mobility Hub   |
| 11 | SR 11 Roadway Connection to Otay Mesa East POE  | 40 | NEV Service Area: Coronado  |
| 12 | U.S.-Mexico Border Transit Connection   | 41 | NEV Service Area: Downtown Chula Vista                                |
| 13 | Purple Line   | 42 | NEV Service Area: Imperial Beach                                      |
| 14 | LOSSAN Improvements   | 43 | NEV Service Area: National City                                       |
| 15 | Blue Line Improvements  | 44 | NEV Service Area: U.S.-Mexico Border/ San Ysidro                      |
| 16 | Orange Line Improvements  | 45 | NEV Service Area: Downtown/Little Italy                               |
| 17 | Green Line Improvements   | 46 | Central Chula Vista Microtransit                                      |
| 18 | Rapid 209: H St Trolley Station to Millennia  | 47 | Southeast San Diego Microtransit                                      |
| 19 | Rapid 212: Spring Valley to Downtown  | 48 | Local Route 195: 8th St Trolley to Plaza Bonita                       |
| 20 | Rapid 225: South Bay Rapid  | 49 | Local Route 196: 8th St Trolley to Plaza Blvd                         |
| 21 | Rapid 227: Otay Mesa East POE to Imperial Beach via 905   | 50 | Express Route 121: Cross-Border Xpress to Iris Transit Center         |
| 22 | Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College   | 51 | Express Route 993: Shelter Island to Convention Center                |
| 23 | Rapid 265: Otay to Escondido  | 52 | Circulator Route 193: Iris Transit Center to San Ysidro High School   |
| 24 | Rapid 292: El Cajon to Otay Mesa  | 53 | Circulator Route 661: Otay Mesa Loop                                  |
| 25 | Rapid 293: Imperial Beach to Otay Ranch   | 54 | Circulator Route 715: Otay Ranch Loop                                 |
| 26 | Rapid 295: South Bay to Clairemont  | 55 | Circulator Route 716: Lower Otay Ranch Loop                           |
| 27 | Rapid 625: SDSU to Palomar Station  |    |   |
| 28 | Rapid 630: Iris Trolley/Palomar to Kearny Mesa  |    |   |
| 29 | Rapid 635: Eastlake to Palomar Trolley  |    |   |

By 2035		2036-2050		By 2035		2036-2050		By 2035		2036-2050	
	Regional Rail				1 Reversible Managed Lane				On-Street Bikeway		
	Light Rail				Freeway Connection to OME POE				Off-Street Bikeway		
	Next Gen Rapid				Managed Lanes Connector				On-Street & Off-Street Bikeway		
	Express Bus										
	Local Bus				Goods Movement				Flexible Fleets (Neighborhood Electric Vehicle (NEV)) or Microtransit)		
	Circulator										
	4 Managed Lanes				U.S.-Mexico Border Transit Connection						
	2 Managed Lanes				Mobility Hubs						

\* See reverse for detailed Managed Lanes Key

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to Pacific Highway	X	
2	I-15 Managed Lanes: I-5 to I-805		X
3	I-805 Managed Lanes: SR 905 to Palomar St	X	X
4	I-805 Managed Lanes: Palomar St to SR 94	X	
5	SR 54 Managed Lanes: I-805 to SR 125	X	
6	SR 905 Managed Lanes: I-5 to I-805		X
7	SR 905 Managed Lanes: I-805 to Otay Mesa East Port of Entry	X	
8	SR 125 Managed Lanes: SR 54 to I-8	X	
9	SR 125 Managed Lanes: transition from toll road to managed and general-purpose lanes from SR 905 to SR 54		X
10	SR 75 Coronado Bridge Reversible Managed Lane	X	

- Unlisted Projects
- 2025 Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat Conservation
- Health
- Housing & Land Use
- Parking & Curb Management
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acroynms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

Recurring Feedback and Impact on the Concept

In South County, people said they needed:	What we're considering (and much more):
<ul style="list-style-type: none"><li>▶ Better and faster transit options coming from the border, including a rail connection directly at the border</li><li>▶ Expanded network of transit with service to major destinations such as job centers, shopping areas, event venues, and schools</li></ul>	<ul style="list-style-type: none"><li>▶ Adding more Rapid routes and eventually a COASTER connection to the border and improvements to the Blue Line; San Ysidro Transit Center improvements and surrounding connections; exploring options for additional border transit</li><li>▶ Managed lanes with bus priority on various south-to-north highways</li><li>▶ Purple Line transit route from the border to Sorrento Valley via City Heights and Kearny Mesa</li></ul>
More transit routes to reach housing developments in areas isolated from transit and microtransit service for shorter trips.	Six new microtransit or shuttle service areas in Southeast San Diego, National City, Downtown Chula Vista, Central Chula Vista, Imperial Beach, and San Ysidro.
More transit access to the Cross Border Express (CBX).	Express bus from Iris Ave trolley station to CBX and a bus route between Otay Mesa and CBX.
Faster transit access to San Diego International Airport from South County.	Adding an airport transit connection based on potential concepts currently being studied.
<p>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</p> <ul style="list-style-type: none"><li>▶ Connections to parks, transit stations, malls, and other commercial areas</li><li>▶ Connections from communities near Sweetwater reservoir to central Chula Vista</li></ul>	<ul style="list-style-type: none"><li>▶ Improving and expanding separated bikeways on high-speed roads across the region, including intersection improvements such as bike signals</li><li>▶ On street, protected bikeways to connect communities near Sweetwater Reservoir to Bonita, National City, and Chula Vista</li></ul>
To remove the toll on SR 125.	By 2037, changing the SR 125 toll road to a regular highway with a mix of free and managed lanes (use of lanes may vary depending on demand).

**South County residents told us they needed faster, more direct transit access to and from the border and CBX, more transit routes to major destinations and housing, faster access to the airport, more protected bike and pedestrian routes, and to remove the toll on SR 125.**



## Attachment 2

### Policies and Programs Summary

The policies and programs in the Regional Plan are significant contributors to meeting our requirements for air quality and reducing greenhouse gas emissions, as well as advancing our goals for equity, safety, and healthy communities. These strategies maximize the benefits of the region's investments in transportation infrastructure. They can also serve as the foundation for mitigation measures in the Environmental Impact Report for the Regional Plan.

The policies and programs that make up the initial concept for the draft 2025 Regional Plan fall under the categories below:

- **Climate** programs address climate impacts through mitigation and adaptation efforts including regional clean transportation programs, climate action planning, and resilience planning. This includes incentive programs for zero emission vehicles and charging infrastructure.
- **Digital Equity** programs expand affordable and reliable internet service and improve digital literacy. Technology and connectivity also are an important part of how we manage the transportation system.
- **Fix it First** invests in the maintenance and rehabilitation of existing transportation infrastructure to provide a system that is resilient to natural disasters and safe and reliable for all users.
- **Habitat conservation** protects and preserves the region's wealth of open space and natural resources and serves as mitigation for our regional transportation projects.
- **Health** policies identify measures that reduce the health impacts caused by the transportation sector, especially in the region's most affected communities.
- **Housing and Land Use** programs encourage locating more housing near jobs and activity centers and in transit-rich parts of the region. This includes grant funding for local projects and technical assistance to accelerate housing production and smart growth.
- **Parking and Curb Management** strategies help to balance the competing needs for valuable parking and curb space while remaining flexible to the needs of residents, employees, businesses, and visitors.
- **Pricing Strategies** refer to the cost of using various components of the transportation system. This includes providing subsidized transit (specifically, continuing the Youth Opportunity Pass and providing a discount for other fares), charging for parking in select locations, allowing carpool drivers to drive free, adding fees for certain ride-hailing or delivery services, or paying to drive in an Express Lane to pass traffic.
- **Transportation Demand Management** programs provide regional vanpool incentives, bike education services, a guaranteed ride home program, support for employers to implement customized commuter benefit programs, and secure bicycle parking to support commuters with traveling to/from work using an alternative to driving alone.
- **Transportation Technology and Operational Improvements** help to make the transportation system reliable and convenient. Proactive coordination of transportation technologies improves travel times, decreases fuel consumption and emissions, and enhances safety. This includes connected vehicle infrastructure, dynamic operations of Managed Lanes, a connected network of smart intersections, and advanced traveler information systems.
- **Vision Zero** strategies improve safety for all modes of transportation with the goal of eliminating traffic-related deaths and serious injuries.

The policies and programs identified in previous Regional Plans have brought many tangible benefits to the region, including the Youth Opportunity Pass, nearly 400 vanpools, a Smart Growth Incentive program that has distributed nearly \$60 million in funds to local jurisdictions, an environmental mitigation program that has preserved 9,195 acres of sensitive land, 990 electric vehicle chargers through the region's California Electric Vehicle Infrastructure Project (CALeVIP), expanded access to broadband, and more.

### Attachment 3 Revenue Summary

Local Funding	
Revenue Source	Description and Major Assumptions
TransNet	A half-cent sales tax that provides funding for transportation purposes in the San Diego region. It was approved by voters in 2004 and the 2025 Regional Plan calculations assume it will be renewed by voters beyond 2048 to cover 2049-2050.
Transportation Development Act (TDA)	A statewide one-quarter-percent sales tax for transportation purposes. This funding is based on the growth of sales taxes.
Developer Impact Fees	A fee collected from the private sector for each new housing unit constructed in their city or in unincorporated parts of the County. This is required by the Regional Transportation Congestion Improvement Program (RTCIP) and part of the TransNet Ordinance.
City/County Local Gas Taxes	Funding from the state gas tax used for transportation-related purposes. Funds are forecasted to come from: (1) The Highway Users Tax which is for local streets and road purposes in cities and the County; and (2) the Road Maintenance and Repair Act Local Streets and Roads Program.
General Fund/ Miscellaneous Local Road Funds	Funding dedicated for local streets and road maintenance and improvements. These include fines and forfeitures, interest earnings, and other miscellaneous revenue sources. These are predicted to stay consistent based on information provided in the State Controller's annual reports.
Value Capture/Joint Use Agreement	Funding estimated to be gathered through joint building development opportunities on publicly owned land at transit stations. This development is feasible at many existing and future transit stations. Estimated revenues are calculated based on SANDAG's Regional Value Capture Study.
FasTrak® Revenues	Estimated future funding from tolling based on the planned expansion of the Managed Lanes network through 2050. Forecasted funds are based on the Managed Lanes Feasibility Tool, a modeling tool used to forecast Managed Lane performance and revenues; this has been used by agencies around the country to inform Managed Lane projects.
Passenger Fares	Funding from the fares that riders of local public transit pay. These are based on data provided by our two transit operators: North County Transit District (NCTD) and Metropolitan Transit System (MTS). From 2023 forward, passenger fare revenues are based on how many people are projected to ride each route and how much the average ticket costs for each type of rider.
Motorist Aid Services – Call Box Program	Funding SANDAG receives as the regional agency responsible for assisting travelers experiencing vehicle problems while on the highway. This provides funding for various services such as responding to inquiries from the call boxes located at various intervals along freeways and rural highways.

Future Local Revenues	A future one-half cent local sales tax pending voter approval in the 2028 election, and another one-half cent measure pending voter approval in the 2032 election.
Future MTS Local Revenues	State law authorizes MTS and NCTD to propose a sales tax within their respective service areas. Funding generated from this would be for public transit purposes. MTS is currently exploring placing a proposed tax on an upcoming election ballot. The 2025 Regional Plan assumes a one-half cent tax starting in 2030.
Last Mile Delivery Fee	Revenues from a fee placed on deliveries modeled after those in other states including Colorado and Minnesota. The fee is assumed to be in place by 2028 and will aim to encourage vendors and customers to bundle orders and reduce delivery trips.
Parking Fees	Funding from parking meters that would be available to fund projects, such as microtransit and shuttle service near parking district areas.
Toll Revenue Bonds	Public loans to fund the construction of projects in the Managed Lanes Network.
Advertising/Naming Rights/Sponsorship	Potential revenue from selling the right to name transportation assets to the private sector. These can be used to supplement operating and maintenance expenses or transportation projects. For example, MTS negotiated a naming rights deal with UC San Diego for the Mid Coast Light Rail Extension.
Air Pollution Control District Fees	Funding from vehicle registration fees to fund regional projects and studies that reduce air pollution in San Diego County.
Rideshare Company Service Fees	Revenues from service fees charged to ridesharing companies per trip. Studies find that companies such as Uber and Lyft contribute to traffic, pollution, and vehicle miles traveled. Other regions have worked to address this by applying rideshare service fees to mitigate their impacts, encourage carpooling, and generate revenue for transportation.
<b>Local Funding Subtotal (66%)</b>	<b>Estimated \$92 - \$107 Billion</b>
<b>State Funding</b>	
<b>Revenue Source</b>	<b>Description and Major Assumptions</b>
State Transportation Improvement Program	Funds distributed to each state for developing a statewide program of transportation projects. These are set aside for planning related to state highway improvements, intercity rail, and regional highway and transit improvements. Our county can expect to receive at least minimum portions of these, including both Regional and Interregional shares of revenue.
State Transit Assistance Program	Funds from diesel sales taxes that can be used for transit agencies' operating costs and capital projects distributed by the State Controller.

State Highway Account for Operations/Maintenance	Revenues for state highway operations and maintenance, including projects to reduce collisions and programs to rehabilitate highways. These expenditures are required by state law to be given priority over new construction, and are funded before new construction projects.
Cap and Trade	Funding from the state's portion of the Cap-and-Trade Auction Revenues (fees that the industry pays to offset their pollution impact when they pollute over the legal limit) for work that reduces greenhouse gas emissions. Some of these funds are guaranteed, others are competitive.
State INFRA	Grants for freight and highway projects of national or regional significance that aim to move goods and people more safely, efficiently, and reliably in and across rural and urban areas. (This grant program has replaced FASTLANE and other federal discretionary programs)
State Managed Federal Programs	Revenues from the Highway Bridge Program, Hazard Elimination Program, and Highway Safety Improvement Program. Additional discretionary funds will also be leveraged through the Highway Infrastructure Program.
Motorist Aid Services – Freeway Service Patrol (FSP) Program	Funding to provide assistance freeway-users whose vehicles break down or in case of other accidents; these aim to reduce traffic and secondary accidents and address safety issues by removing potentially dangerous debris on state highways.
Road Maintenance and Rehabilitation Account (RMRA)	Funded by new diesel and gas taxes, a transportation improvement fee, and an electric vehicle fee; distributed to cities and counties for basic road maintenance, rehabilitation, and critical safety projects on local streets and roads.  *RMRA also provides SHOPP and Local Streets and Roads funding: those funds are included in their specific revenue estimates above, respectively.
Anticipated/Undetermined State Revenues	One-time transportation funding that could be available in cases of economic turmoil or challenging financial times. Since 2006, there have been several funding opportunities of this kind. Assumed revenues from this are based on the average annual regional income from these sources and assumes that these will continue to occur after 2028.
Department of Motor Vehicles Registration Sticker Elimination	Future funding, which can be anticipated if the state of California follows the example of other states who are reducing administrative costs by shifting registration tracking to digital only without distributing registration stickers. Our County would likely receive additional funding for transportation projects because of this.
State Housing Revenue for Transportation Infrastructure	Funding for redeveloping, developing, acquiring, rehabilitating, and preserving workforce and affordable housing, transit-oriented development, and projects promoting strong neighborhoods.
<b>State Funding Subtotal (16%)</b>	<b>Estimated \$22 - \$26 Billion</b>

<b>Federal Funding</b>	
<b>Revenue Source</b>	<b>Description and Major Assumptions</b>
Federal Transit Administration Discretionary	Revenues awarded for the Mid-Coast Trolley Extension project and for future major transit projects identified in the 2021 Regional Plan. Based on historical success securing funding for past projects such as the Mission Valley East Trolley, SPRINTER, and Mid-City Rapid; we anticipate receiving at least one large grant and three smaller grants every decade (beginning in 2030).
Federal Transit Administration Formula Programs	Annual funding allotted to our region based on population, population density, and transit revenue miles of service, among other factors. Projected increases of this funding were calculated using the annual program increases established by the IIJA, which are consistent with historical experience.
Low - No Emission Bus and Bus Facilities Programs	Grant funding we assume will continue to be made available for buying or leasing zero and low-emission transit buses as well as acquiring, constructing, and leasing of facilities and equipment to support these vehicles.
Congestion Mitigation and Air Quality/ Regional Surface Transportation Block Grant Program	Flexible funds which can be used for a wide range of projects and programs that help reduce traffic and air pollution. Total funds anticipated are based on estimates provided by Caltrans.
US Department of Transportation Discretionary Funding	Funding for highway and bridge projects of regional and national significance. Estimates are based on the historical track record for the region. We have successfully secured these funds for previous projects such as highways SR 905 and SR 11.
Federal Rail Administration Funds	Funds for intercity and/or intercity passenger rail. This includes funding for constructing rail projects on the national passenger rail network (which includes the LOSSAN corridor); grants for projects that improve safety, efficiency and reliability of existing intercity passenger and freight rail; and grants for eliminating dangerous railroad crossings.
Capital Investment Grants	Funding for rail and bus transit routes. Our region has partially funded numerous recent projects in this way, including MTS's Mission Valley and Mid-Coast Trolley extensions, the Rapid 215 bus route, and NCTD's SPRINTER Line.
Corridors and Borders Infrastructure/State Set-aside of STBG	Funding set aside for border projects. As a major border region, we anticipate continuing to be highly competitive for these funds and are assuming an 80 percent share.
<b>Federal Funding Subtotal (18%)</b>	<b>Estimated \$25 - \$29 Billion</b>
<b>Total of all Funding</b>	<b>Estimated \$139 - \$162 Billion</b>



DRAFT



## DRAFT 2025 Regional Plan: Initial Concept

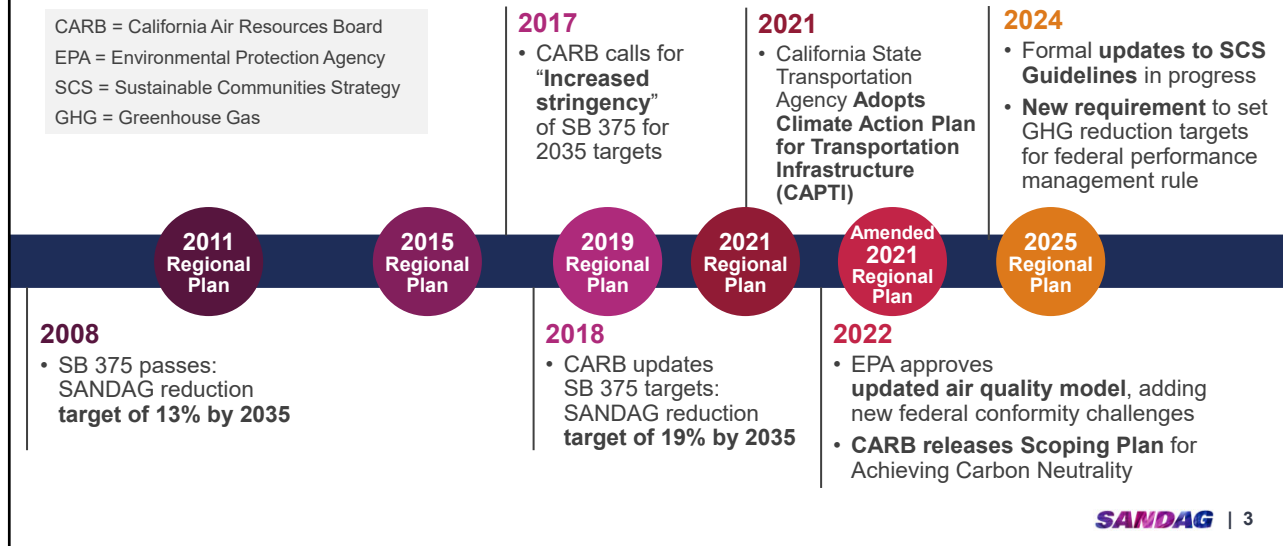
Board of Directors | Item 13  
Antoinette Meier, Senior Director of Regional Planning  
Dr. Cindy Burke, Senior Director of Data Science  
Susan Huntington, Director of Financial Planning, Budgets, & Grants  
January 26, 2024

### Regional Planning Process



# History

CARB = California Air Resources Board  
EPA = Environmental Protection Agency  
SCS = Sustainable Communities Strategy  
GHG = Greenhouse Gas



**SANDAG** | 3

# Data and Modeling



Changing Population



Changing World



Changing Technical Requirements

**SANDAG** | 4

# Funding

## Federal Priorities

- Focus on Climate and Sustainability
  - *Climate change presents a significant and growing risk to our transportation infrastructure, the communities it serves, and the people who rely on it. DOT is committed to using all of its authorities to substantially reduce greenhouse gas emissions and transportation-related pollution and build a more resilient and sustainable transportation systems to benefit communities. (per FHWA website)*
- Additional grants created for multimodal projects

## State Priorities (per Executive Orders)

- Projects must reduce greenhouse gas emissions and mitigate impacts of climate change – September 2019
- Must align with Climate Action Plan for Transportation Infrastructure (CAPTI) – July 2021

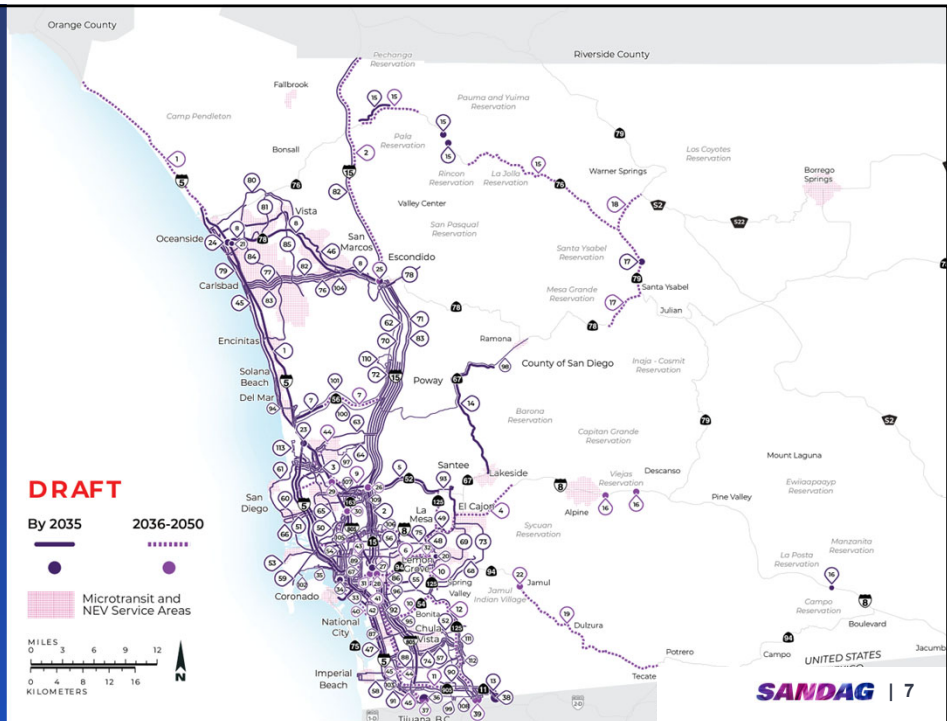
## TransNet

- Overall revenues are down due to decrease in future population – Series 15
- Utilized to match state and federal funding opportunities

# Summary



# The 2025 Regional Plan Initial Concept



## TransNet Ordinance: Initial Concept

### Completed

Project
I-15: SR 163 to SR 56
I-15: Centre City Pkwy to SR 78
BRT Route 610: via I-15 / SR 94 (Now Route 235)
BRT Route 470: via I-15 / Mira Mesa Blvd (Now Route 237)
I-805 / SR 54 Interchange Improvements
BRT Route 628: via I-805 / I-15 / SR 94 (Now known as South Bay Rapid)
I-5: I-8 to I-805
Route 500 (Blue Line Trolley) Improvements
Route 570 (Mid Coast)
Route 634 (SuperLoop)
(Now known as Routes 201, 202, and 204)
SR 52: SR 125 to SR 67
Route 520 (Orange Line Trolley) Improvements
SR 76: Melrose Dr to I-15
BRT Showcase Route 611: via El Cajon Blvd & Park Blvd
(Now known as Mid-City Rapid Route 215)
SR 125: SR 905 to SR 54

### In Progress

Project	Initial Concept
HOV Connector: I-15 / SR 78	Same as Ordinance
I-805: SR 905 to SR 54	Proposed Changes
I-805: SR 54 to I-8	Proposed Changes
I-805: I-8 to I-5	Proposed Changes
I-5: SR 56 to Leucadia Blvd	Proposed Changes
I-5: Leucadia Blvd to Vandegrift Blvd	Proposed Changes
FWY Connector: I-5 / SR 56 Interchange	Unconstrained
FWY Connector: I-5 / SR 78 Interchange	Same as Ordinance
Route 398 (COASTER) / BRT Route 472 Improvements	Same as Ordinance
SR 52: I-15 to SR 125	Proposed Changes
FWY Connector: SR 94 / SR 125 Interchange	Same as Ordinance
SR 67: Mapleview St to Dye Rd	Proposed Changes
SR 78: I-5 to I-15	Proposed Changes
Route 399 (SPRINTER) / BRT Route 471 Improvements	Same as Ordinance
SR 56: I-5 to I-15	Proposed Changes
Border Access Improvements	Same as Ordinance
Bikeway	Same as Ordinance

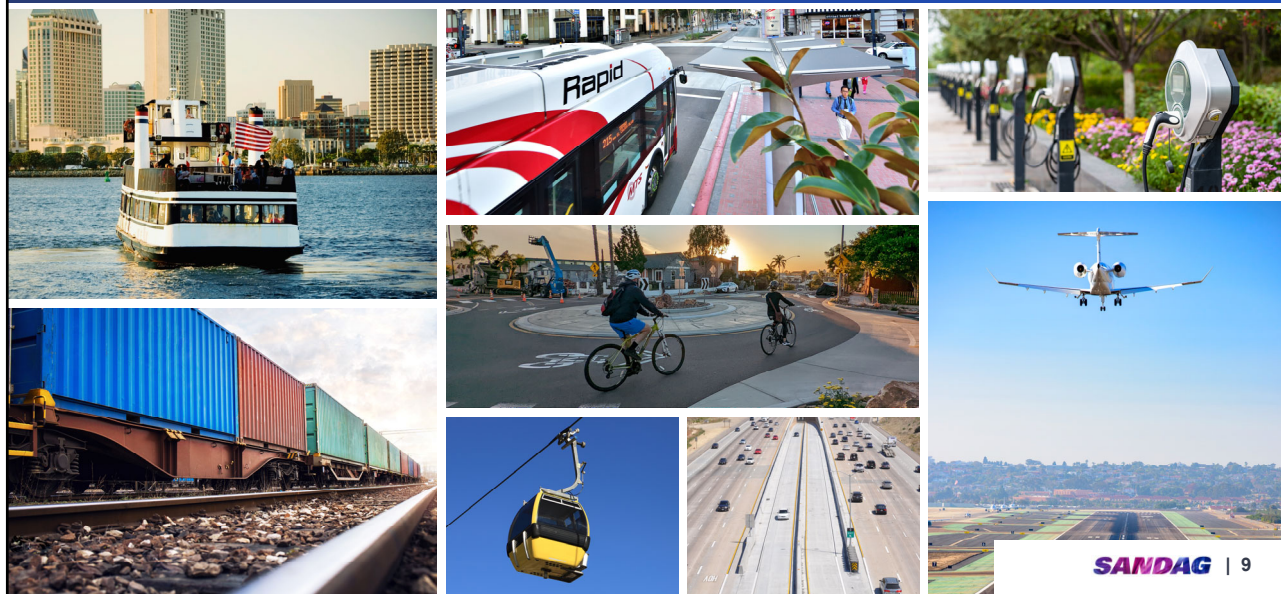
### Future Project

Project	Initial Concept
I-15: SR 94 to SR 163	Proposed Changes
HOV Connector: I-15 / SR 94	Same as Ordinance
SR 94: I-5 to I-15	Proposed Changes
I-805: Mission Valley Viaduct	Proposed Changes
SR 94: I-805 to I-15	Proposed Changes
BRT Route 680: via I-805 / I-15 / SR 52	Proposed Changes
SR 52: I-15 to I-805	Proposed Changes
HOV Connector: I-805 / SR 52 Interchange	Proposed Changes*
I-5: SR 905 to SR 54	Proposed Changes
I-5: SR 54 to I-8	Proposed Changes
I-5 / I-805 Merge	Proposed Changes
HOV Connector: I-5 / I-805 Interchange	Proposed Changes
SR 94: SR 125 to Steele Canyon Rd	Unconstrained
SR 94 / SR 125: I-805 to I-8	Proposed Changes
SR 54 / SR 125: I-805 to SR 94	Proposed Changes
I-8: Second St to Los Coches Rd	Proposed Changes
SR 75 / SR 282 (Coronado Tunnel): Glorietta Blvd to Alameda Blvd	Not Included

In general, "proposed changes" help to support state/federal mandates and regional goals of modernizing the existing roadway system to help reduce congestion.



## Fiscally Unconstrained Network



## What Does It Mean if We Don't Have a Compliant Plan?

### If CARB 19% target is not met:


- Risk losing \$975M of state funding (programmed FY25-27)
- Ineligible for our 2024 State Transportation Improvement Program (STIP) proposal of \$400M
- Local agencies would also be ineligible to apply for SB1 funding
- An Alternative Planning Strategy is required

### If federal air quality conformity is not met, it means:

- No federal funding or National Environmental Policy Act (NEPA) approval of non-transit capital projects that add capacity to the existing system that are not in the Regional Transportation Improvement Program (RTIP) and Regional Plan
- No Regional Plan or RTIP amendments
- Unable to obligate funding for new phases of work (approximately \$500M)
- No FTA funds for MTS and NCTD and no Highway Bridge or Highway Safety Improvement Program funding for local agencies

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