



## Board of Directors Agenda

Friday, September 27, 2024  
9 a.m.

Welcome to SANDAG. The Board of Directors meeting scheduled for Friday, September 27, 2024, will be held in person in the SANDAG Board Room. While Board of Directors members will attend in person, members of the public will have the option of participating either in person or virtually.

For public participation via Zoom webinar, click the link to join the meeting: <https://us02web.zoom.us/j/81182398114>

Webinar ID: 811 8239 8114

To participate via phone, dial a number based on your current location in the US:

+1 (669) 900-6833      +1 (929) 205-6099      International numbers available: <https://us02web.zoom.us/j/81182398114>

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

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

If you desire to provide in-person verbal comment during the meeting, please fill out a speaker slip, which can be found in the lobby. If you have joined the Zoom meeting by computer or phone, please use the "Raise Hand" function to request to provide public comment. On a computer, the "Raise Hand" feature is on the Zoom toolbar. By phone, enter \*9 to "Raise Hand" and \*6 to unmute. Requests to provide live public comment must be made at the beginning of the relevant item, and no later than the end of any staff presentation on the item. The Clerk will call on members of the public who have timely requested to provide comment by name for those in person and joining via a computer, and by the last three digits of the phone number of those joining via telephone. Should you wish to display media in conjunction with your comments, please inform the Clerk when called upon. The Clerk will be prepared to have you promoted to a position where you will be able to share your media yourself during your allotted comment time. In-person media sharing must be conducted by joining the Zoom meeting on the personal device where the content resides. Please note that any available chat feature on the Zoom meeting platform should be used by panelists and attendees solely for procedural or other "housekeeping" matters as comments provided via the chat feature will not be retained as part of the meeting record. All comments to be provided for the record must be made in writing via email or speaker slip, or verbally per the instructions above.

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Esta reunión se llevará a cabo en inglés, y se ofrecerá interpretación simultánea en español. Se ofrecerá interpretación en otros idiomas previa solicitud a [ClerkoftheBoard@sandag.org](mailto:ClerkoftheBoard@sandag.org) al menos 72 horas antes de la reunión.

**Free Language Assistance | Ayuda gratuita con el idioma | Libreng Tulong sa Wika | Hỗ trợ ngôn ngữ miễn phí |**

**免費語言協助 | 免費語言協助 | مجانية لغوية مساعدة | 무료 언어 지원 | رایگان زبان کمک | 無料の言語支援 |**

**Бесплатная языковая помощь | Assistència lingüística gratuita | मुफ्त भाषा सहायता | Assistance linguistique gratuite |**

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

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

#### **Closed Captioning is available**

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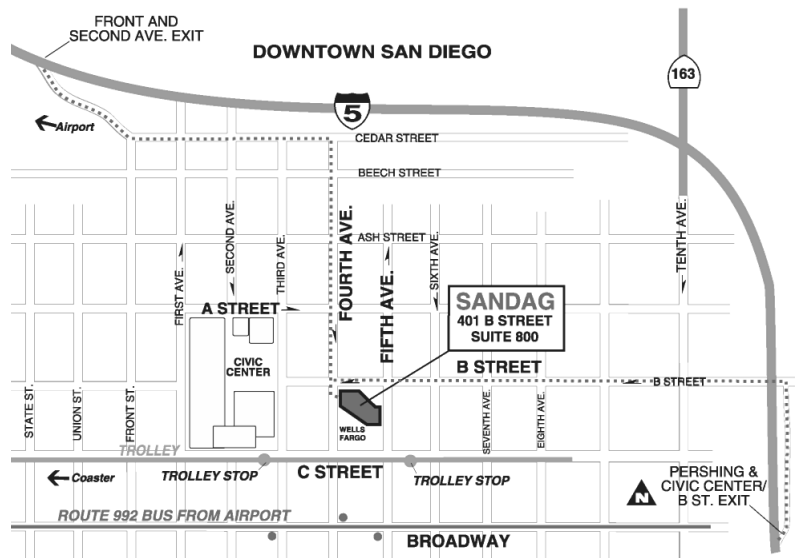
**Vision Statement:** *Pursuing a brighter future for all*

**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, September 27, 2024

## Comments and Communications

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

Members of the public shall have the opportunity to address the Board of Directors on any issue within the jurisdiction of SANDAG that is not on this agenda. Public speakers are limited to three minutes or less per person. 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.

## Reports

### 2. Chief Executive Officer Agency Report

#### 2A. Chief Executive Officer Strategic Assessment Update

Information

*Mario Orso, SANDAG*

Mario Orso will present an update on the agency's activities.

[Supporting Materials.pdf](#)

#### +2B. Administration Budget Amendment

Approve

*Melissa Coffelt, SANDAG*

The Board of Directors is asked to:

1. Approve the transfer of funds within the FY 2025 Administration Budget as outlined in this report; and
2. Authorize the Chief Executive Officer to execute a lease extension agreement for the 401 B Street office space.

[Administration Budget Amendment.pdf](#)

[Att. 1A - FY 2025 Admin Budget Amendment - Proposed Budget Reallocations.pdf](#)

[Att. 1B - FY 2025 Admin Budget Amendment - Proposed Reallocation of Contracted Services.pdf](#)

[Supporting Materials.pdf](#)

## Consent

### +3. Approval of Meeting Minutes

Approve

*Tessa Lero, SANDAG*

The Board of Directors is asked to approve the minutes from its September 13, 2024, meeting.

[Meeting Minutes.pdf](#)

### +4. Chief Executive Officer Delegated Actions\*

Information

*Beth Lupu, SANDAG*

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

[CEO Delegated Actions.pdf](#)

[Att. 1 - Investment Securities Transactions Activities.pdf](#)

[Att. 2 - Budget Transfers and Amendments.pdf](#)  
[Att. 3 - Administrative Policy Actions.pdf](#)

**+5. Overview of Developments in the Financial Markets, Quarterly Finance Report as of June 30, 2024\***

Information

*Dawn Vettese, SANDAG*

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

[Overview of Developments in the Financial Markets.pdf](#)  
[Att. 1 - Financial Market Review as of June 30, 2024.pdf](#)  
[Att. 2 - Local Economy Sales Tax Revenue as of June 30, 2024.pdf](#)  
[Att. 3 - Investments and Debt Portfolio as of June 30, 2024.pdf](#)  
[Att. 4 - TransNet Ext Quarterly Report.pdf](#)

**+6. Quarterly Project Progress and Budget Update, FY 2024, Quarter 4\***

Information

*Susan Huntington, David Cortez, Antoinette Meier, SANDAG*

This quarterly report provides an update on the status of the agency's projects as approved in the FY 2024 Program Budget through June 2024 (Quarter 4).

[Quarterly Project Progress and Budget Update FY 2024 Q4.pdf](#)  
[Att. 1 - FY 2024 Project Summary through June 2024.pdf](#)  
[Att. 2 - Capital Program Planned vs. Actual Expenditures through June 2024.pdf](#)  
[Att. 3 - Capital Program Schedule Status Report through June 2024.pdf](#)

**+7. Master Agreement for State-Funded Transit Projects with Caltrans**

Adopt

*Adrian Paniagua, SANDAG*

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2025-04, authorizing the Chief Financial Officer to execute the Master Agreement for State-Funded Transit Projects with Caltrans.

[Master Agreement for State-Funded Transit Projects with Caltrans.pdf](#)  
[Att. 1 - Resolution No. 2025-04.pdf](#)  
[Att. 2 - Master Agreement for State-Funded Transit Projects.pdf](#)

**+8. Regional Active Transportation Program Call for Projects**

Information

*Jenny Russo, SANDAG*

This report provides an update on the Cycle 7 Regional Active Transportation Program Call for Projects.

[Regional ATP Call for Projects.pdf](#)  
[Att. 1 - Addendum to Call for Projects Solicitation - ATP Cycle 7.pdf](#)

**+9. Final 2025 Regional Transportation Improvement Program\***

Adopt

*Richard Radcliffe, SANDAG*

The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Regional Transportation Commission (RTC) Resolution No. RTC-2025-03, adopting the final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue constrained Amended San Diego Forward: The 2021 Regional Plan.

[Final 2025 RTIP Board Report.pdf](#)  
[Att. 1 - Reso No. RTC-2025-03.pdf](#)

[Att. 2 - 2025 RTIP Federal Requirements Analysis.pdf](#)  
[Att. 3 - 2025 RTIP Program Summary.pdf](#)  
[Att. 4 - 2025 RTIP Projects by Mode.pdf](#)  
[Att. 5 - Public Comments and Responses.pdf](#)  
[Att. 6 - Changes between Draft and Final.pdf](#)  
[Att. 7 - Ch 5 - Air Quality Conformity Analysis.pdf](#)  
[Att. 8 - 2025 RTIP Fact Sheet.pdf](#)

- +10. Proposed Program Budget Amendment and Approval of Contract Award for the Uptown Bikeways: Eastern Hillcrest Bikeway Project** Approve  
*Kelly Mikhail, SANDAG*

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

1. Approve the acceptance of additional funds from the City of San Diego in the amount of \$12,243,000; and
2. Award a contract to the vendor for construction of the Uptown Bikeways: Eastern Hillcrest Bikeway Project.

[Item 10 - Proposed Program Budget Amendment and Approval of Contract Award for the Uptown Bikeways.pdf](#)

[Att. 1 - FY 2025 Program Budget Change - Uptown Bikeways Eastern Hillcrest Bikeways.pdf](#)

- +11. Policy Advisory Committee Actions** Approve  
*Francesca Webb, SANDAG*

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

[PAC Actions.pdf](#)

## Reports

- +12. 2025 Regional Plan Update** Discussion  
*Antoinette Meier, Bhargava Sana, SANDAG*

Staff will present an overview of the preliminary modeling, proposed updates to the initial concept, and next steps for developing the 2025 Regional Plan.

[2025 Regional Plan Update.pdf](#)

[Att. 1 - Summary of Proposed Changes to the Initial Concept.pdf](#)

[Att. 2 - Proposed Draft 2025 Regional Plan Network.pdf](#)

[Att. 3 - Proposed Policies and Programs Summary.pdf](#)

[Att. 4 - TransNet Ordinance Project List.pdf](#)

[Supporting Materials.pdf](#)

## Closed Session

- +13. Conference with Legal Counsel – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9 (D)(2) (One Potential Case)**  
*Amberlynn Deaton, SANDAG*

## Adjournment

**14. Adjournment**

The next Board of Directors meeting is scheduled for Friday, October 11, 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



## CEO Strategic Assessment Update

Board of Directors | Item 2A  
Mario Orso, Chief Executive Officer  
September 27, 2024

1

### What is SANDAG?



PLAN



BUILD



PRESERVE



PROVIDE

**SANDAG** | 2

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# Mandates

## Metropolitan Planning Organization

- Federal Designation: transportation funding – Regional Plan

## Regional Transportation Planning Agency

- State Designation: transportation funding – Regional Plan

## Council of Governments

- State Designation: Regional Housing Needs Assessment (RHNA)

## Consolidated Agency

- State Law: plan and build transportation projects

## Regional Transportation Commission

- TransNet: program, oversight, and funding



## Automated Regional Justice Information System (ARJIS)

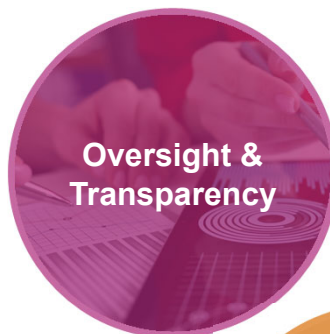
- Local Designation: cross-jurisdictional criminal justice data



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# Themes



**Oversight & Transparency**



**Leadership & Structure**

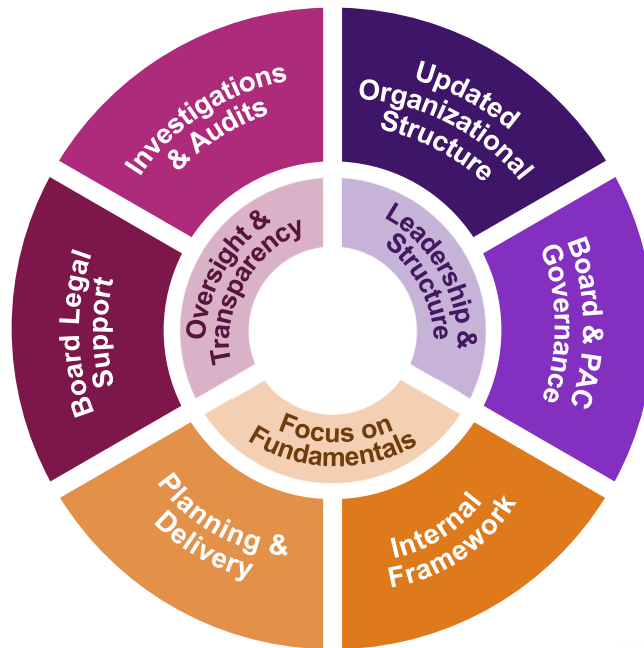


**Focus on Fundamentals**

**SANDAG** | 4

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## Areas of Focus



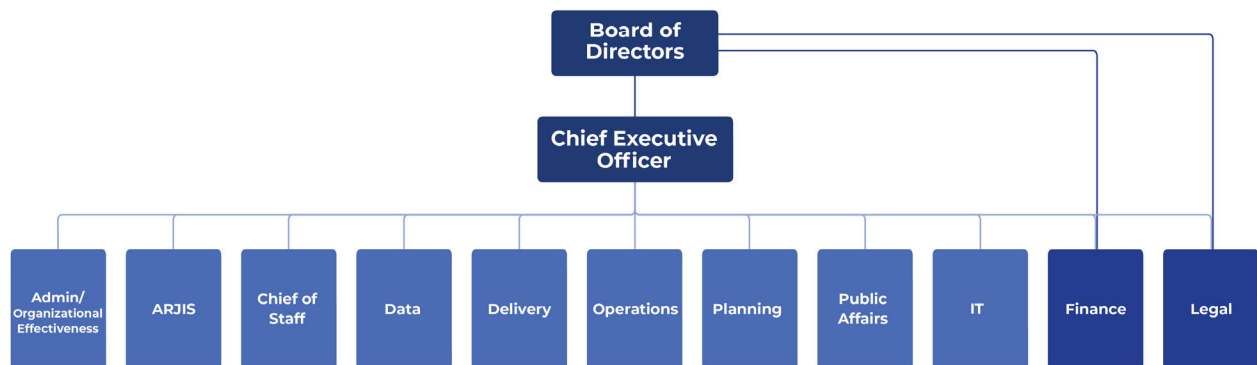
SANDAG | 5

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## Leadership and Structure

### Updated Organizational Structure



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## Leadership and Structure

### Board and PAC Governance



**SANDAG** | 7

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## Oversight and Transparency

### Board Legal Support



**SANDAG** | 8

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## Oversight and Transparency

### Investigations and Audits

**14**

Open Corrective  
Action Plans

**252**

Recommendations

**49%** Completed

**46%** In Progress

**5%** To Start

*Note: Numbers are based on SANDAG Internal Data; Totals may differ based on auditor testing and validation.*

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## Focus on Fundamentals

### Internal Framework



Administrative and  
Board Policies



Administrative  
Controls and  
Efficiencies



Project Controls  
and Updates

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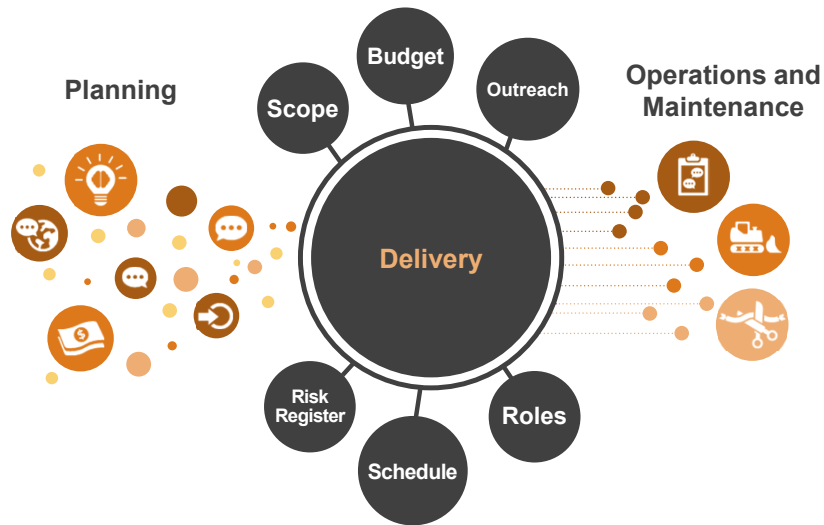
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## Focus on Fundamentals

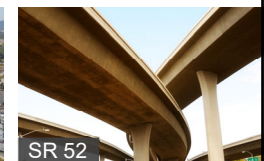
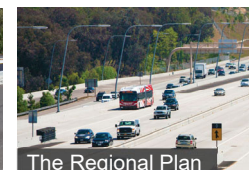
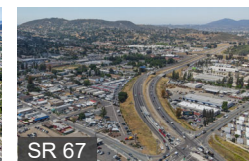
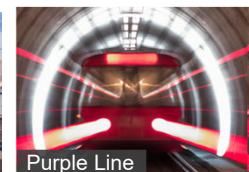
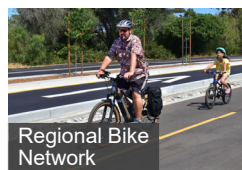
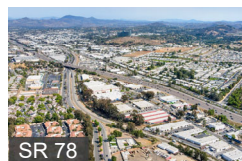
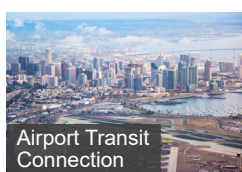
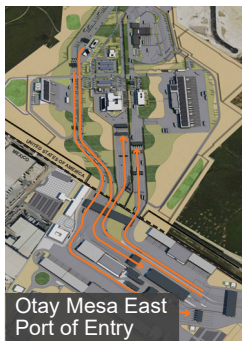
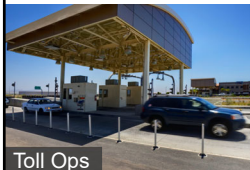
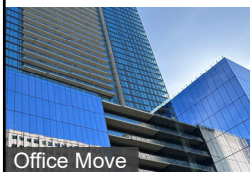
### Planning and Delivery



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## Updates



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## Capital Projects in Region

**SANDAG**

ABOUT PROJECTS & PROGRAMS REGIONAL PLAN DATA & RESEARCH FUNDING MEETINGS & EVENTS NEWS CAREERS

**SANDAG Capital Improvement Projects**

Search by Project ID, Title, or Chapter Sort by Project ID

- 1149100 - Airport Transit Connection
- 1149200 - San Ysidro Track Relocation
- 1200504 - I-5 HOV Manchester Avenue to Palomar Airport Drive
- 1200507 - I-5/Volgt Drive Improvements
- 1200509 - I-5 HOV San Elijo Bridge Replacement
- 1200510 - I-5 HOV Carlsbad
- 1200513 - SR 56 HOV Lane
- 1200515 - I-5/805 HOV Conversion to Express Lanes
- 1200516 - I-5 HOV Lanes: Oceanside
- 1201101 - SR 11 and Otay Mesa East Port of Entry
- 1201105 - SR 11 and Otay Mesa East Port of Entry: Traffic and Revenue Study
- 1201514 - Downtown Multiuse and Bus Stopover Facility
- 1201520 - I-15 Express Lanes - Forrester Creek Improvements
- 1205204 - SR 52 Improvements/Transit Priority
- 1206701 - SR 67 Improvements
- 1207406 - SR 76 East
- 1207802 - I-15/SR 78 HOV Connectors
- 1207803 - SR 78/I-5 Express Lanes Connector
- 1207804 - SR 78 HOV Lanes: I-5 to I-15
- 1210021 - Blue Line Railway Signal Improvements
- 1210091 - Palomar Street Rail Grade Separation
- 1212501 - SR 94/SR 125 South to East Connector
- 1223017 - Coastal Rail Trail Encinitas: E Street to Chesterfield Drive
- 1223020 - North Park/Mid-City Bikeways: Robinson Bikeway
- 1223053 - San Diego River Trail: Carlton Oaks Segment
- 1223054 - Central Avenue Bikeway

SANDAG.org/budget

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Email: [pio@sandag.org](mailto:pio@sandag.org)

**SANDAG**

14

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## Administration Budget Amendment

### Overview

The FY 2025 Program Budget includes funding for the agency's operational and administrative costs. Several unanticipated expenses have arisen since the Administration Budget was approved by the Board of Directors in May 2024, and staff has outlined a resource reallocation plan to cover the new expenses without an overall budget increase. The reallocation of funds requires Board approval.

### Administration Budget Requests

The approved FY 2025 Administration Budget includes all recurring operational costs as well as expenses for one-time projects that are planned to occur this year. In the past two-to-three months, a number of significant, unanticipated needs have emerged that require funds from the Administration Budget. Staff have reviewed planned expenses, primarily those for Contracted Services and for the Information Technology program, and have developed a plan for reallocating resources to meet all current requests without increasing the overall Administration Budget (see Attachments 1A and 1B). Per SANDAG Board Policy No. 017 (Delegation of Authority), Board approval is required because the proposed reallocations exceed the \$300,000 limit delegated to the Chief Executive Officer.

The underlying purposes, and major transfers within the Administration Budget, that are proposed for Board approval include:

- Additional Rent for Office Space Lease Extension

The tenant improvement schedule for SANDAG's new office space at WEST was confirmed in July 2024; the estimated move-in date is currently set to be late February/early March 2025.

SANDAG's lease at 401 B Street expires on November 30, 2024. An extension has been negotiated with the landlord through April 2025, on the same terms and conditions, and includes a provision for vacating the 20th Floor Vision Lab space during the extension period.

Staff have identified savings of approximately \$925,000 in Contracted Services (budgeted for the office relocation project) to transfer to the Rent line for the additional rent expenses. The savings are available because the actual costs/revised estimates for several large cost items such as furniture and contractor services are lower than expected when the budget was developed earlier this year.

- On-call Legal Services

The Office of General Counsel has identified additional needs for retained employment law services to support various ongoing litigation and address urgent legal matters. Staff have identified approximately \$350,000 from IT/Maintenance and Equipment to transfer to General Admin/Contracted Services for the additional expenses.

### Action: Approve

The Board of Directors is asked to:

1. Approve the transfer of funds within the FY 2025 Administration Budget as outlined in this report, and
2. Authorize the Chief Executive Officer to execute a lease extension agreement for the 401 B Street office space.

### Fiscal Impact:

None. The requested action transfers funds between line items in the approved FY 2025 Administration Budget without an overall increase.

### Schedule/Scope Impact:

The projects requiring Admin funds are due to occur at different times in FY 2025.

**Next Steps**

Upon approval by the Board, staff will process the Administration Budget transfers outlined in this report and execute the lease extension agreement for the 401 B Street office space through April 30, 2025.

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

Attachments: 1A. FY 2025 Administration Budget - Proposed Budget Reallocations  
1B. FY 2025 Administration Budget - Proposed Reallocation of Contracted Services



## FY 2025 Internal Operations, OIPA, and Business Info and Technology Services Budgets

**Proposed Budget Reallocations****Administration Budget**

	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change	Change Explanation
<b>Personnel</b>				
SANDAG Total Salaries and Benefits	\$80,781,119	\$80,781,119	\$0	
Administration Salaries and Benefits - (Included in Total Salaries and Benefits shown above)	\$13,843,005	\$13,843,005	\$0	
<b>Subtotal Administration Salaries and Benefits</b>	<b>\$13,843,005</b>	<b>\$13,843,005</b>	<b>\$0</b>	
<b>Non-Personnel</b>				
Office and Graphics Supplies	\$210,818	\$210,818	\$0	
Postage	\$11,000	\$11,000	\$0	
Contracted Services	\$7,149,452	\$6,704,452	(\$445,000)	Major changes - Office Move: -\$925K project savings to be reallocated to Rent for lease extension; OIPA: -\$80K reallocated to Finance Dept. Assessment*; Legal: +\$500K IT funds to be reallocated to General Counsel Services* and other legal services
Parking and Mileage	\$84,000	\$84,000	\$0	
Travel	\$64,750	\$64,750	\$0	
Meeting and Miscellaneous Expenses	\$86,200	\$86,200	\$0	
Temporary Personnel	\$125,000	\$125,000	\$0	
Recruitment Expenses	\$222,500	\$202,500	(\$20,000)	OIPA: Finance Dept. Assessment *
Memberships and Publications	\$169,000	\$169,000	\$0	
Rent, Facilities	\$3,030,000	\$3,955,000	\$925,000	Office Move: Additional rent for 401 B St. lease extension
Lease/Purchase/Maintenance – Vehicles	\$20,000	\$20,000	\$0	
Lease/Purchase/Maintenance - Office Equipment	\$50,000	\$50,000	\$0	
Insurance	\$754,000	\$754,000	\$0	
Telecommunications	\$232,000	\$232,000	\$0	
Training Program	\$272,000	\$252,000	(\$20,000)	OIPA: Finance Dept. Assessment *
Information Systems - Maintenance and Equipment	\$638,866	\$638,866	\$0	
Contingency Reserve	\$250,000	\$190,000	(\$60,000)	Legal: Various legal matters *
<b>Subtotal Administration Non-Personnel</b>	<b>\$13,369,586</b>	<b>\$13,749,586</b>	<b>\$380,000</b>	
<b>Subtotal Admin Personnel + Non-Personnel Cos</b>	<b>\$27,212,591</b>	<b>\$27,592,591</b>	<b>\$380,000</b>	
Less: Contingency funded separately with Member Assessments and TransNet	-\$250,000	-\$250,000	\$0	
Less: Items Funded with Other Sources	-\$698,583	-\$698,583	\$0	
<b>Total Admin Costs Allocated to Overhead</b>	<b>\$26,264,008</b>	<b>\$26,644,008</b>	<b>\$380,000</b>	

## OIPA Budget

	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change	Change Explanation
<b>OIPA Personnel</b>				
OIPA Indirect Cost - Salaries and Benefits	\$2,085,898	\$2,085,898	\$0	
<b>OIPA Non-Personnel</b>				
OIPA Memberships and Publications	\$7,000	\$7,000	\$0	
OIPA Training Program	\$30,600	\$30,600	\$0	
OIPA Contracted Services	\$0	\$120,000	\$120,000	Funds to allocated from Admin for Finance Department Assessment *
<b>Subtotal OIPA Non-Personnel</b>	<b>\$37,600</b>	<b>\$157,600</b>	<b>\$120,000</b>	
<b>Subtotal OIPA Indirect Cost</b>	<b>\$2,123,498</b>	<b>\$2,243,498</b>	<b>\$120,000</b>	

## Business Information and Technology Services Budget

	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change	Change Explanation
<b>IT Personnel</b>				
IT Indirect Cost - Salaries and Benefits	\$2,231,124	\$2,231,124	\$0	
<b>IT Non-Personnel</b>				
IT Office Supplies	\$25,200	\$25,200	\$0	
IT Memberships and Publications	\$9,075	\$9,075	\$0	
IT Software License	\$2,133,688	\$1,983,688	-\$150,000	Funds to be allocated to Admin/Contracted Services (General Counsel Services) *
IT Contracted Services (Other Direct Costs)	\$215,000	\$215,000	\$0	
IT Information Systems - Maintenance and Equipment	\$3,534,290	\$3,184,290	-\$350,000	Funds to be allocated to Admin/Contracted Services (Legal)
<b>Subtotal IT Non-Personnel</b>	<b>\$5,917,253</b>	<b>\$5,417,253</b>	<b>-\$500,000</b>	
<b>Subtotal IT Indirect Cost</b>	<b>\$8,148,377</b>	<b>\$7,648,377</b>	<b>-\$500,000</b>	

## Budget Summary

	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change	Change Explanation
<b>Admin Costs Allocated to Overhead</b>	<b>\$26,264,008</b>	<b>\$26,644,008</b>	<b>\$380,000</b>	Reallocation of funds between various line items to address changes in resource needs
<b>OIPA Indirect Costs Allocated to Overhead</b>	<b>\$2,123,498</b>	<b>\$2,243,498</b>	<b>\$120,000</b>	
<b>IT Indirect Costs Allocated to Overhead</b>	<b>\$8,148,377</b>	<b>\$7,648,377</b>	<b>-\$500,000</b>	
<b>Total Administration Budget</b>	<b>\$36,535,883</b>	<b>\$36,535,883</b>	<b>\$0</b>	

\* This budget transfer was previously approved under the CEO's delegated authority.

## FY 2025 Internal Operations, OIPA, and Business Info and Technology Services Budgets

**Proposed Reallocations of Contracted Services****Administration Budget: Contracted Services**

OWP No.	Contract Type / Scope	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change
8000100	Professional Services: CALCOG MOU	\$35,000	\$35,000	\$0
8000100	Legal Services: On Call Open Government Law Services	\$70,000	\$70,000	\$0
8000100	Legal Services: Outside counsel for agency needs	\$200,000	\$610,000	\$410,000
8000100	Legal Services: Legal Research	\$16,000	\$16,000	\$0
8000100	Legal Services: General Counsel Consulting Services	\$0	\$150,000	\$150,000
<b>8000100</b>	<b>Admin - Overhead</b>	<b>\$321,000</b>	<b>\$881,000</b>	<b>\$560,000</b>
8000120	Office Space Services: Vendor services for facility maintenance	\$25,000	\$0	(\$25,000)
8000120	Office Space Services: Office relocation - Furniture, fixtures, equipment	\$2,310,000	\$2,105,000	(\$205,000)
8000120	Office Space Services: Office relocation - Project Management Services	\$305,000	\$375,000	\$70,000
8000120	Office Space Services: Office relocation - Moving Services	\$500,000	\$500,000	\$0
8000120	Office Space Services: Office relocation - Structured cabling	\$1,100,000	\$730,000	(\$370,000)
8000120	Office Space Services: Office relocation - Access control	\$353,000	\$264,000	(\$89,000)
8000120	Office Space Services: Office relocation - Signage	\$107,000	\$75,000	(\$32,000)
8000120	Office Space Services: Office relocation - Contingency	\$100,000	\$100,000	\$0
8000120	Office Space Services: Office relocation - Asset Disposition	\$35,200	\$35,200	\$0
8000120	Office Space Services: Office relocation - Various			
8000120	- Post-occupancy tenant improvements	\$450,000	\$100,000	(\$350,000)
8000120	- Equipment/Appliances	\$55,000	\$35,000	(\$20,000)
8000120	- 401 B Street Decommissioning	\$150,000	\$200,000	\$50,000
8000120	Office Space Services: Office relocation - Security Services	\$0	\$15,500	\$15,500
<b>8000120</b>	<b>Office &amp; Property Services</b>	<b>\$5,490,200</b>	<b>\$4,534,700</b>	<b>(\$955,500)</b>
8000125	Professional Services - Insurance broker services	\$84,000	\$84,000	\$0
<b>8000125</b>	<b>Insurance and Risk Management</b>	<b>\$84,000</b>	<b>\$84,000</b>	<b>\$0</b>
8000141	Professional Services - Outplacement Services	\$3,000	\$3,000	\$0
8000141	Professional Services - Ergonomic Consulting Services	\$5,000	\$5,000	\$0
8000141	Legal Services: On-Call Employment Law Services	\$150,000	\$150,000	\$0
8000141	Professional Services - Employment Branding	\$20,000	\$10,000	(\$10,000)
8000141	Professional Services - On-Call Class/Comp Consulting Services	\$40,000	\$30,000	(\$10,000)
8000141	Professional Services - Driving Record Checks/Training	\$6,000	\$6,000	\$0
8000141	Professional Services - Actuarial Consulting	\$6,000	\$6,000	\$0
<b>8000141</b>	<b>Human Resources - Contractual Services</b>	<b>\$230,000</b>	<b>\$210,000</b>	<b>(\$20,000)</b>
8000144	Professional Services - Wellness Fair Coordination Services	\$5,500	\$0	(\$5,500)
<b>8000144</b>	<b>Human Resources - Programs</b>	<b>\$5,500</b>	<b>\$5,500</b>	<b>\$0</b>

## Administration Budget: Contracted Services (cont.)

OWP No.	Contract Type / Scope	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change
8000146	Professional Services - Equity Action Plan implementation	\$50,000	\$20,500	(\$29,500) *
8000146	Training Services: DEI-related programs	\$25,000	\$25,000	\$0
<b>8000146</b>	<b>Diversity, Equity, Inclusion Initiatives</b>	<b>\$75,000</b>	<b>\$45,500</b>	<b>(\$29,500)</b>
8000160	Professional Services - Procurement Methods	\$20,000	\$20,000	\$0
<b>8000160</b>	<b>Contracts &amp; Procurement</b>	<b>\$20,000</b>	<b>\$20,000</b>	<b>\$0</b>
8000161	Legal Services: Legal Services to Support SANDAG CBA	\$51,000	\$51,000	\$0
8000161	Professional Services: DBE/SB Technical Asst, CIS Admin, Training	\$298,532	\$298,532	\$0
8000161	Inter-Agency MOU: Mira Costa College (North Coast Small Business Development Center) annual support/sponsorship	\$10,000	\$10,000	\$0
8000161	Inter-Agency MOU: APEX Accelerator - (Southwestern College) San Diego Contracting Opportunities Center Support	\$10,000	\$10,000	\$0
8000161	Professional Services: DBE Goal Development/Review, Commit Analysis, GFE, Pre-Bid/Proposal Assistance	\$11,000	\$11,000	\$0
8000161	Professional Services - ADA Technical Assistance	\$43,000	\$43,000	\$0
8000161	Professional Services - Labor Compliance Technical Support	\$48,000	\$48,000	\$0
8000161	Professional Services - CBA Program Support	\$150,000	\$150,000	\$0
8000161	Professional Services - Completion of Disparity Study	\$50,000	\$50,000	\$0
<b>8000161</b>	<b>Diversity and Equity</b>	<b>\$671,532</b>	<b>\$671,532</b>	<b>\$0</b>
8000180	Auditing Services: Costs for ACFR, Single Audit, Coronado Bridge, and NTD report	\$52,220	\$52,220	\$0
8000180	Financial Advisor: Consulting services for the Finance Department	\$200,000	\$200,000	\$0
<b>8000180</b>	<b>Finance (Admin)</b>	<b>\$252,220</b>	<b>\$252,220</b>	<b>\$0</b>
<b>Total Contracted Services</b>		<b>\$7,149,452</b>	<b>\$6,704,452</b>	<b>(\$445,000)</b>

## OIPA Budget: Contracted Services

OWP No.	Contract Type / Scope	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change
8000103	Professional Services - Finance Department Assessment	\$0	\$120,000	\$120,000
<b>Total Contracted Services</b>		<b>\$0</b>	<b>\$120,000</b>	<b>\$120,000</b>

## Business Information and Technology Services Budget: Contracted Services

OWP No.	Contract Type / Scope	Approved FY 2025 Budget	Proposed FY 2025 Budget	Change
8000190	Professional Services - Data governance recommendations	\$165,000	\$165,000	\$0
<b>Total Contracted Services</b>		<b>\$165,000</b>	<b>\$165,000</b>	<b>\$0</b>

\* This budget transfer was previously approved under the CEO's delegated authority.



# Administration Budget Amendment

Board of Directors | Item 2B  
Melissa Coffelt, Senior Director, Organization Effectiveness  
September 27, 2024

1

## Transfer of Administration Budget Funds

- **Additional Rent for Office Space Lease Extension**
  - \$925,000 from Contracted Services to Rent
  - Balance of funds needed for 5-months of rent
  - Reallocation of office move project savings
- **On-call Legal Services**
  - \$350,000 from IT/Maintenance & Equipment to Contracted Services
  - Funds needed for ongoing litigation and urgent legal matters
  - Reallocation of budget savings no longer needed for IT equipment

**SANDAG** | 2

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## **September 13, 2024, Board of Directors Minutes**

### [View Meeting Video](#)

Chairwoman Nora Vargas (County of San Diego) called the meeting of the Board of Directors to order at 10:09 a.m.

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

Public Comments: Jim Bennett, Cesar Javier, Mary Davis, Truth, and Mark.

Member Comments: Councilmember Jack Fisher (Imperial Beach), Executive Director Everett Townsend (Caltrans), Deputy Mayor Jewel Edson (NCTD), Deputy Mayor Terry Gaasterland (Del Mar), Mayor Rebecca Jones (San Marcos), Gil Cabrera (Airport Authority), and Chairwoman Vargas.

Agency Updates: Chief Executive Officer Mario Orso.

#### **Consent**

#### **2. Approval of Meeting Minutes**

The Board of Directors was asked to approve the minutes from its July 26, 2024, meeting.

#### **3. 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.

#### **4. Meetings and Events Attended on Behalf of SANDAG**

This report provided an update on meetings and events attended by Board members.

#### **5. 2024 FTA Title VI Program Update**

The Board of Directors was asked to adopt Resolution No. 2025-01, approving the SANDAG 2024 Title VI Program and authorized staff to submit the document to the FTA.

#### **6. Senate Bill 1 State of Good Repair Program: North County Transit District FY 2024-2025 Project List and Claim**

The Board of Directors was asked to adopt Resolution No. 2025-02, authorizing the submittal of the North County Transit District project listing under the FY 2024-2025 Senate Bill 1 (SB 1) State of Good Repair Program, and Resolution No. 2025-03, approving the claim for the FY 2024-2025 SB 1 State of Good Repair Program for the North County Transit District.

#### **7. Proposed FY 2025 Program Budget amendment: powering Climate and Infrastructure Careers Challenge Grant Award**

The Board of Directors was asked to approve an amendment to the FY 2025 SANDAG Program Budget, accepting the Powering Climate & Infrastructure Careers Challenge grant of \$850,000 from the Powering Climate & Infrastructure Careers Challenge grant fund.

## **8. Proposed FY 2025 Program Budget Amendment: Regional Early Action Planning Grants of 2021 (REAP 2.0)**

The Board of Directors was asked to approve the proposed amendments to the FY 2025 Program Budget, accepting \$37,246,385 in Regional Early Action Planning Grants of 2021 (REAP 2.0) funds from the California Department of Housing and Community Development.

Public Comments: Mark, Items 2-8; Allegedly Audra, Items 2-8; Truth, Items 2-8; Gambler, Item 2; Phone #672; and Paul the Bold.

Action: Upon a motion by Councilmember Jack Shu (La Mesa), and a second by Councilmember Melanie Burkholder (Carlsbad), the Board voted to approve the Consent Agenda, as amended.

The motion passed.

Yes: Chairwoman Vargas, Second Vice Chair Lesa Heebner (Solana Beach), Councilmember Burkholder, Councilmember Carolina Chavez (Chula Vista), Councilmember John Duncan (Coronado), Deputy Mayor Gaasterland, Mayor Bill Wells (El Cajon), Mayor Tony Kranz (Encinitas), Councilmember Fisher, Councilmember Shu, Councilmember George Gastil (Lemon Grove), Councilmember Luz Molina (National City), Deputy Mayor Ryan Keim (Oceanside), Deputy Mayor Caylin Frank (Poway), Mayor Jones, and Mayor John Minto (Santee).

No: None.

Abstain: None.

Absent: Escondido, City of San Diego, and Vista.

## **Reports**

### **9. Office of the Independent Performance Auditor - FY 2024 Annual Investigations Report**

The Audit Committee recommended that the FY 2024 Annual Investigations Report be provided to the Board of Directors for information.

Public Comments: Mark, Allegedly Audra, Paul the Bold, Phone #672, and Truth.

Action: Information.

### **10A. Performance Audit of SANDAG's Contracts Invoicing and Payment Process**

The Independent Performance Auditor presented a summary of the Performance Audit of SANDAG's Contracts Invoicing and Payment Process for the audit period of July 1, 2019, to June 30, 2023, including the audit results and recommendations.

### **10B. Management's Response and Corrective Action Plan**

Director of Contracts and Procurement Services Kelly Mikail and Director of Accounting and Finance Kimberly Trammel presented the management's response and proposed corrective action plan.

Public Comments: Mark, Allegedly Audra, Truth, Cesar Javier, Paul the Bold, and Phone #672.

Action: Discussion.

Continued Non-Agenda Public Comments: Allegedly Audra, Paul the Bold, and Phone #672.

Closed Session Public Comments: Mark, Truth, Allegedly Audra, Phone #672, Paul the Bold, and Bee Mittermiller.

Chairwoman Vargas recessed to closed session at 1:12 p.m.

## **Closed Session**

### **11. Conference with Legal Counsel – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2) (Five Potential Cases)**

The Board of Directors was briefed on five claims filed by Domenic Martini, Esq., on behalf of 722 claimants and the law firm of Engstrom, Lipscomb & Lack on behalf of 555 claimants alleging damage to real and personal property caused by a flooding event in January 2024.

Chairwoman Vargas reconvened to open session at 1:19 p.m.

Deputy General Counsel Amberlynn Deaton reported the following out of closed session: The Board met in closed session on Agenda Item No.11, and the Board voted to reject the claims.

### **12. Adjournment**

The next Board of Directors meeting is scheduled for Friday, September 27, 2024, at 9 a.m.

Chairwoman Vargas adjourned the meeting at 1:20 p.m.

**Confirmed Attendance at SANDAG Board of Directors Meeting**

<b>Board of Directors</b>	<b>Title</b>	<b>Name</b>	<b>Attend</b>
Carlsbad	Councilmember	Melanie Burkholder (Primary)	Yes
Chula Vista	Councilmember	Carolina Chavez (Primary)	Yes
Coronado	Councilmember	John Duncan (Primary)(left 12:18pm)	Yes
County of San Diego	Chairwoman	Nora Vargas (Primary)	Yes
County of San Diego	Supervisor	Joel Anderson (Primary)	Yes
Del Mar	Deputy Mayor	Terry Gaasterland (Primary)	Yes
El Cajon	Mayor	Bill Wells (Primary)	Yes
Encinitas	Mayor	Tony Kranz (Primary)	Yes
Escondido	Mayor	Dane White (Primary)	No
Imperial Beach	Councilmember	Jack Fisher(Primary)	Yes
La Mesa	Councilmember	Jack Shu (Primary)	Yes
Lemon Grove	Councilmember	George Gastil (Alternate)	Yes
National City	Councilmember	Luz Molina (Primary)	Yes
Oceanside	Deputy Mayor	Ryan Keim (Primary)(left 12:18 pm)	Yes
Poway	Deputy Mayor	Caylin Frank (Alternate)(left 12:23 pm)	Yes
City of San Diego	Councilmember	Raul Campillo (Alternate)	No
City of San Diego	Councilmember	Vivan Moreno (Alternate)	Yes
San Marcos	Mayor	Rebecca Jones (Primary)	Yes
Santee	Mayor	John Minto (Primary)	Yes
Solana Beach	Second Vice Chair	Lesia Heebner (Primary)	Yes
Vista	Deputy Major	Katie Melendez (Primary)	No
Caltrans	Director	Everett Townsend	Yes
Metropolitan Transit System	Councilmember	Patricia Dillard (Alternate)	Yes
North County Transit District	Deputy Mayor	Jewel Edson (Primary)	Yes
Imperial County	Supervisor	Jesus Eduardo Escobar	No
U.S. Department of Defense	Director	Anna Shepherd (Alternate)	Yes
Port of San Diego	Commissioner	Dan Malcolm (Primary)	No
SD County Water Authority	Director	Mel Katz (Primary)	Yes
SDCRAA	Director	Gil Cabrera (Primary)	Yes
Mexico	Consul General	Alicia Kerber (Primary)	No
SCTCA	Chairwoman	Erica Pinto (Primary)	No
Association of Planning Groups	Chairwoman	Robin Joy Maxson	Yes

## 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 July and August 2024.

**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:

Five securities reached maturity for \$64.8 million and three securities were purchased for \$16.3 million providing approximately \$48.5 million of liquidity to SANDAG.

### Schedule/Scope Impact:

None.

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 July 26, 2024, filed a Demurrer to Cross-Complainant City of San Diego's First Amended Cross-Complaint and supporting documents
- On August 21, 2024, filed a Reply to Opposition to Demurrer
- On August 23, 2024, attended a Demurrer Hearing

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 August 27, 2024, attended a Status Conference

In the matter of Osmon v. City of San Diego (Superior Ct. Case No. 2020-00018911), the following actions were taken by BDG Law Group on behalf of SANDAG:

- On July 15, 2024, filed an Answer
- On July 19, 2024, attended a Case Management Conference
- On August 19, 2024, filed a Case Management Statement
- On August 21, 2024, filed an Updated Case Management Statement

In the matter of Kelsoe v. SANDAG (Superior Ct. Case No. 2024-00005322), the following actions were taken by Nossaman on behalf of SANDAG:

- On August 13, 2024, filed a Case Management Statement
- On August 21, 2024, filed a Reply to Plaintiff's Opposition to SANDAG's Motion to Strike First Amended Complaint
- On August 21, 2024, filed a Reply to Plaintiff's Opposition to SANDAG's Demurrer to First Amended Complaint
- On August 29, 2024, attended a hearing on SANDAG's Demurrer and Motion to Strike

**On-Call Task Order Awards:** [Board Policy No. 017](#), Section 1, authorizes the Chief Executive Officer to enter into any agreements or take any other actions necessary to implement the budget items or other actions approved by the Board. Two on-call task orders valued at \$5 million or more were executed in July and August 2024. The delegated action(s) to report to the Board are summarized below:

Task Order No.	Vendor	Title/Project	Start Date	End Date	Award Amount	Competitive or Sole Source
S855530 TO 7	AECOM Technical Services, Inc.	Construction Management Services for San Onofre to Pulgas (SOP2)	08/01/2024	12/29/2028	\$5,663,168	Competitive
S855533 TO 11	Kleinfelder Construction Services	Construction Management Services for Batiquitos Lagoon Double Track Project	07/25/2024	12/29/2028	\$12,344,996	Competitive

**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.

**Offer of Just Compensation:** [Board Policy No. 017](#), Section 4.4, authorizes the Chief Executive Officer to approve the establishment of an offer of just compensation for the purchase of real property based on specific conditions. The list below reflects the approved documents for this reporting period.

Downtown Bus Stopover Project – Capital Improvement Project No. 1201514				
No.	Address	Nature of Activity	Appraisal Amount	Offer Date & Amount
1.	1221 State Street; 330 B Street; and 338-348 B Street, San Diego, CA 92101	Just Compensation (Full Acquisition)	\$8,800,000	8/8/2024; \$8,800,000
2.	1253 State Street, San Diego, CA 92101	Just Compensation (Full Acquisition)	\$2,850,000	8/8/2024; \$2,850,000

**Offer of Discretionary Severance:** Board Policy No. 017, Section 5, authorizes the Chief Executive Officer to offer severance to an employee in accordance with the employee's contract and/or at the discretion of the Executive Director. The Chief Financial Officer, as the CEO's delegate and with written concurrence from the Office of General Counsel, offered Ray Major discretionary severance in the amount of \$50,000 pursuant to such authority.

**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 Q4 are shown in Attachment 3.



- 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.

***Mario Orso, Chief Executive Officer***

Attachments: 1. Investment Securities Transactions Activities – July and August 2024  
2. Budget Transfers and Amendments – July and August 2024  
3. Administrative Policy Actions – FY 2024, Q4

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

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
07/02/24	F H L B DEB 4.350% 11/24/28	\$ 5,800,000.00	\$ 5,760,560.00
07/26/24	F N M A 0.750% 10/08/27	7,000,000.00	6,262,760.00
	TOTAL BOUGHT:	<u>\$ 12,800,000.00</u>	<u>\$ 12,023,320.00</u>
<b>MATURED</b>			
07/02/24	F N M A 1.750% 7/02/24	\$ 5,000,000.00	\$ 4,993,150.00
07/26/24	F F C B DEB 1.850% 7/26/24	6,500,000.00	6,615,310.00
	TOTAL MATURED:	<u>\$ 11,500,000.00</u>	<u>\$ 11,608,460.00</u>
<b>SOLD</b>	NO REPORTABLE SECURITIES FOR THIS MONTH		

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

Transaction Date	Security/Coupon/Maturity Date	Par Value	Original Cost
<b>BOUGHT</b>			
08/15/2024	HOME DEPOT INC 4.750% 6/25/29	\$ 4,200,000.00	\$ 4,290,174.00
	TOTAL BOUGHT:	<u>\$ 4,200,000.00</u>	<u>\$ 4,290,174.00</u>
<b>MATURED</b>			
08/15/2024	HONEYWELL 2.300% 8/15/24	\$ 2,900,000.00	\$ 2,933,756.00
08/15/2024	U S TREASURY NT 0.375% 8/15/24	35,195,000.00	32,797,340.63
08/15/2024	U S TREASURY NT 0.375% 8/15/24	15,215,000.00	14,178,478.13
	TOTAL MATURED:	<u>\$ 53,310,000.00</u>	<u>\$ 49,909,574.76</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
8000120	Office & Property Services	\$6,430	\$6,688	\$258	Accept commision share from real estate broker (Range Partners) to fund office relocation expenses

## FY 2025 BUDGET TRANSFERS AND AMENDMENTS

in '000s

PROJECT NUMBER	PROJECT NAME	CURRENT BUDGET	NEW BUDGET	CHANGE	EXPLANATION
3102700	Regional Transportation Safetey Program	\$2,848	\$2,883	\$35	Accept 35K of cash match from the City of Vista.
8000103	OIPA	\$2,086	\$2,206	\$120	Reallocating \$120K within Admin to pay for Independent Assessment of Finance Dept
8000120	Office & Property Services	\$13,499	\$13,474	(\$25)	
8000140	Human Resources - Administration	\$2,913	\$2,848	(\$65)	
8000146	Diversity, Equity, Inclusion Initiatives	\$130	\$100	(\$30)	Reallocating \$150k within Admin to cover General Counsel Consulting Services needed to while the SANDAG General Counsel position is vacant.
8000100	Admin - Overhead	\$2,640	\$2,790	\$150	
8000190	Business Info and Technology Services	\$6,284	\$6,134	(\$150)	

## SANDAG Purchase Card Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

### April 2024

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/Notes
Coleen Clementson	Executive Office	11	\$1,171.32	None	None	Missing receipt from reconciliation package.	Cardholder provided statement explaining the expense in lieu of the receipt, consistent with the P-card Policy.
Anthony Ray	ARJIS	4	\$322.93	None	None	None	
Jennifer Bailey	Board/Employee Travel <sup>2</sup>	5	\$1,751.02	None	None	None	
Kami Leone	Board/Employee Travel <sup>2</sup>	13	\$8,658.76	None	None	None	
Silvia Olivarria	Board/Employee Travel <sup>2</sup>	12	\$4,327.95	None	None	None	
Tessa Lero	Board Travel <sup>2</sup>	8	\$584.78	None	None	None	
Tom Goggin	Facility/Business Operations	11	(\$334.32)	None	None	None	
Kimberly King	Human Resources	20	\$4,095.82	None	None	None	
Jana Miclat	Human Resources	2	\$1,655.00	None	None	None	
Jennie Sharp	Human Resources	0	\$0.00	None	None	None	
Anthony Lacsina	Information Technology	11	\$5,897.42	None	None	None	
Mike Stopani	SR 125 Roadway Operations	24	\$2,700.87	None	None	None	

Total monthly spend using SANDAG credit cards: **\$30,831.55**

#### Notes:

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

2. All purchases for Board/Employee travel are consistent with [Board Policy No. 011 \(Travel Expenses\)](#). This policy incorporates the GSA's Federal Travel Regulation which requires the purchase of coach class transportation, and sets location specific limits for lodging and per diem for meals.

## SANDAG Purchase Card Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

### May 2024

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/Notes
Coleen Clementson	Executive Office	1	\$46.35	None	None	None	
Anthony Ray	ARJIS	4	\$1,156.80	None	None	None	
Jennifer Bailey	Board/Employee Travel <sup>2</sup>	10	\$5,309.92	None	None	None	
Kami Leone	Board/Employee Travel <sup>2</sup>	18	\$8,936.41	None	None	a) 3 fraudulent charges noted; b) Missing receipt for hotel charge due to cancelled travel; c) Late submittal of reconcilliation package while charges were being researched	a) Fradulent charges reversed in June 2024; b) Cardholder provided explanation of missing receipt, per P-card Policy; c) Monthly reconcilliation package was approved and submitted on 6/25/2024
Silvia Olivarria	Board/Employee Travel <sup>2</sup>	17	\$4,258.78	None	None	None	
Tessa Lero	Board Travel <sup>2</sup>	5	\$1,539.84	None	None	None	
Tom Goggin	Facility/Business Operations	15	\$4,651.60	None	None	None	
Kimberly King	Human Resources	24	\$5,266.37	None	None	None	
Jana Miclat	Human Resources	1	\$29.95	None	None	None	
Jennie Sharp	Human Resources	0	\$0.00	None	None	None	
Anthony Lacsina	Information Technology	12	\$5,592.48	None	None	None	
Mike Stopani	SR 125 Roadway Operations	34	\$14,216.69	None	None	None	



## May 2024

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/Notes
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Total monthly spend using SANDAG credit cards: **\$51,005.19**

### Notes:

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

2. All purchases for Board/Employee travel are consistent with [Board Policy No. 011 \(Travel Expenses\)](#). This policy incorporates the GSA's Federal Travel Regulation which requires the purchase of coach class transportation, and sets location specific limits for lodging and per diem for meals.

## SANDAG Purchase Card Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

### June 2024

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
Coleen Clementson	Executive Office	0	\$0.00	None	None	None	
Anthony Ray	ARJIS	2	\$2,132.88	None	None	None	
Jennifer Bailey	Board/Employee Travel <sup>2</sup>	9	\$3,149.56	None	None	None	
Kami Leone	Board/Employee Travel <sup>2</sup>	11	\$2,821.87	None	None	None	
Silvia Olivarria	Board/Employee Travel <sup>2</sup>	8	\$6,791.10	None	None	None	
Tessa Lero	Board Travel <sup>2</sup>	2	\$344.26	None	None	None	
Tom Goggin	Facility/Business Operations	16	\$6,699.82	None	None	None	
Kimberly King	Human Resources	51	\$10,668.61	None	None	a) Missing receipt for \$8.79; b) 7 duplicate charges, totaling \$980, noted on statement	a) The \$8.79 was due to currency conversion; b) Refunds for duplicate charges were received in August 2024
Jana Miclat	Human Resources	1	\$393.25	None	None	None	
Jennie Sharp	Human Resources	0	\$0.00	None	None	None	
Anthony Lacsina	Information Technology	12	\$6,675.81	None	None	None	
Mike Stopani	SR 125 Roadway Operations	22	\$8,378.32	None	None	None	

Total monthly spend using SANDAG credit cards: **\$48,055.48**

Notes:

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

2. All purchases for Board/Employee travel are consistent with [Board Policy No. 011 \(Travel Expenses\)](#). This policy incorporates the GSA's Federal Travel Regulation which requires the purchase of coach class transportation, and sets location specific limits for lodging and per diem for meals.

## SANDAG Hospitality and Event Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

April 2024						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
TransNet Independent Taxpayer Oversight Committee Meeting	4/10/2024	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	\$90.04
Board of Directors Meeting	4/12/2024	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$816.46 <sup>2</sup>
Transportation Committee Meeting	4/19/2024	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	\$151.16
Public Safety Committee	4/19/2024	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.	18	\$155.25
LOSSAN Rail Realignment Project Transit Center Pop-Up	4/19/2024	Oceanside Transit Center	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00

## April 2024

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
LOSSAN Rail Realignment Project Transit Center Pop-Up	4/20/2024	Del Mar Farmer's Market	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
LOSSAN Rail Realignment Project Transit Center Pop-Up	4/22/2024	Encinitas Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
San Ysidro Mobility Hub Pop-Up	4/23/2024	San Ysidro Transit Center	Public	Pop-up event to increase participation in the Phase 1 San Ysidro Transit Center Improvements survey by engaging transit users directly at the San Ysidro Transit Center.	200	\$102.67
Board of Directors Meeting	4/26/2024	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$618.84 <sup>2</sup>
Borders Committee Meeting	4/26/2024	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	\$152.95
LOSSAN Rail Realignment Project Transit Center Pop-Up	4/26/2024	Solana Beach Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
Leadership Development Day	4/29/2024	The Point - 1010 Santa Clara Place, San Diego	SANDAG staff	Directors participated in a hands-on workshop and professional development opportunity.	14	\$132.01
LOSSAN Rail Realignment Project Transit Center Pop-Up	4/30/2024	Solana Beach Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00

April 2024

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
San Ysidro Mobility Hub Pop-Up	4/30/2024	San Ysidro Transit Center	Public	Pop-up event to increase participation in the Phase 1 San Ysidro Transit Center Improvements survey by engaging transit users directly at the San Ysidro Transit Center.	200	\$102.67

Total monthly Hospitality and Event expenses: **\$2,497.05**

- Notes:
- 1. SANDAG uses the following rates as the per-person cap for food expenses, including fees, taxes, and gratuity, for meetings and events.  
(Breakfast = \$19, Lunch = \$28, Dinner = \$57)
  - 2. Cost reflects breakfast and lunch

## SANDAG Hospitality and Event Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

May 2024						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Audit Committee Meeting	5/3/2024	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	\$125.97
Regional Planning Committee	5/3/2024	SANDAG, Board Room	Regional Planning Committee members	Regular Regional Planning Committee meetings support the preparation of the Regional Comprehensive Plan, which includes review of the transportation, housing, environment, economy, regional infrastructure needs, financing, and land use design components.	12	\$107.06
LOSSAN Rail Realignment Project Transit Center Pop-Up	5/3/2024	Old Town Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
LOSSAN Rail Realignment Project Transit Center Pop-Up	5/4/2024	Del Mar Farmer's Market	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
TransNet Independent Taxpayer Oversight Committee Meeting	5/8/2024	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	\$90.02



## May 2024

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Blue Line Transit-Oriented Development Study Pop-up	5/8/2024	Castle Park Middle School	Public	Pop-up event to gather input from community members who frequent the areas around San Ysidro and Palomar transit centers, seeking their recommendations on how to create more community-friendly land use.	50	\$60.53
Executive Committee Meeting	5/10/2024	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.	15	\$89.72
Board of Directors Meeting	5/10/2024	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$630.58 <sup>2</sup>
LOSSAN Rail Realignment Project Transit Center Pop-Up	5/14/2024	Carlsbad Village Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00
Otay Mesa East Port of Entry Workshop - Day 1	5/14/2024	WSP Offices, San Diego	Caltrans, GSA, CBP, CHP, consultants, and SANDAG staff	Workshop to discuss comments on the 30% design submittal and resolve outstanding comments necessary to finalize the 30% design.	25	\$739.70 <sup>2</sup>
Otay Mesa East Port of Entry Workshop - Day 2	5/15/2024	WSP Offices, San Diego	Caltrans, GSA, CBP, CHP, consultants, and SANDAG staff	Workshop to discuss comments on the 30% design submittal and resolve outstanding comments necessary to finalize the 30% design.	25	\$739.70 <sup>2</sup>
Transportation Committee Meeting	5/17/2024	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	\$160.58
LOSSAN Rail Realignment Project Transit Center Pop-Up	5/17/2024	12th and Imperial Transit Station	Public	Pop-up event to raise awareness of the LOSSAN Rail Realignment project during its scoping period, to inform transit riders about the project, and encourage public participation in project development activities.	50	\$35.00

## May 2024

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Quarterly All-Hands Employee Meeting	5/21/2024	San Diego Central Library	SANDAG employees	The CEO meets with all employees on a regular basis to share information about agency achievements and highlight significant contributions, clarify current and upcoming projects and priorities, and engage employees in organization awareness and team-building.	400	\$699.32
Board of Directors Meeting	5/24/2024	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$725.48 <sup>2</sup>
Borders Committee Meeting	5/24/2024	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	\$152.95
Regional Planning Department Retreat	5/30/2024	Santa Fe Room, Balboa Park Club	SANDAG Staff	Training Session for the Regional Planning Department.	58	\$1,095.83
Urban Core and Connections Corridor Visioning Workshop	5/31/2024	Carrier Johnson, 185 West F Street, Ste. 500	SANDAG staff and consultants	Discuss concepts for key corridors in our urban core, assess current condition and propose mobility improvements that enhance the human experience.	25	\$646.92

Total monthly Hospitality and Event expenses: **\$6,204.36**

### Notes:

1. SANDAG uses the following rates as the per-person cap for food expenses, including fees, taxes, and gratuity, for meetings and events.

(Breakfast = \$19, Lunch = \$28, Dinner = \$57)

2. Cost reflects breakfast and lunch

## SANDAG Hospitality and Event Expenses

Quarterly Report for period April 1 through June 30, 2024

*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.*

June 2024						
Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Office of the Clerk of the Board Team Retreat	6/4/2024	Caltrans District 11 Office	SANDAG staff	Team building and professional development session designed to strengthen the Office of the Clerk of the Board team, build confidence, and highlight the importance of the team's role.	8	\$305.27 <sup>2</sup>
Audit Committee Meeting	6/7/2024	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.	8	\$126.47
TransNet Independent Taxpayer Oversight Committee Meeting	6/12/2024	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	\$77.08
Blue Line Transit-Oriented Development Study Pop-up	6/13/2024	San Ysidro Transit Center	Public	Pop-up event to gather input from community members who frequent the areas around San Ysidro and Palomar transit centers, seeking their recommendations on how to create more community-friendly land use.	50	\$60.53
Board of Directors - Tribal Summit	6/14/2024	Pala Casino Sycamore Room 8				\$0.00
LOSSAN Rail Realignment Public Scoping Event	6/18/2024	Marriott Del Mar	Public	Public scoping event required under CEQA to discuss various alternative alignments for the LOSSAN Rail Realignment Project. This was the minimum food & beverage amount required for the room rental.	450	\$4,744.50

## June 2024

Meeting/Event	Date	Location	Description of Attendees/Participants	Purpose/Benefits Derived	Number of Attendees	Cost <sup>1</sup>
Transnet Independent Taxpayer Oversight Selection Committee	6/21/2024	SANDAG, Conference Room 7	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.	7	\$147.18
Joint Session Transportation Committee with Borders and Regional Planning	6/21/2024	SANDAG, Board Room	Transportation Committee members, Regional Planning Committee members and Borders 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.	42	\$369.43
Public Safety Committee	6/21/2024	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.	18	\$152.95
2024 SDAPA Awards & Member Appreciation Day	6/27/2024	Historic Building 177, Liberty Station	SANDAG staff	Attendance fees: SANDAG received Award of Excellence for its Anti-Displacement Strategy.	5	\$290.00 <sup>3</sup>
Board of Directors Meeting	6/28/2024	SANDAG, Board Room	SANDAG Board members	Board of Directors meetings provide the public forum for policy decision-making on significant regional issues.	35	\$726.68 <sup>2</sup>
Borders Committee Meeting	6/28/2024	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	\$152.95

Total monthly Hospitality and Event expenses: **\$7,153.04**

### Notes:

1. SANDAG uses the following rates as the per-person cap for food expenses, including fees, taxes, and gratuity, for meetings and events.  
(Breakfast = \$19, Lunch = \$28, Dinner = \$57)
2. Cost reflects breakfast and lunch
3. Cost reflects actual attendance/registration fees for the event.

## SANDAG Business Meal Expenses

Quarterly Report for period April 1 through June 30, 2024

*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 benefits derived from the meeting.*

### April 2024

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>
Coleen Clementson	4/15/2024	Dinner	Bela Cafe, Washington, D.C. <sup>2</sup>	9	SANDAG: Clementson (CEO), Stern (Manager of Government Relations); City of San Diego: Elo-Rivera (Council President and SANDAG Vice Chair), Garcia (Government Affairs Manager); CTC: Falcon (Commissioner); Caltrans: Townsend (District 11 Director), Orso (District 11 Chief Deputy Director), Sanchez (District 11 Deputy Director); Peyser Associates: Peter Peyser (CEO)	BUSINESS TRAVEL: Staff were in Washington, D.C., attending the Mission to DC Chamber event, as well as meetings with GSA and CBP for the Otay Mesa East Port of Entry project. The group used this meal time for inter-agency meeting preparations with one of SANDAG's strategists/consultants.	\$581.18	\$324.00 <sup>3</sup>

Total monthly Business Meal expenses: **\$324.00**

#### 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.
3. Mr. Townsend and Mr. Orso paid for their portion of the meal expense.

## Overview of Developments in the Financial Markets, Quarterly Finance Report as of June 30, 2024

### 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 June 2024 of FY2024, sales tax revenue is 0.71% lower than FY2023 collections through the same month, with TransNet revenue totaling \$426.7 million for the fiscal year.
- Senior lien maximum annual debt service coverage, using sales tax receipts of \$425.8 million for the 12 months ending July 31, 2024, is 4.08 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.08 of sales tax revenue providing ample coverage, supporting SANDAG senior lien triple-A ratings.
- Inflation continued to ease, falling to 3.2% in May, while employment remained stable within the region. This trend is aligned with national inflation which fell to 3.0% in June. As anticipation for a federal rate cut increases, other rates (namely mortgage rates) are beginning to shift.

### Fiscal Impact:

Senior lien debt service coverage remains strong at 4.08 times, providing ample coverage and supporting triple-A ratings.

### Schedule/Scope Impact:

Amid inflation relief, markets remain robust, but cooling, and continue to support growth in the Region.

### **Dawn Vettese, Chief Financial Officer**

- Attachments:
1. Financial Market Review as of June 30,2024
  2. Local Economy and Sales Tax Revenue as of June 30,2024
  3. Investment and Debt Portfolio as of June 30,2024
  4. TransNet Extension Quarterly Report



## Market Review and Update

### Overview

Inflation continues to be a key indicator that economists, and in particular the Federal Open Market Committee (FOMC), are watching closely in 2024. At its last meeting in July the FOMC showed a willingness to lower rates, and this stance was reaffirmed by the Fed chair in August, based on recent economic data. The annual inflation rate in the US slowed for a fourth consecutive month to 2.9% in July 2024, the lowest since March 2021.

### Interest Rates

- **Treasury Rates:** As was the case in 2022 and 2023, Treasury rates (industry accepted benchmark for taxable bonds) continue to be volatile in 2024 as the market reacts to key economic indicators like inflation and labor statistics. But treasuries are generally trending favorably in 2024 having shaved off over 70-80bps along the curve from their 2024 peaks. The move is supported by data releases showing slowing employment growth over the summer. The 2-year treasury note is currently yielding 3.93%. The 10-year treasury is currently yielding 3.80% and the 30-year treasury bond yielding 4.08%, continuing to show a slight inversion.
- **Municipal Market Rates:** the year 2024 began with a gradual increase in tax exempt municipal bond rates, as represented by the AAA BVAL rates (benchmark for tax-exempt rates produced by Bloomberg). However, by mid-June this trend began to reverse, and rates dropped precipitously at the beginning of August. The 30-year rate is currently at 3.59% and is 0.37% lower compared to its 2024 peak.
- **Fed Funds Rate:** The Fed last raised rates to 5.25% - 5.50% range at the July 2023 meeting and has held the rates steady since then. Overall, the Fed made 11 rate hikes from March 2022 to July 2023. While the Fed maintained rates for the eighth consecutive meetings, in July 2024, it has signaled possible rate cuts in 2024 as economic growth cools and inflation pressure slows down. Furthermore, on August 23rd at a press conference Fed Chairman Powell stated that “the time has come for policy to adjust” in regard to monetary policy. Market expectations also indicate that the next Fed meeting in September could provide the first rate cut of the cycle.
- **Municipal Market Supply-Demand Dynamics:** Municipal issuance volume year to date remained high, especially in light of suppressed volumes in recent prior years. This was somewhat balanced by modest inflows into bond funds over the same period.

**Equity Markets:** Domestic equity markets experienced some turbulence in mid-2024 due to a combination of adverse market conditions including below-market jobs reports and international tensions. The market has since experienced a resurgence, stabilizing back to near all-time highs.

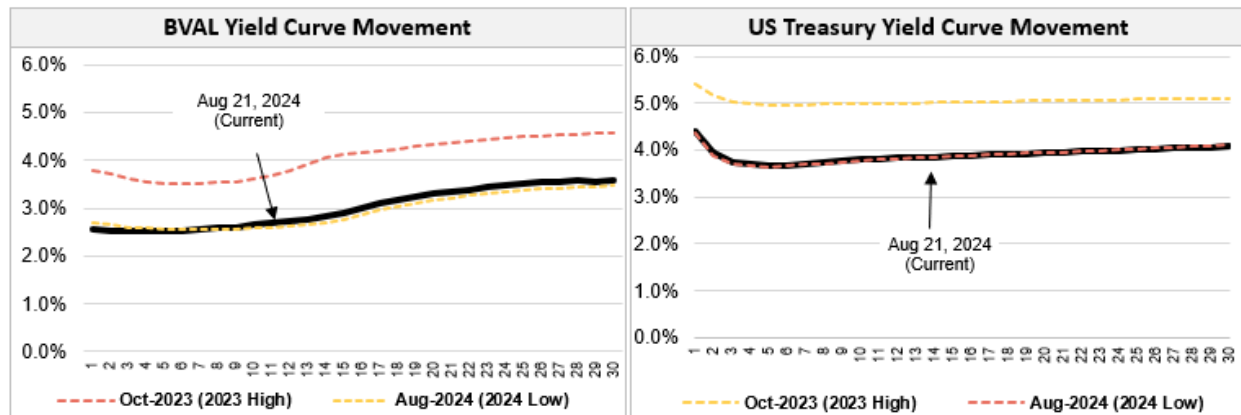
### U.S. Economy

- **Jobs and Unemployment:** The Initial Jobless Claims were at 232,000 for the week ending August 22. The unemployment rate ticked up to 4.3% in July 2024 the highest it's been since October 2021, against market expectations which had predicted no change. These trends signal a slight reduction in the strength of a historically strong labor market and sustain speculation that the Fed may finally undertake the first rate cut of the year in September.
- **GDP:** GDP expanded an annualized 2.8% in Q2, up from 1.4% in Q1 2024 and above forecasts of 2%. This doubling of growth quarter over quarter was fueled by sustained consumer spending.
- **Personal Spending:** As the economy's key driver, personal spending increased by 0.3% in June, in line with market expectations.

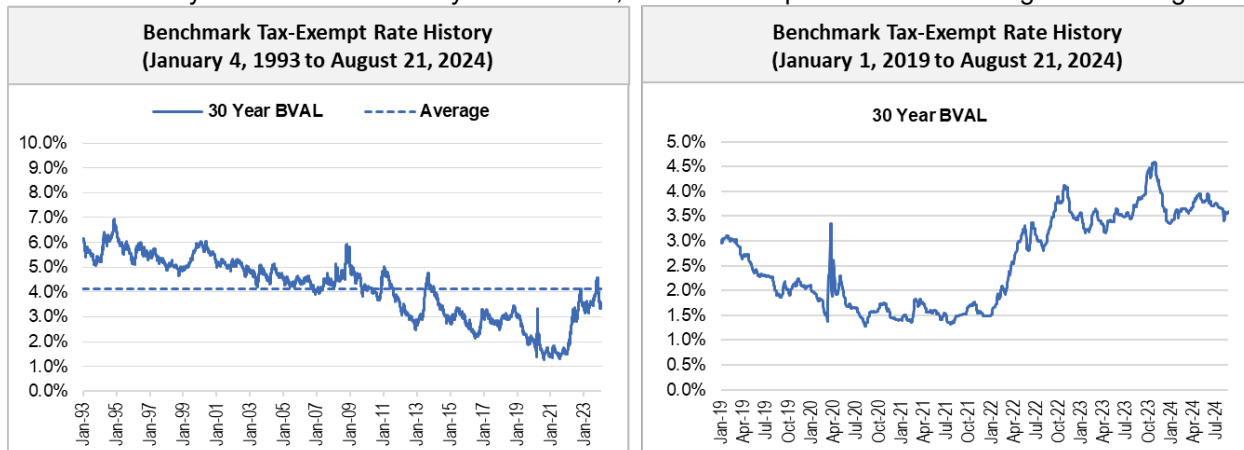
- **Manufacturing and Service Data:** The S&P Global U.S. Composite Purchasing Managers Index (PMI) fell slightly to 54.1 in August, a four-month low, down from 54.3 in July but still above market expectations of 53.5. This indicates that US business activity continues to grow, marking 19 consecutive months of expansion. The growth is being primarily driven by the service sector. Manufacturing output declined at its fastest rate in 14 months, contributing to employment challenges, as hiring nearly stalled in manufacturing due to difficulties in finding workers. The Manufacturing PMI fell to 48 in August of 2024 from 49.6 in the previous month. A reading above 50 indicates expansion in business activity, vice versa for readings below 50.
- **Consumer Sentiment:** The University of Michigan's consumer sentiment rose to 67.8 in August 2024, up from 66.4 in July. It marks the first increase in five months.

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

The Bloomberg Valuation Service's (BVAL) AAA yield curve (i.e., the “BVAL AAA” which is a widely accepted benchmark for tax-exempt municipal bond rates) dropped in late July, in anticipation of the first potential rate cut at the September Fed meeting. The two charts below show current AAA BVAL yield curve and the current US Treasury yield curve (benchmark of taxable municipal bond rates) in comparison to their current low point for the year and the most recent peak in October 2023. As seen in the chart, the current BVAL AAA yield curve is fairly close to the August 2024 low. Treasury rates also fell significantly in July and are currently at or about the lowest they have been in the last 12 months. Both the BVAL yield curve as well as the U.S. Treasury curve continue to reflect “inversion” wherein short-term rates are higher than intermediate-to-long-term rates, though it is considerably less pronounced than it has been over the last couple years.



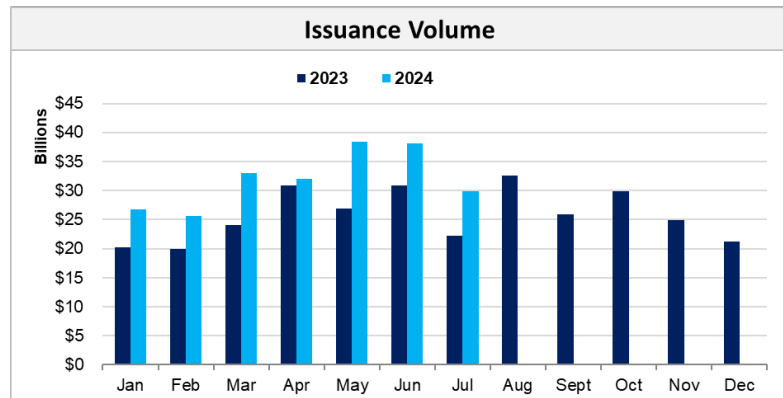
The current 30-year BVAL AAA bond yield is 3.59%, which is 55 bps lower than its long-term average.



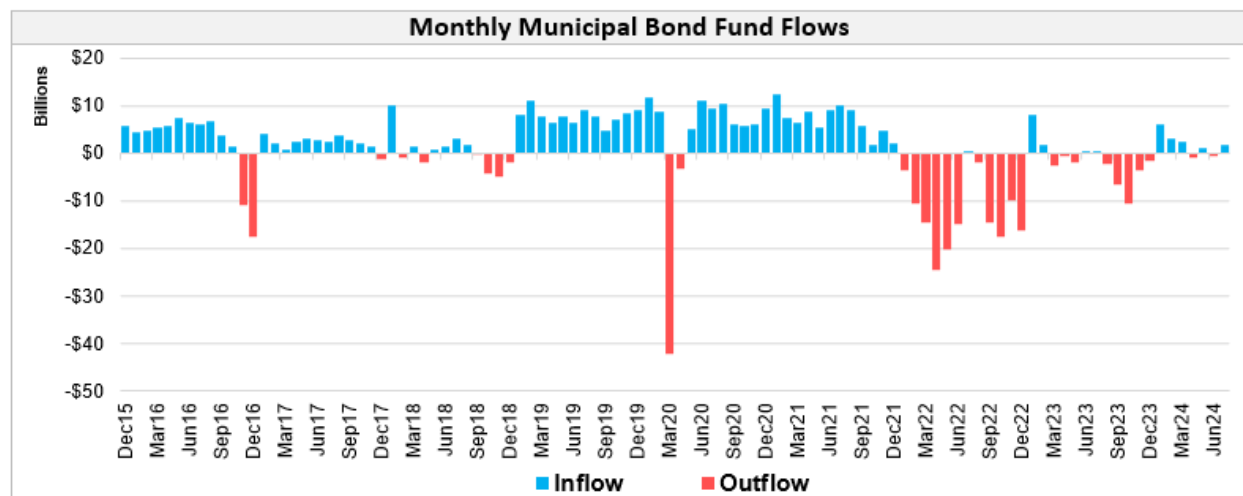
*\*The 1993-2010 data represents the AAA Municipal Market Data (MMD) data which is also a widely accepted tax-exempt benchmark rate. The 2011-2024 data represents the AAA BVAL rates.*

## Municipal Market Supply and Demand

For the first seven months through July tax-exempt issuance volume totaled \$245 billion; 35% higher than the same period in 2023. The volume is partly driven by improved interest rates in 2024 reviving certain refundings and attracting more new money. The volume is also driven by issuers accelerating transactions to price before the November presidential election which can be a volatile period in the market.



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. There were outflows from municipal bond funds for a majority of 2022 and 2023 indicating weak limited investor appetite for municipal bonds owing to a very volatile and relatively high interest rate environment. There were low-to-modest inflows in five of the first seven months in 2024 indicating an improving appetite for bonds partly due to a flight to safety spurred by some recession fears and concerns around a “soft landing”.



## Credit Spreads

Mirroring the movements in rates, credit spreads have also been volatile for the last few years since the pandemic. Spreads that had widened significantly in 2022 generally improved over the course of 2023 and 2024. Despite record issuance volume in May-July period, spreads remain relatively stable and attractive for municipal issuers.

### **Interest Rate Forecasts**

The Fed held the target rate steady at 5.25-5.50% at the July 2024 meeting, continuing a nearly yearlong trend of maintaining the current rate environment. Diverging slightly from its prior stance, the Fed signaled its willingness to cut rates if economic indicators support that. The Fed dot plot released after the last meeting suggests one rate cut in 2024. There seems to be a general consensus towards larger rate cuts in 2025.

The next table provides an average of interest rate forecasts by industry professionals. These are surveyed and compiled by Bloomberg. More optimistic than the Fed, the market maintains its expectation of three rate cuts in 2024 with a very high probability of the first cut at the upcoming September Fed meeting. The two-year U.S. Treasury rate is forecasted to increase 0.14% to 4.07% through the end of 2024. The ten-year U.S. Treasury rate is forecasted to increase by 0.23% to 4.03% by end of 2024. The 30-year U.S. Treasury rate is also forecast to increase by 0.16% to 4.24% by the end the year.

### **Street's Interest Rate Forecast**

<b>Forecast</b>	<b>8/21/24</b>	<b>Q3 24</b>	<b>Q4 24</b>	<b>Q1 25</b>	<b>Q2 25</b>	<b>Q3 25</b>	<b>Q4 25</b>	<b>Q1 26</b>	<b>Q2 26</b>	<b>Q3 26</b>	<b>Q4 26</b>
30-Year UST	4.08 %	4.25 %	4.24 %	4.23 %	4.19 %	4.14 %	4.14 %	3.97 %	3.97 %	3.98 %	4.09 %
10-Year UST	3.80 %	4.03 %	4.03 %	4.02 %	3.98 %	3.92 %	3.89 %	3.74 %	3.72 %	3.70 %	3.84 %
2-Year UST	3.93 %	4.17 %	4.07 %	3.92 %	3.78 %	3.64 %	3.54 %	3.41 %	3.37 %	3.34 %	3.32 %
3M Secured Overnight Financing Rate	5.06 %	5.10 %	4.83 %	4.53 %	4.21 %	3.94 %	3.75 %	3.67 %	3.49 %	3.41 %	3.40 %
Federal Funds Target Rate Upper Bound	5.50 %	5.15 %	4.75 %	4.45 %	4.15 %	4.00 %	3.85 %	3.60 %	3.45 %	3.35 %	3.35 %
Federal Funds Target Rate Lower Bound	5.25 %	4.91 %	4.49 %	4.20 %	3.90 %	3.73 %	3.60 %	3.36 %	3.19 %	3.10 %	3.09 %

## Local Economy

Key highlights on the economy in the fourth quarter of FY 2024 include US GDP growth, stable labor markets, and easing inflation. The US economy picked up steam through the second half of FY 2024. US GDP grew at 2.8% in Q4 FY 2024 as consumer spending accelerated and businesses bolstered their inventories. The national economic conditions, combined with local economic data, suggest that San Diego's regional economy ended Fiscal Year 2024 on a healthy note, despite TransNet revenue tracking lower than expected.

The region's consumers saw some relief from inflation. Headline inflation fell to 3.2% in May 2024 (which is the last reported month of the fiscal year for the region). Core inflation, which excludes food and energy (traditionally among the most volatile items), was 3.1%. Both measures were the lowest for the region since March 2021 when inflation began to rise. The region's inflation in May was aligned with the nation. Headline inflation for the US fell to 3.0% in June.

As inflation tracked in the right direction, attention has turned to labor markets. In general, labor markets have been robust but cooling. For the San Diego region, June employment (for wage and salary workers) was at 1.51 million (about 13,100 lower than the previous month and 16,660 lower than a year ago), and the number of unemployed persons was 70,540 (an increase of 12,850 from the previous month). The net effect was an unemployment rate of 4.5%. The region was not alone in unemployment rising. California's unemployment rate rose from 4.6% in May to 5.3% in June, and the US unemployment rate rose from 3.7% to 4.3%. The June rise in unemployment was larger than expected but consistent with seasonal patterns.

While tightness in the labor market has been easing, the region experienced strong earnings growth. Earnings growth for the region in Q3 FY 2024 was 4.8% (year-over-year for the same quarter). San Diego County outpaced seven of the 10 largest counties in the US. In Q4, earnings have continued to grow. Average hourly earnings were 6.2% higher than the same quarter in FY 2023.

While the business environment continues to be robust, pressure in the region's real estate markets has not eased. The median home price in the region reached \$950,000 in June, and the region continues to see low inventory. However, mortgage rates are beginning to move as expectations of the Federal Reserve cutting rates increase. In the commercial real market, vacancy rates remain high. The market continues to struggle with absorbing the significant supply delivered over the last couple of years.

## Sales Tax Revenues

Total TransNet revenue for Fiscal Year 2024 was \$426.7 million, which was slightly lower than the previous fiscal year (-0.71% or roughly \$3 million lower). For 8 of the 12 months, TransNet revenue in FY 2024 trailed FY 2023. The tables below provide a breakdown of the sales tax collected. Table 1 compares revenue by month for the past two fiscal years. Table 2 reports annual revenue beginning in FY 2009 (the first year of the TransNet Extension Ordinance).

A combination of price changes and slower consumer spending, rather than an underperforming economy, contributed to weaker revenue in FY 2024. General retail accounts for over a quarter of TransNet revenue. This category softened slightly as consumers traded down in brands and searched for more value for money. FY 2024 data also highlighted the sensitivity of TransNet revenue to price volatility. In transportation, prices fell for gas and automobiles (new and used), which in turn translated to lower TransNet revenue.

Looking ahead, SANDAG's current TransNet revenue forecast anticipates a modest recovery in FY 2025 (1%). Barring unforeseen disruptions, the data suggests TransNet revenue is beginning to stabilize, with shallower seasonality and flattening growth. SANDAG economists are monitoring these emerging dynamics, along with data releases on macroeconomic conditions, the labor market, and Federal Reserve action on interest rates.

**Table 1: TransNet Revenue by Month**

Month	FY 2023	FY 2024
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	\$38,088,738
November	\$34,497,001	\$33,489,426
December	\$36,657,141	\$35,801,646
January	\$33,813,540	\$33,972,638
February	\$40,825,224	\$39,509,271
March	\$34,695,328	\$35,786,454
April	\$31,439,603	\$33,305,657
May	\$33,999,974	\$33,419,427
June	\$35,005,164	\$35,029,838
<b>TOTAL</b>	<b>\$429,735,180</b>	<b>\$426,692,983</b>

**Table 2: TransNet Revenue by Year**

Year	Annual Revenue
FY 2009	\$221,991,360
FY 2010	\$204,191,748
FY 2011	\$221,304,014
FY 2012	\$236,947,113
FY 2013	\$247,221,162
FY 2014	\$260,114,931
FY 2015	\$268,840,549
FY 2016	\$275,500,023
FY 2017	\$284,456,260
FY 2018	\$301,455,493
FY 2019	\$305,349,500
FY 2020	\$305,851,214
FY 2021	\$333,998,567
FY 2022	\$405,921,138
FY 2023	\$429,735,180
FY 2024	\$426,692,983
<b>TOTAL</b>	<b>\$4,729,571,235</b>

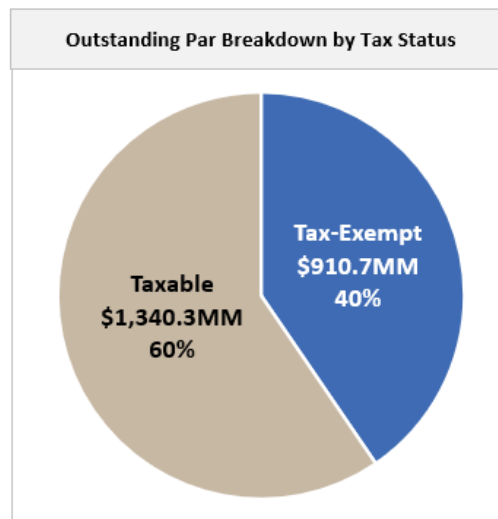
## AGENCY DEBT PORTFOLIO OVERVIEW

### *Commission Outstanding Debt Overview*

SANDAG, serving as the San Diego County Regional Transportation Commission, has \$2.24 billion of outstanding long-term debt. 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
2016A	Senior	Tax-Exempt	Fixed Rate	\$325,000,000	285,160,000	4/1/2026	4/1/2048
2019A	Senior	Taxable	Fixed Rate	\$442,620,000	314,062,000	4/1/2030	4/1/2048
2020A	Senior	Tax-Exempt	Fixed Rate	\$74,820,000	68,170,000	4/1/2030	4/1/2048
2021A	Senior	Taxable	Fixed Rate	\$149,840,000	149,840,000	4/1/2031	4/1/2048
2021B	Subordinate	Tax-Exempt	Fixed Rate	\$116,150,000	116,150,000	4/1/2031	4/1/2039
2023A	Senior	Tax-Exempt	Fixed Rate	\$433,355,000	417,415,000	4/1/2033	4/1/2042
TIFIA	Junior Sub.	Taxable	Fixed Rate	\$537,484,439	552,140,454 <sup>1</sup>	Anytime	10/1/2045
<b>Total</b>					<b>\$2,241,897,454</b>		

The long-term debt portfolio is comprised of 100% fixed-rate debt. As a result of the 2023 refunding, SANDAG has no long-term variable rate bonds and no interest rate swaps outstanding. Of the total debt portfolio, 60% consists of taxable debt, including the TIFIA loan, and the remaining 40% is tax-exempt bonds.

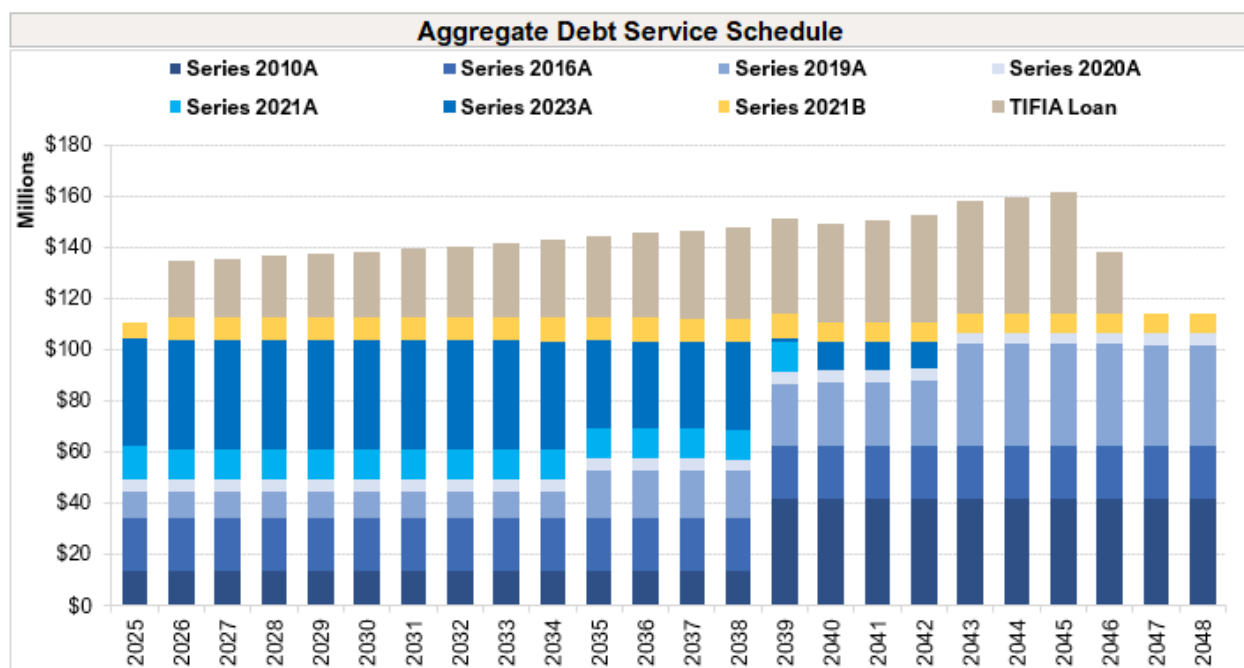


<sup>1</sup>Balance as of 8/1/2024



## 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, and subordinate to 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 \$102.9 million to \$106.6 million per year through FY 2048. The aggregate senior and subordinate lien debt service ranges from \$110.3 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.



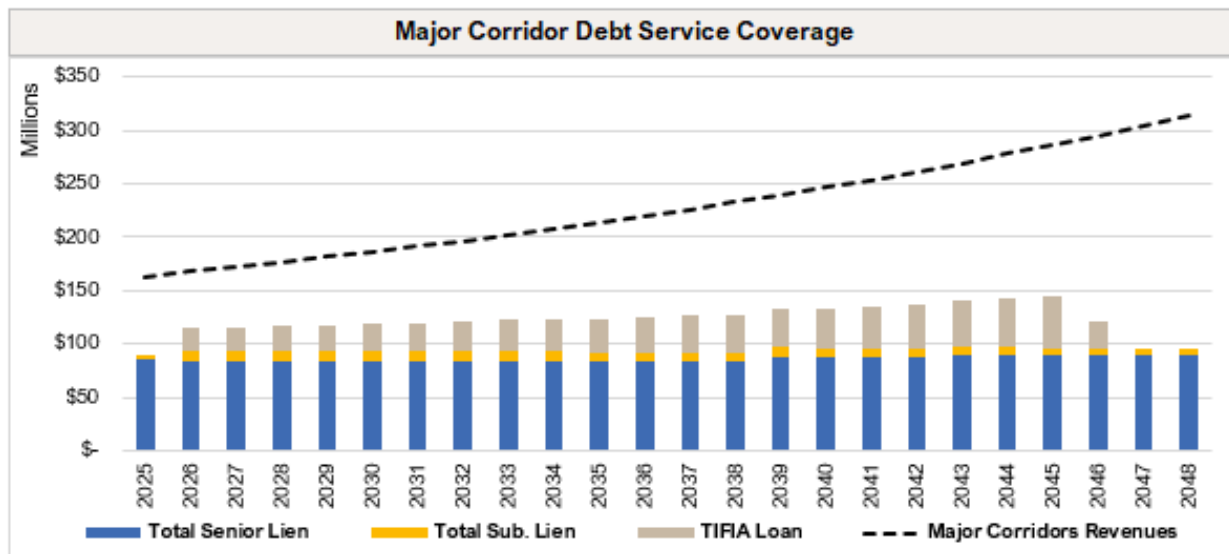
Senior lien debt service coverage, using sales tax receipts of \$426.99 million for the 12 months ending August 30, 2024, is 4.08 times. Meaning, for every \$1 of senior lien debt service, SANDAG received \$4.08 of sales tax revenue, providing ample coverage and supporting SANDAG senior lien triple-A ratings. Total coverage, when comparing the annual revenues for the 12 months ending August 30, 2024, to peak debt service in FY 2045, is 2.43 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 1.79 times in FY 2025. 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 future increases in sales tax revenue.



### Cost of Capital

SANDAG has a very attractive weighted average cost of capital (WACC) of 2.89%.

The 2010A bonds were issued as taxable Build America Bonds and have a borrowing cost of 3.89%. The 2016A and 2020A bonds were issued at an all-in cost of 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 2.89%.

SANDAG's WACC Calculations		
Series	Original Par	All-in TIC
2010A	\$338,960,000	3.8871%
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>2.8872%</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. SANDAG's senior lien ratings are currently at the highest possible level with the triple-A ("AAA") rating and a "stable" outlook. The ratings were most recently reviewed and affirmed in April 2024 and May 2024, respectively.

SANDAG Ratings (TransNet)		
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 \$18.5 million. On April 30, 2024 it was remarketed out 114 days, at a rate of 3.77%. The supporting LOC was recently extended and is in place through August 2027 at an annual cost of 0.37%. In first quarter 2024, SANDAG staff replaced Citi as the Commercial Paper Dealer with BofA who will continue to remarket the Commercial Paper going forward.

SANDAG also has a 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 2.5 years expiring September 2024, 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. There are no plans to extend the facility and SANDAG anticipates payment off the outstanding balance in September 2024 prior to expiration. Following the closing of the revolving credit facility, SANDAG will continue to have the \$100 million commercial paper program to provide liquidity and support cash flow management.

### SANDAG Outstanding Debt Overview

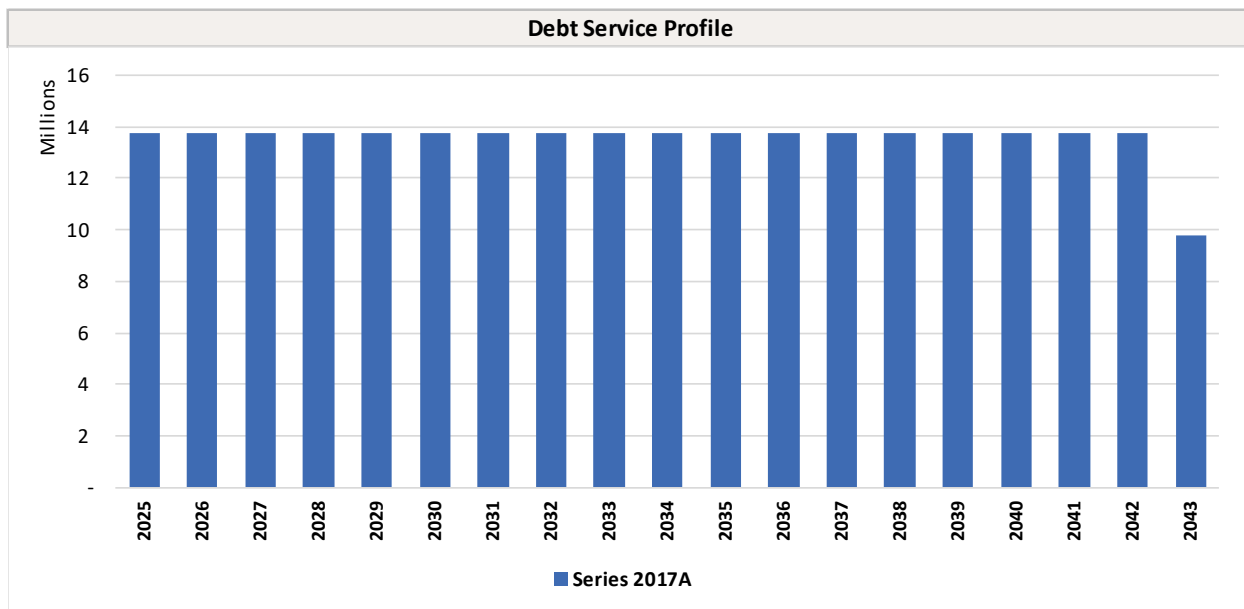
SANDAG has debt outstanding in conjunction with the South Bay Expressway toll road as summarized in the table below.

#### 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, 2024, the debt outstanding is \$161.6 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	\$161,645,000	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 annual net toll revenues of \$28.0 million for FY 2023, the coverage on future maximum annual debt service payment was 2.02 times. This demonstrates a strong recovery in traffic and revenue, compared to recent years 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 2024. Fitch most recently affirmed their rating of 'A', with a stable outlook, in August 2024.

### ***Looking Ahead***

SANDAG expects to deliver a majority of upcoming project needs on a pay-go basis. That said, SANDAG has existing borrowing capacity driven by strong *TransNet* sales tax revenue receipts over the past three years. Staff continues to evaluate borrowing requirements in the context of project delivery needs. Any borrowing recommendation would be presented to the Board in the future for consideration.

### ***Quarterly Investment Data***

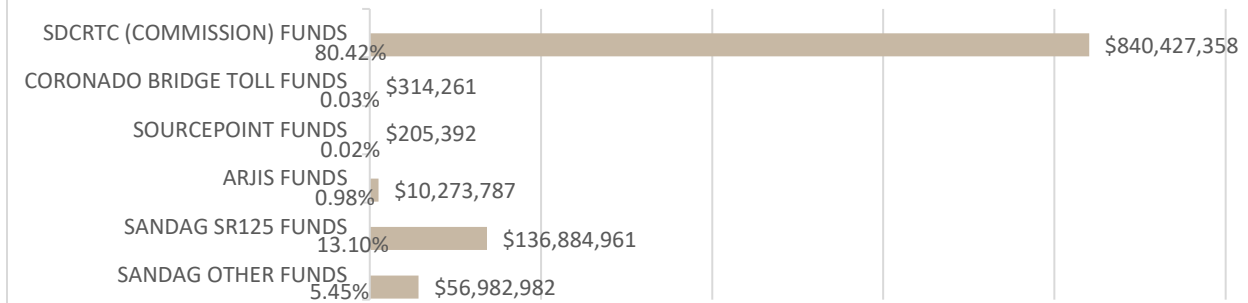
Included with this quarterly finance report through June 30, 2024, are a Detail of Portfolio Balances (by Account); and a Detail of Portfolio Balances (by Investment Type) for all money under the direction or care of SANDAG, including funds of the Commission, SourcePoint, and the Automated Regional Justice Information System (ARJIS).

As of June 30, 2024, a total of \$1.05 billion was held by SANDAG in a number of investment accounts, in comparison to \$1.09 billion held in the previous quarter. The \$45.2 million decrease during the quarter is primarily due to the payment of debt service obligations in the month of April.<sup>1</sup>

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

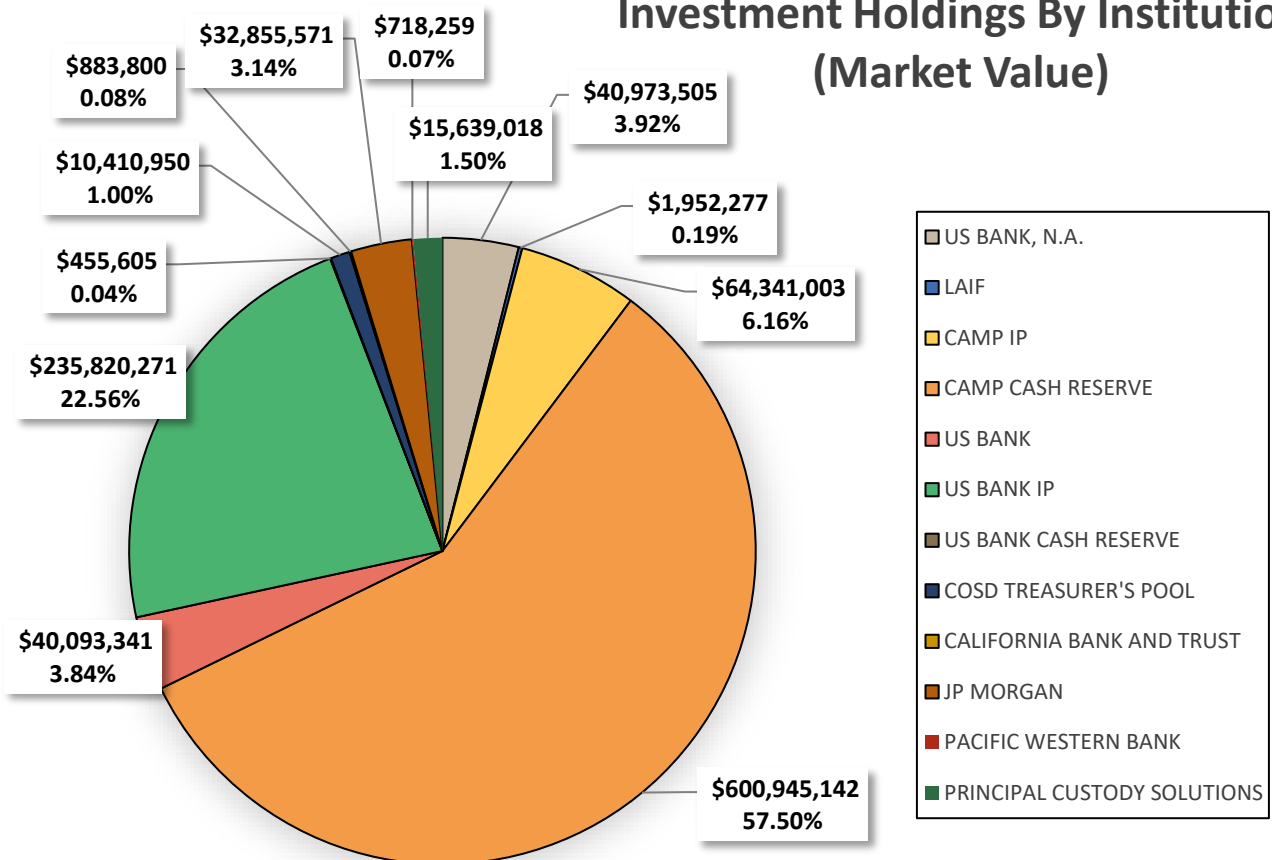
<sup>1</sup> Due to rounding, the numbers below may not tie to the attached detail of investments.

## Investment Holdings By Agency



Approximately \$41.0 million was held in nine U.S. Bank, N.A. accounts at the end of the quarter, which are used for operating purposes. Approximately \$1.00 billion was invested in eight institutions.

## Investment Holdings By Institution (Market Value)



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 June 30, 2024**

<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.	\$ 40,973,505.15	3.93%	\$ 40,973,505.15	100.00%	\$ -	N/A	1
STATE OF CALIFORNIA LOCAL AGENCY INVESTMENT FUND	1,952,276.52	0.19%	1,952,276.52	100.00%	-	4.52%	217
CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP) INDIVIDUAL PORTFOLIO	61,106,058.99	5.86%	64,341,002.22	105.29%	3,234,943.23	4.22%	127
CAMP CASH RESERVE PORTFOLIO	600,945,142.31	57.67%	600,945,142.31	100.00%	-	5.43%	38
US BANK TRUST	40,135,667.39	3.85%	40,093,341.36	99.89%	(42,326.03)	4.17%	51
US BANK INDIVIDUAL PORTFOLIO	237,303,914.73	22.77%	235,820,270.62	99.37%	(1,483,644.11)	3.52%	894
US BANK CASH RESERVE PORTFOLIO	455,605.31	0.04%	455,605.31	100.00%	-	0.00%	1
SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND	10,410,950.37	1.00%	10,410,950.37	100.00%	-	3.94%	449
JP MORGAN	32,868,041.40	3.15%	32,855,571.37	99.96%	(12,470.03)	5.33%	38
CALIFORNIA BANK AND TRUST	883,799.79	0.08%	883,799.79	100.00%	-	N/A	1
PACIFIC WESTERN BANK	718,258.97	0.07%	718,258.97	100.00%	-	N/A	1
PRINCIPAL CUSTODY SOLUTIONS	14,233,098.15	1.37%	15,639,017.81	109.88%	1,405,919.66	2.67%	1
<b>TOTAL</b>	<b>\$ 1,041,986,319.08</b>	<b>100.00%</b>	<b>\$ 1,045,088,741.80</b>	<b>100.30%</b>	<b>\$ 3,102,422.72</b>	<b>4.78%</b>	<b>240</b>

**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	\$ 192,504,349.48	18.47%	\$ 193,867,943.11	100.71%	\$ 1,363,593.63	5.01%	52
AUTOMATED REGIONAL JUSTICE INFORMATION SYSTEM FUNDS	10,273,787.41	0.99%	10,273,787.41	100.00%	-	5.43%	38
SOURCEPOINT FUNDS	205,392.12	0.02%	205,392.12	100.00%	-	3.94%	424
CORONADO BRIDGE TOLL FUNDS	314,260.95	0.03%	314,260.95	100.00%	-	5.43%	38
SAN DIEGO COUNTY REGIONAL TRANSPORTATION COMMISSION FUNDS	838,688,529.12	80.49%	840,427,358.21	100.21%	1,738,829.09	4.72%	285
<b>TOTAL</b>	<b>\$ 1,041,986,319.08</b>	<b>100.00%</b>	<b>\$ 1,045,088,741.80</b>	<b>100.30%</b>	<b>\$ 3,102,422.72</b>	<b>4.78%</b>	<b>240</b>

Note: In addition to the funds held above, there is \$5,042.89 petty cash held at SANDAG.

**SANDAG**  
**Detail of Portfolio Balances (by Account)**  
**as of June 30, 2024**

Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
<b>US BANK, N.A.:</b>							
Checking - (ARJIS)	\$ 144,166.52	0.01%	\$ 144,166.52	100.00%	\$ -	N/A	1
Checking - (RTC) TransNet Sales Tax	20,189,484.98	1.94%	20,189,484.98	100.00%	-	N/A	1
Checking - (SANDAG) Flexible Spending Acct (FSA)	19,531.54	0.00%	19,531.54	100.00%	-	N/A	1
Checking - (SANDAG) General	7,360,933.32	0.71%	7,360,933.32	100.00%	-	N/A	1
Checking - (SANDAG) Interstate 15 (I-15) FasTrak®	1,329,394.49	0.13%	1,329,394.49	100.00%	-	N/A	1
Checking - (SANDAG) Refund Account Common	354,659.56	0.03%	354,659.56	100.00%	-	N/A	1
Checking - (SANDAG) Revenue Account Common	308,621.57	0.03%	308,621.57	100.00%	-	N/A	1
Checking - (SANDAG) SAFE Program Account	2,273,026.46	0.22%	2,273,026.46	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Collection Account	76,945.67	0.01%	76,945.67	100.00%	-	N/A	1
Checking - (SANDAG) State Route 125 (SR-125) Payment Account	8,905,185.40	0.85%	8,905,185.40	100.00%	-	N/A	1
Checking - (SourcePoint)	11,555.64	0.00%	11,555.64	100.00%	-	N/A	1
<b>TOTAL US BANK, N.A.</b>	<b>\$ 40,973,505.15</b>	<b>3.93%</b>	<b>\$ 40,973,505.15</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	\$ 1,834,539.55	0.18%	\$ 1,834,539.55	100.00%	\$ -	4.52%	217
(SANDAG)	117,736.97	0.01%	117,736.97	100.00%	-	4.52%	217
<b>TOTAL LAIF</b>	<b>\$ 1,952,276.52</b>	<b>0.19%</b>	<b>\$ 1,952,276.52</b>	<b>100.00%</b>	<b>\$ -</b>	<b>4.52%</b>	<b>217</b>
<b>CALIFORNIA ASSET MANAGEMENT PROGRAM (CAMP):</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Program Reserve	\$ 28,308,718.36	2.72%	\$ 29,360,473.51	103.72%	\$ 1,051,755.15	4.21%	223
(RTC) TransNet Sales Tax	32,797,340.63	3.15%	34,980,528.71	106.66%	2,183,188.08	4.22%	46
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 61,106,058.99</b>	<b>5.86%</b>	<b>\$ 64,341,002.22</b>	<b>105.29%</b>	<b>\$ 3,234,943.23</b>	<b>4.22%</b>	<b>127</b>
<b>CASH RESERVE PORTFOLIO:</b>							
(ARJIS)	\$ 10,123,570.89	0.97%	\$ 10,123,570.89	100.00%	\$ -	5.43%	38
(RTC) 2008 Cap Proj DSRF Release	18,889,363.12	1.81%	18,889,363.12	100.00%	-	5.43%	38
(RTC) 2008 Sales Tax Account - TransNet Extension	382,982,887.91	36.76%	382,982,887.91	100.00%	-	5.43%	38
(RTC) 2010 Bond Series A - Interest	5,037,482.09	0.48%	5,037,482.09	100.00%	-	5.43%	38
(RTC) 2016 Bond Series A Interest	3,584,790.70	0.34%	3,584,790.70	100.00%	-	5.43%	38
(RTC) 2016 Bond Series A Principal	1,611,905.71	0.15%	1,611,905.71	100.00%	-	5.43%	38
(RTC) 2020 Bond Series A Interest	813,143.95	0.08%	813,143.95	100.00%	-	5.43%	38
(RTC) 2020 Bond Series A Principal	482,856.72	0.05%	482,856.72	100.00%	-	5.43%	38
(RTC) Sage Hill Endowment	966,551.77	0.09%	966,551.77	100.00%	-	5.43%	38
(RTC) TransNet Program Reserve	31,644,337.68	3.04%	31,644,337.68	100.00%	-	5.43%	38
(RTC) Wetland Mitigation TransNet Sales Tax	342,963.88	0.03%	342,963.88	100.00%	-	5.43%	38
(SANDAG) California Coastal Commission	366,079.21	0.04%	366,079.21	100.00%	-	5.43%	38
(SANDAG) Coronado Bridge Toll Funds	314,260.95	0.03%	314,260.95	100.00%	-	5.43%	38
(SANDAG) El Portal Project	486,665.18	0.05%	486,665.18	100.00%	-	5.43%	38



Institution / Account	Book Value	Percent of Portfolio	Market Value	Market Price	Unrealized Gain/(Loss)	Yield on Cost	Wtd Avg. Days to Maturity
(SANDAG) I-15 FasTrak®	15,242,674.48	1.46%	15,242,674.48	100.00%	-	5.43%	38
(SANDAG) SR 125	2,176,557.51	0.21%	2,176,557.51	100.00%	-	5.43%	38
(SANDAG) SR 125	37,852,709.48	3.63%	37,852,709.48	100.00%	-	5.43%	38
(SANDAG) SR 125	36,091,804.28	3.46%	36,091,804.28	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Bond Interest	4,375,090.12	0.42%	4,375,090.12	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Bond Principal	5,703,101.95	0.55%	5,703,101.95	100.00%	-	5.43%	38
(SANDAG) SR125 2017 A Debt Reserve Fund	20,735,523.31	1.99%	20,735,523.31	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Fastrak Customer Prepaid Fund	2,434,437.87	0.23%	2,434,437.87	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Reserve Account	14,426,702.89	1.38%	14,426,702.89	100.00%	-	5.43%	38
(SANDAG) SR125 2017A Bond Toll Revenue Fund	4,069,739.37	0.39%	4,069,739.37	100.00%	-	5.43%	38
(SANDAG) Shoreline Management	189,941.29	0.02%	189,941.29	100.00%	-	5.43%	38
<b>TOTAL CASH RESERVE PORTFOLIO</b>	<b>\$ 600,945,142.31</b>	<b>57.67%</b>	<b>\$ 600,945,142.31</b>	<b>100.00%</b>	<b>\$ -</b>	<b>5.43%</b>	<b>38</b>
<b>TOTAL CAMP</b>	<b>\$ 662,051,201.30</b>	<b>63.54%</b>	<b>\$ 665,286,144.53</b>	<b>100.49%</b>	<b>\$ 3,234,943.23</b>	<b>5.32%</b>	<b>47</b>
<b>US BANK TRUST:</b>							
Money Market - (RTC) 2019 Bond Series A Principal	\$ 2,578.64	0.00%	\$ 2,578.64	100.00%	\$ -	4.76%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	2,549,136.47	0.24%	2,549,136.47	100.00%	-	4.76%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	0.02	0.00%	0.02	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	760,484.77	0.07%	760,484.77	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	2,419,977.24	0.23%	2,419,977.24	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	0.01	0.00%	0.01	100.00%	-	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	1,487,986.37	0.14%	1,487,986.37	100.00%	-	4.91%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	15,167.00	0.00%	15,167.00	100.00%	-	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	669,391.94	0.06%	669,391.94	100.00%	-	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	946,724.68	0.09%	946,724.68	100.00%	-	5.24%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	5,350,850.40	0.51%	5,350,850.40	100.00%	-	4.91%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	5,716,429.75	0.55%	5,716,429.75	100.00%	-	4.91%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	30,080.26	0.00%	30,080.26	100.00%	-	4.76%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	441,090.13	0.04%	441,090.13	100.00%	-	4.76%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	299,239.74	0.03%	299,239.74	100.00%	-	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	543.18	0.00%	543.18	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	16.20	0.00%	16.20	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	2,393.65	0.00%	2,393.65	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	34,747.42	0.00%	34,747.42	100.00%	-	4.91%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	5.75	0.00%	5.75	100.00%	-	0.00%	1
Certificates of Participation - (RTC) North County Transit District	17,750,000.00	1.70%	17,750,000.00	100.00%	-	3.77%	114
Capital Project Retention Accounts	1,658,823.77	0.16%	1,616,497.74	97.45%	(42,326.03)	N/A	1
<b>TOTAL US BANK TRUST</b>	<b>\$ 40,135,667.39</b>	<b>3.85%</b>	<b>\$ 40,093,341.36</b>	<b>99.89%</b>	<b>\$ (42,326.03)</b>	<b>4.17%</b>	<b>51</b>
<b>US BANK:</b>							
<b>INDIVIDUAL PORTFOLIO:</b>							
(RTC) TransNet Extension	\$ 237,303,914.73	22.77%	\$ 235,820,270.62	99.37%	\$ (1,483,644.11)	3.52%	894
<b>TOTAL INDIVIDUAL PORTFOLIO</b>	<b>\$ 237,303,914.73</b>	<b>22.77%</b>	<b>\$ 235,820,270.62</b>	<b>99.37%</b>	<b>\$ (1,483,644.11)</b>	<b>3.52%</b>	<b>894</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	\$ 455,605.31	0.04%	\$ 455,605.31	100.00%	\$ -	0.00%	1
<b>TOTAL CASH RESERVE</b>	<u>\$ 455,605.31</u>	<u>0.04%</u>	<u>\$ 455,605.31</u>	<u>100.00%</u>	<u>\$ -</u>	<u>0.00%</u>	<u>1</u>
<b>TOTAL US BANK</b>	<u>\$ 237,759,520.04</u>	<u>22.82%</u>	<u>\$ 236,275,875.93</u>	<u>99.38%</u>	<u>\$ (1,483,644.11)</u>	<u>3.51%</u>	<u>893</u>
<b>SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND:</b>							
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	\$ 6,050.00	0.00%	\$ 6,050.00	100.00%	\$ -	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	14,312.39	0.00%	14,312.39	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	12,938.06	0.00%	12,938.06	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	108,212.76	0.01%	108,212.76	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	1,577,350.14	0.15%	1,577,350.14	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	8,498,250.54	0.82%	8,498,250.54	100.00%	-	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	193,836.48	0.02%	193,836.48	100.00%	-	3.94%	449
<b>TOTAL SAN DIEGO COUNTY TREASURER'S POOLED MONEY FUND</b>	<u>\$ 10,410,950.37</u>	<u>1.00%</u>	<u>\$ 10,410,950.37</u>	<u>100.00%</u>	<u>\$ -</u>	<u>3.94%</u>	<u>449</u>
<b>JP MORGAN:</b>							
(RTC) JPMorgan Prime Money Market Fund	\$ 21,909,698.75	2.10%	\$ 21,899,406.88	99.95%	\$ (10,291.87)	5.33%	35
(RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	10,958,342.65	1.05%	10,956,164.49	99.98%	(2,178.16)	5.34%	45
<b>TOTAL JP MORGAN</b>	<u>\$ 32,868,041.40</u>	<u>3.15%</u>	<u>\$ 32,855,571.37</u>	<u>99.96%</u>	<u>\$ (12,470.03)</u>	<u>5.33%</u>	<u>38</u>
<b>CALIFORNIA BANK AND TRUST:</b>							
Capital Project Retention Accounts	\$ 883,799.79	0.08%	\$ 883,799.79	100.00%	\$ -	N/A	1
<b>TOTAL CALIFORNIA BANK AND TRUST</b>	<u>\$ 883,799.79</u>	<u>0.08%</u>	<u>\$ 883,799.79</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PACIFIC WESTERN BANK:</b>							
Capital Project Retention Accounts	\$ 718,258.97	0.07%	\$ 718,258.97	100.00%	\$ -	N/A	1
<b>TOTAL PACIFIC WESTERN BANK</b>	<u>\$ 718,258.97</u>	<u>0.07%</u>	<u>\$ 718,258.97</u>	<u>100.00%</u>	<u>\$ -</u>	<u>N/A</u>	<u>1</u>
<b>PRINCIPAL CUSTODY SOLUTIONS:</b>							
(SANDAG) Section 115 Pension Trust	\$ 14,233,098.15	1.37%	\$ 15,639,017.81	109.88%	\$ 1,405,919.66	2.67%	1
<b>TOTAL PRINCIPAL CUSTODY SOLUTIONS</b>	<u>\$ 14,233,098.15</u>	<u>1.37%</u>	<u>\$ 15,639,017.81</u>	<u>109.88%</u>	<u>\$ 1,405,919.66</u>	<u>2.67%</u>	<u>1</u>
<b>TOTAL</b>	<u>\$ 1,041,986,319.08</u>	<u>100.00%</u>	<u>\$ 1,045,088,741.80</u>	<u>100.30%</u>	<u>\$ 3,102,422.72</u>	<u>4.78%</u>	<u>240</u>

<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>
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*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 June 30, 2024**

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	\$ 144,166.52	\$ 144,166.52	\$ -	N/A	NR	NR	NR	N/A	1
(RTC) TransNet Sales Tax	N/A	N/A	20,189,484.98	20,189,484.98	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Flexible Spending Acct (FSA)	N/A	N/A	19,531.54	19,531.54	-	N/A	NR	NR	NR	N/A	1
(SANDAG) General	N/A	N/A	7,360,933.32	7,360,933.32	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Interstate 15 (I-15) FasTrak®	N/A	N/A	1,329,394.49	1,329,394.49	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Refund Account Common	N/A	N/A	354,659.56	354,659.56	-	N/A	NR	NR	NR	N/A	1
(SANDAG) Revenue Account Common	N/A	N/A	308,621.57	308,621.57	-	N/A	NR	NR	NR	N/A	1
(SANDAG) SAFE Program Account	N/A	N/A	2,273,026.46	2,273,026.46	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Collection Account	N/A	N/A	76,945.67	76,945.67	-	N/A	NR	NR	NR	N/A	1
(SANDAG) State Route 125 (SR-125) Payment Account	N/A	N/A	8,905,185.40	8,905,185.40	-	N/A	NR	NR	NR	N/A	1
(SourcePoint)	N/A	N/A	11,555.64	11,555.64	-	N/A	NR	NR	NR	N/A	1
<b>Total demand deposits</b>			<b>\$ 40,973,505.15</b>	<b>\$ 40,973,505.15</b>	<b>\$ -</b>	<b>\$ -</b>				<b>N/A</b>	<b>1</b>
<b>Money market accounts and funds:</b>											
CAMP Cash Reserve Portfolio - (ARJIS)	N/A	N/A	\$ 10,123,570.89	\$ 10,123,570.89	\$ -	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2008 Cap Proj DSRF Release	N/A	N/A	18,889,363.12	18,889,363.12	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2008 Sales Tax Account - TransNet Extension	N/A	N/A	382,982,887.91	382,982,887.91	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2010 Bond Series A - Interest	N/A	N/A	5,037,482.09	5,037,482.09	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Interest	N/A	N/A	3,584,790.70	3,584,790.70	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2016 Bond Series A Principal	N/A	N/A	1,611,905.71	1,611,905.71	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Interest	N/A	N/A	813,143.95	813,143.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) 2020 Bond Series A Principal	N/A	N/A	482,856.72	482,856.72	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) Sage Hill Endowment	N/A	N/A	966,551.77	966,551.77	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) TransNet Program Reserve	N/A	N/A	31,644,337.68	31,644,337.68	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (RTC) Wetland Mitigation TransNet Sales Tax	N/A	N/A	342,963.88	342,963.88	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) California Coastal Commission	N/A	N/A	366,079.21	366,079.21	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) Coronado Bridge Toll Funds	N/A	N/A	314,260.95	314,260.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) El Portal Project	N/A	N/A	486,665.18	486,665.18	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) I-15 FasTrak®	N/A	N/A	15,242,674.48	15,242,674.48	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SANDAG Shoreline Management	N/A	N/A	189,941.29	189,941.29	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	2,176,557.51	2,176,557.51	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	37,852,709.48	37,852,709.48	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125	N/A	N/A	36,091,804.28	36,091,804.28	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Fastrak Customer Prepaid Fund	N/A	N/A	2,434,437.87	2,434,437.87	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Interest	N/A	N/A	4,375,090.12	4,375,090.12	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Principal	N/A	N/A	5,703,101.95	5,703,101.95	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Reserve Account	N/A	N/A	14,426,702.89	14,426,702.89	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Bond Toll Revenue Fund	N/A	N/A	4,069,739.37	4,069,739.37	-	N/A	AAAm	NR	NR	5.43%	38
CAMP Cash Reserve Portfolio - (SANDAG) SR 125 2017A Debt Reserve Fund	N/A	N/A	20,735,523.31	20,735,523.31	-	N/A	AAAm	NR	NR	5.43%	38
Money Market - (RTC) 2019 Bond Series A Principal	N/A	N/A	2,578.64	2,578.64	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) 2019 Revenue Bond Series A Interest	N/A	N/A	2,549,136.47	2,549,136.47	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) 2021 Revenue Bond Series A COI	N/A	N/A	0.02	0.02	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Interest	N/A	N/A	760,484.77	760,484.77	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series A Principal	N/A	N/A	2,419,977.24	2,419,977.24	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B COI	N/A	N/A	0.01	0.01	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2021 Revenue Bond Series B Interest	N/A	N/A	1,487,986.37	1,487,986.37	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Interest	N/A	N/A	15,167.00	15,167.00	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Principal	N/A	N/A	669,391.94	669,391.94	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2022 Subordinate Sales Tax Revenue Revolving Notes Project Fund	N/A	N/A	946,724.68	946,724.68	-	N/A	NR	NR	NR	5.24%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Interest	N/A	N/A	5,350,850.40	5,350,850.40	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) 2023 Sales Tax Revenue Bonds Series A Principal	N/A	N/A	5,716,429.75	5,716,429.75	-	N/A	NR	NR	NR	4.91%	1
Money Market - (RTC) Commercial Paper Notes Series B Interest	N/A	N/A	30,080.26	30,080.26	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) Commercial Paper Notes Series B Principal	N/A	N/A	441,090.13	441,090.13	-	N/A	NR	NR	NR	4.76%	1
Money Market - (RTC) Commercial Paper Series B - NCTD Interest	N/A	N/A	299,239.74	299,239.74	-	N/A	NR	NR	NR	0.00%	1
Money Market - (SANDAG) SB Expressway 2017 Series A Maint Reserve	N/A	N/A	543.18	543.18	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Interest	N/A	N/A	16.20	16.20	-	N/A	NR	NR	NR	4.91%	1

Investment	Trade Date	Maturity Date	Book Value	Market Value	Unrealized Gain/(Loss)	Par Value	S&P Rating	Moody's Rating	Fitch Rating	Yield on Cost	Wtd. Avg. Days to Maturity
Money Market - (SANDAG) SR 125 2017 Bond Series A Principal	N/A	N/A	2,393.65	2,393.65	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 2017 Bond Series A Reserve	N/A	N/A	34,747.42	34,747.42	-	N/A	NR	NR	NR	4.91%	1
Money Market - (SANDAG) SR 125 FasTrak Customer Prepaid Fund	N/A	N/A	5.75	5.75	-	N/A	NR	NR	NR	0.00%	1
Principal Custody Solutions - (SANDAG) Section 115 Pension Trust	N/A	N/A	14,233,098.15	15,639,017.81	1,405,919.66	N/A	NR	NR	NR	2.67%	1
San Diego County Treasurer's Pooled Money Fund - (ARJIS)	N/A	N/A	6,050.00	6,050.00	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2020 Bonds	N/A	N/A	14,312.39	14,312.39	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) 2021 Bonds	N/A	N/A	12,938.06	12,938.06	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (RTC) TransNet Extension	N/A	N/A	108,212.76	108,212.76	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) I-15 FasTrak®	N/A	N/A	1,577,350.14	1,577,350.14	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SANDAG) SAFE Program	N/A	N/A	8,498,250.54	8,498,250.54	-	N/A	NR	NR	AAAf / S1	3.94%	449
San Diego County Treasurer's Pooled Money Fund - (SourcePoint)	N/A	N/A	193,836.48	193,836.48	-	N/A	NR	NR	AAAf / S1	3.94%	449
State of CA Local Agency Investment Fund (LAIF) - (RTC) TransNet	N/A	N/A	1,834,539.55	1,834,539.55	-	N/A	NR	NR	NR	4.52%	217
State of CA Local Agency Investment Fund (LAIF) - (SANDAG)	N/A	N/A	117,736.97	117,736.97	-	N/A	NR	NR	NR	4.52%	217
US Bank Cash Reserve Portfolio - (RTC) TransNet Extension	N/A	N/A	455,605.31	455,605.31	-	N/A	NR	NR	NR	0.00%	1
JP Morgan (RTC) JPMorgan Prime Money Market Fund	N/A	N/A	21,909,698.75	21,899,406.88	(10,291.87)	N/A	AAAm	Aaa-mf	AAAmf	5.33%	35
JP Morgan (RTC) Morgan Stanley Institutional Liquidity Funds: Prime Portfolio	N/A	N/A	10,958,342.65	10,956,164.49	(2,178.16)	N/A	AAAm	Aaa-mf	AAAmf	5.34%	45
Capital Project Retention Accounts - US Bank	N/A	N/A	1,658,823.77	1,616,497.74	(42,326.03)	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - CA Bank & Trust	N/A	N/A	883,799.79	883,799.79	-	N/A	NR	NR	NR	N/A	1
Capital Project Retention Accounts - Pacific Western Bank	N/A	N/A	718,258.97	718,258.97	-	N/A	NR	NR	NR	N/A	1
<b>Total money market accounts and funds</b>			<b>\$ 684,852,840.21</b>	<b>\$ 686,203,963.81</b>	<b>\$ 1,351,123.60</b>	<b>\$ -</b>				<b>5.30%</b>	<b>43</b>
<b>Total cash and cash equivalents</b>			<b>\$ 725,826,345.36</b>	<b>\$ 727,177,468.96</b>	<b>\$ 1,351,123.60</b>	<b>N/A</b>				<b>5.30%</b>	<b>40</b>
<b>Investments:</b>											
<b>U.S. Agencies:</b>											
FEDERAL FARM CREDIT BANK	03/25/2024	03/20/2029	\$ 5,961,786.00	\$ 5,931,180.00	\$ (30,606.00)	\$ 6,000,000.00	AA+	Aaa	-	4.27%	1,724
FEDERAL FARM CREDIT BANK	08/27/2019	07/26/2024	6,615,310.00	6,483,490.00	(131,820.00)	6,500,000.00	AA+	Aaa	AA+	1.47%	26
FEDERAL FARM CREDIT BANK	09/17/2019	09/10/2024	5,079,870.00	4,966,500.00	(113,370.00)	5,000,000.00	AA+	Aaa	AA+	1.74%	72
FEDERAL FARM CREDIT BANK	11/06/2023	10/10/2025	6,114,274.00	6,109,638.00	(4,636.00)	6,100,000.00	AA+	Aaa	AA+	5.00%	467
FEDERAL HOME LOAN BANK	04/01/2024	03/12/2027	5,893,893.50	5,888,495.00	(5,398.50)	5,900,000.00	AA+	Aaa	-	4.54%	985
FEDERAL HOME LOAN BANK	05/25/2023	09/10/2027	5,127,540.00	5,141,565.00	14,025.00	5,500,000.00	AA+	Aaa	-	4.12%	1,167
FEDERAL HOME LOAN BANK	02/08/2021	02/10/2025	6,017,160.00	5,826,420.00	(190,740.00)	6,000,000.00	AA+	Aaa	-	0.21%	225
FEDERAL HOME LOAN BANK	03/10/2023	03/10/2028	5,294,796.00	5,193,604.00	(101,192.00)	5,200,000.00	AA+	Aaa	-	4.09%	1,349
FEDERAL HOME LOAN BANK	10/12/2023	09/11/2026	5,785,152.00	5,814,442.00	29,290.00	5,800,000.00	AA+	Aaa	-	4.97%	803
FEDERAL NATIONAL MORTGAGE ASSOCIATION	06/09/2021	01/07/2025	6,461,206.00	6,084,308.00	(376,898.00)	6,200,000.00	AA+	Aaa	AA+	0.44%	191
FEDERAL NATIONAL MORTGAGE ASSOCIATION	11/08/2019	07/02/2024	4,993,150.00	4,999,450.00	6,300.00	5,000,000.00	AA+	Aaa	AA+	1.78%	2
UNITED STATES TREASURY NOTE/BOND	04/06/2022	04/30/2025	4,657,812.50	4,805,900.00	148,087.50	5,000,000.00	AA+	Aaa	AA+	2.73%	304
UNITED STATES TREASURY NOTE/BOND	11/13/2023	07/31/2025	5,009,468.75	5,080,140.00	70,671.25	5,200,000.00	AA+	Aaa	AA+	5.14%	396
UNITED STATES TREASURY NOTE/BOND	11/27/2023	09/30/2025	6,182,521.44	6,244,032.00	61,510.56	6,400,000.00	AA+	Aaa	AA+	4.96%	457
UNITED STATES TREASURY NOTE/BOND	06/23/2022	12/31/2025	5,184,328.13	5,330,640.00	146,311.87	5,700,000.00	AA+	Aaa	AA+	3.12%	549
UNITED STATES TREASURY NOTE/BOND	02/14/2024	11/15/2028	5,995,110.95	5,982,291.00	(12,819.95)	6,300,000.00	AA+	Aaa	AA+	4.26%	1,599
UNITED STATES TREASURY NOTE/BOND	12/07/2022	11/15/2027	4,672,070.31	4,651,150.00	(20,920.31)	5,000,000.00	AA+	Aaa	AA+	3.72%	1,233
UNITED STATES TREASURY NOTE/BOND	04/03/2023	03/31/2028	3,582,200.90	3,562,360.00	(19,840.90)	4,000,000.00	AA+	Aaa	AA+	3.55%	1,370
UNITED STATES TREASURY NOTE/BOND	10/27/2023	04/30/2028	4,738,493.31	4,836,350.00	97,856.69	5,000,000.00	AA+	Aaa	AA+	4.81%	1,400
UNITED STATES TREASURY NOTE/BOND	09/13/2023	06/30/2028	5,596,464.84	5,613,417.00	16,952.16	5,700,000.00	AA+	Aaa	AA+	4.42%	1,461
UNITED STATES TREASURY NOTE/BOND	08/29/2023	08/15/2028	4,837,921.66	4,803,596.00	(34,325.66)	4,600,000.00	AA+	Aaa	AA+	4.33%	1,507
UNITED STATES TREASURY NOTE/BOND	10/02/2023	09/30/2028	4,386,264.74	4,437,312.00	51,047.26	4,400,000.00	AA+	Aaa	AA+	4.70%	1,553
UNITED STATES TREASURY NOTE/BOND	08/02/2022	06/30/2026	4,909,332.03	4,916,598.00	7,265.97	5,300,000.00	AA+	Aaa	AA+	2.88%	730
UNITED STATES TREASURY NOTE/BOND	04/26/2024	12/31/2028	5,278,729.36	5,359,475.00	80,745.64	5,500,000.00	AA+	Aaa	AA+	4.72%	1,645
UNITED STATES TREASURY NOTE/BOND	08/19/2021	11/30/2024	5,888.61	5,610.62	(277.99)	5,700.00	AA+	Aaa	AA+	0.48%	153
UNITED STATES TREASURY NOTE/BOND	09/08/2021	11/30/2024	6,093,593.75	5,807,488.00	(286,105.75)	5,900,000.00	AA+	Aaa	AA+	0.47%	153
UNITED STATES TREASURY NOTE/BOND	03/23/2022	12/15/2024	5,111,187.50	5,197,975.00	86,787.50	5,300,000.00	AA+	Aaa	AA+	2.36%	168
UNITED STATES TREASURY NOTE/BOND	09/13/2021	12/31/2024	5,727,323.11	5,403,310.00	(324,013.11)	5,500,000.00	AA+	Aaa	AA+	0.48%	184
UNITED STATES TREASURY NOTE/BOND	03/23/2022	01/31/2025	5,322,152.34	5,214,829.00	(107,323.34)	5,300,000.00	AA+	Aaa	AA+	2.35%	215
US TREASURY NOTES	10/05/2022	08/15/2024	14,178,478.13	15,122,282.83	943,804.70	15,215,000.00	AA+	Aaa	AA+	4.22%	46
US TREASURY NOTES	10/05/2022	08/15/2025	14,130,240.23	14,238,190.68	107,950.45	14,545,000.00	AA+	Aaa	AA+	4.19%	411
US TREASURY NOTES	10/05/2022	08/15/2024	32,797,340.63	34,980,528.71	2,183,188.08	35,195,000.00	AA+	Aaa	AA+	4.22%	46
<b>Total U.S. Agencies</b>			<b>\$ 211,741,060.72</b>	<b>\$ 214,032,567.84</b>	<b>\$ 2,291,507.12</b>	<b>\$ 218,260,700.00</b>				<b>3.51%</b>	<b>573</b>
<b>Corporate Medium Term Notes:</b>											
AMAZON.COM INC	08/01/2023	05/12/2028	\$ 5,678,075.00	\$ 5,790,005.00	\$ 111,930.00	\$ 6,500,000.00	AA	A1	AA-	4.63%	1,412
AMERICAN HONDA FINANCE	03/17/2023	01/12/2028	4,926,068.00	4,852,421.00	(73,647.00)	4,900,000.00	A-	A3	A	4.57%	1,291

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
APPLE INC	12/15/2022	09/12/2027	2,559,816.00	2,549,988.00	(9,828.00)	2,700,000.00	AA+	Aaa	-	4.12%	1,169
BANK OF AMERICA CORP	10/20/2023	02/04/2028	3,974,265.00	4,200,030.00	225,765.00	4,500,000.00	A-	A1	AA-	6.56%	1,314
CHEVRON CORP	05/10/2022	05/11/2025	5,719,560.00	5,808,480.00	88,920.00	6,000,000.00	AA-	Aa2	-	3.20%	315
CITIBANK NA	12/04/2023	09/29/2028	3,072,060.00	3,082,080.00	10,020.00	3,000,000.00	A+	Aa3	A+	5.23%	1,552
CITIBANK NA	01/19/2024	12/04/2026	6,597,370.00	6,535,100.00	(62,270.00)	6,500,000.00	A+	Aa3	A+	4.92%	887
COCA-COLA CO/THE	04/20/2023	05/25/2027	3,357,025.00	3,319,610.00	(37,415.00)	3,500,000.00	A+	A1	-	3.99%	1,059
COLGATE-PALMOLIVE CO	04/03/2023	03/01/2028	3,604,160.00	3,494,120.00	(110,040.00)	3,500,000.00	A+	Aa3	-	3.93%	1,340
HONEYWELL INTERNATIONAL	11/08/2019	08/15/2024	2,933,756.00	2,888,139.00	(45,617.00)	2,900,000.00	A	A2	A	2.04%	46
JOHN DEERE CAPITAL CORP	02/06/2023	01/20/2028	5,781,054.00	5,675,718.00	(105,336.00)	5,700,000.00	A	A1	A+	4.43%	1,299
MICROSOFT CORP	02/05/2024	02/06/2027	5,819,460.00	5,787,600.00	(31,860.00)	6,000,000.00	AAA	Aaa	-	4.38%	951
PEPSICO INC	05/31/2023	05/15/2028	2,626,208.00	2,582,918.00	(43,290.00)	2,600,000.00	A+	A1	-	4.22%	1,415
PFIZER INC	05/09/2024	03/15/2029	4,229,730.00	4,256,820.00	27,090.00	4,500,000.00	A	A2	-	4.86%	1,719
PNC BANK NA	07/20/2023	01/22/2028	2,760,870.00	2,808,300.00	47,430.00	3,000,000.00	A	A2	A+	5.27%	1,301
US BANCORP	02/01/2024	02/01/2029	4,927,750.00	4,892,450.00	(35,300.00)	5,000,000.00	A	A3	A	5.06%	1,677
<b>Total Corporate Medium Notes</b>			<u>\$ 68,567,227.00</u>	<u>\$ 68,523,779.00</u>	<u>\$ (43,448.00)</u>	<u>\$ 70,800,000.00</u>				<u>4.49%</u>	<u>1,159</u>
<b>Supra-National Agency Bond/Note</b>											
INTL BANK FOR RECON AND DEVELOPMENT	03/08/2021	01/15/2025	\$ 6,229,560.00	\$ 5,880,480.00	\$ (349,080.00)	\$ 6,000,000.00	AAA	Aaa	-	0.62%	199
INTER-AMERICAN DEVELOPMENT BANK	05/22/2023	01/12/2028	7,035,070.00	6,869,870.00	(165,200.00)	7,000,000.00	AAA	Aaa	-	3.88%	1,291
INTER-AMERICAN DEVELOPMENT BANK	05/14/2024	07/05/2028	4,837,056.00	4,854,576.00	17,520.00	4,800,000.00	AAA	Aaa	NR	2.03%	1,466
<b>Total Supra-National Agency Bond/Notes</b>			<u>\$ 18,101,686.00</u>	<u>\$ 17,604,926.00</u>	<u>\$ (496,760.00)</u>	<u>\$ 17,800,000.00</u>				<u>2.26%</u>	<u>975</u>
<b>Certificates of Participation:</b>											
(RTC) North County Transit District Certificates of Participation	04/30/2024	08/22/2024	\$ 17,750,000.00	\$ 17,750,000.00	\$ -	\$ 17,750,000.00	NR	A1	NR	3.77%	114
<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>3.77%</u>	<u>114</u>
<b>Total investments</b>			<u>\$ 316,159,973.72</u>	<u>\$ 317,911,272.84</u>	<u>\$ 1,751,299.12</u>	<u>\$ 324,610,700.00</u>				<u>3.67%</u>	<u>695</u>
<b>Total Portfolio:</b>			<u>\$ 1,041,986,319.08</u>	<u>\$ 1,045,088,741.80</u>	<u>\$ 3,102,422.72</u>	<u>N/A</u>				<u>4.78%</u>	<u>240</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: 4												
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	\$2,035,098	\$8,533,860	\$59,919,205	\$222,243	\$60,141,448	\$(2,349,852)	\$(8,599,852)	\$(59,713,001)	\$0	\$0	\$0	\$(59,713,001)
ITOC	\$124,901	\$499,605	\$4,763,103	\$75,360	\$4,838,463	\$(42,284)	\$(533,308)	\$(4,490,372)	\$0	\$0	\$0	\$(4,490,372)
Bicycle/Pedestrian/Neighborhood Safety	\$2,035,098	\$8,533,860	\$94,591,425	\$4,379,986	\$98,971,411	\$(4,384,134)	\$(9,113,596)	\$(191,076,724)	\$(1,395,315)	\$(5,365,553)	\$(26,043,438)	\$(217,120,162)
Major Corridor Capital Projects	\$37,072,733	\$155,467,751	\$1,736,713,051	\$(187,166,952)	\$1,549,546,099	\$(4,813,391)	\$(33,871,781)	\$(2,980,813,965)	\$(41,948,333)	\$(88,833,610)	\$(1,327,938,508)	\$(4,308,752,473)
Major Corridor Project EMP	\$4,292,632	\$18,001,529	\$201,093,090	\$152,694,069	\$353,787,159	\$(10,045,279)	\$(1,225,938)	\$(431,319,777)	\$(6,307,833)	\$(13,646,233)	\$(241,289,371)	\$(672,609,148)
Local Project EMP	\$1,756,077	\$7,364,262	\$82,265,355	\$4,682,193	\$86,947,548	\$(3,269,381)	\$(3,730,063)	\$(21,701,588)	\$0	\$0	\$(54)	\$(21,701,642)
Smart Growth Incentive Program	\$2,048,756	\$8,591,639	\$95,976,248	\$6,063,744	\$102,039,992	\$(3,389,530)	\$(3,527,988)	\$(53,614,042)	\$0	\$0	\$0	\$(53,614,042)
Local Streets and Roads												
City of Carlsbad	\$1,155,286	\$4,844,236	\$48,816,127	\$11,341,887	\$60,158,014	\$(2,030,290)	\$(3,007,856)	\$(29,278,686)	\$0	\$0	\$0	\$(29,278,686)
City of Chula Vista	\$2,166,051	\$9,084,620	\$96,392,233	\$6,588,396	\$102,980,629	\$(1,115,047)	\$(3,957,498)	\$(73,197,050)	\$0	\$0	\$0	\$(73,197,050)
City of Coronado	\$190,660	\$797,420	\$9,592,198	\$1,166,944	\$10,759,142	\$(54,242)	\$(54,376)	\$(7,019,497)	\$0	\$0	\$0	\$(7,019,497)
City of Del Mar	\$63,891	\$265,598	\$3,318,037	\$221,129	\$3,539,166	\$(13)	\$(96,049)	\$(4,962,092)	\$(43,667)	\$(130,535)	\$(2,288,313)	\$(7,250,405)
City of El Cajon	\$839,319	\$3,518,686	\$39,147,770	\$3,326,664	\$42,474,434	\$(1,085,059)	\$(2,974,191)	\$(30,282,651)	\$0	\$0	\$0	\$(30,282,651)
City of Encinitas	\$557,627	\$2,336,931	\$27,051,170	\$4,426,646	\$31,477,816	\$(238,861)	\$(1,925,664)	\$(28,356,993)	\$0	\$0	\$0	\$(28,356,993)
City of Escondido	\$1,238,374	\$5,192,812	\$58,358,643	\$6,720,259	\$65,078,902	\$(1,725,312)	\$(6,007,845)	\$(51,733,006)	\$0	\$0	\$0	\$(51,733,006)
City of Imperial Beach	\$215,110	\$899,992	\$11,339,409	\$610,978	\$11,950,387	\$(272,938)	\$(496,175)	\$(11,422,840)	\$(115,219)	\$(441,119)	\$(1,439,917)	\$(12,862,757)
City of La Mesa	\$519,236	\$2,175,866	\$25,050,408	\$3,676,598	\$28,727,006	\$(129)	\$(256,612)	\$(23,095,812)	\$0	\$0	\$(4,605,159)	\$(27,700,971)
City of Lemon Grove	\$238,227	\$996,974	\$11,463,490	\$731,689	\$12,195,179	\$(13,006)	\$(105,649)	\$(9,963,952)	\$0	\$0	\$0	\$(9,963,952)
City of National City	\$480,170	\$2,011,980	\$22,806,973	\$1,892,851	\$24,699,824	\$(119)	\$(8,469)	\$(18,324,778)	\$0	\$0	\$(8,233,109)	\$(26,557,887)
City of Oceanside	\$1,481,990	\$6,214,837	\$73,544,883	\$9,640,228	\$83,185,111	\$(4,659,316)	\$(4,671,642)	\$(68,182,617)	\$0	\$0	\$(4,915,690)	\$(73,098,307)
City of Poway	\$492,800	\$2,064,963	\$24,154,348	\$1,502,844	\$25,657,192	\$(1,158,601)	\$(1,166,261)	\$(20,931,683)	\$0	\$0	\$0	\$(20,931,683)
City of San Diego	\$11,043,399	\$46,327,054	\$528,649,040	\$30,745,264	\$559,394,304	\$(22,561,074)	\$(47,932,218)	\$(543,060,017)	\$(16,511)	\$(564,486)	\$(1,732,394)	\$(544,792,411)
City of San Marcos	\$757,466	\$3,175,297	\$35,148,461	\$4,581,458	\$39,729,919	\$(719,433)	\$(2,626,185)	\$(33,557,123)	\$58,230	\$(466,168)	\$(8,641,345)	\$(42,198,468)
City of Santee	\$482,339	\$2,021,078	\$23,149,966	\$1,319,425	\$24,469,391	\$(1,495,940)	\$(2,003,684)	\$(26,734,733)	\$(210,421)	\$(802,495)	\$(14,842,079)	\$(41,576,812)
City of Solana Beach	\$134,018	\$559,796	\$6,987,696	\$641,478	\$7,629,174	\$(31)	\$(315,126)	\$(8,721,468)	\$26,904	\$(159,398)	\$(3,061,903)	\$(11,783,371)

FISCAL YEAR: FY 2024      QUARTER: 4												
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
City of Vista	\$785,800	\$3,294,166	\$37,288,267	\$4,244,127	\$41,532,394	\$(3,741,819)	\$(3,972,972)	\$(35,905,751)	\$0	\$0	\$0	\$(35,905,751)
San Diego County	\$5,548,147	\$23,273,259	\$247,697,457	\$22,098,314	\$269,795,771	\$(2,120,407)	\$(4,856,874)	\$(171,321,566)	\$(1,086,681)	\$(1,425,477)	\$(26,269,137)	\$(197,590,703)
<b>Total Local Streets and Roads</b>	<b>\$28,389,910</b>	<b>\$119,055,565</b>	<b>\$1,329,956,576</b>	<b>\$115,477,179</b>	<b>\$1,445,433,755</b>	<b>\$(42,991,637)</b>	<b>\$(86,435,346)</b>	<b>\$(1,196,052,315)</b>	<b>\$(1,387,365)</b>	<b>\$(3,989,678)</b>	<b>\$(76,029,046)</b>	<b>\$(1,272,081,361)</b>
Transit Services												
MTS	\$11,052,360	\$46,349,040	\$518,267,929	\$920,696	\$519,188,625	\$(14,710,928)	\$(47,615,950)	\$(519,497,188)	\$0	\$0	\$0	\$(519,497,188)
NCTD	\$4,521,847	\$18,962,758	\$211,322,938	\$367,142	\$211,690,080	\$(5,840,579)	\$(20,128,949)	\$(209,496,262)	\$(15,103)	\$(67,666)	\$(1,855,012)	\$(211,351,274)
Senior Grant Program	\$523,165	\$2,193,936	\$24,508,220	\$297,069	\$24,805,289	\$(1,067,349)	\$(1,530,846)	\$(22,813,152)	\$0	\$0	\$0	\$(22,813,152)
<b>Total Transit Services</b>	<b>\$16,097,372</b>	<b>\$67,505,734</b>	<b>\$754,099,087</b>	<b>\$1,584,907</b>	<b>\$755,683,994</b>	<b>\$(21,618,856)</b>	<b>\$(69,275,745)</b>	<b>\$(751,806,602)</b>	<b>\$(15,103)</b>	<b>\$(67,666)</b>	<b>\$(1,855,012)</b>	<b>\$(753,661,614)</b>
New Major Corridor Transit Operations	\$7,902,346	\$33,139,178	\$370,194,098	\$24,962,523	\$395,156,621	\$(12,135,432)	\$(49,085,899)	\$(262,285,111)	\$0	\$0	\$0	\$(262,285,111)
<b>TOTAL TRANSNET EXTENSION</b>	<b>\$101,754,923</b>	<b>\$426,692,983</b>	<b>\$4,729,571,238</b>	<b>\$122,975,252</b>	<b>\$4,852,546,490</b>	<b>\$(105,039,776)</b>	<b>\$(265,399,516)</b>	<b>\$(5,952,873,497)</b>	<b>\$(51,053,949)</b>	<b>\$(111,902,740)</b>	<b>\$(1,673,155,429)</b>	<b>\$(7,626,028,926)</b>

### 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	\$(196,000)	\$(1,799,000)
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>	<b>\$(196,000)</b>	<b>\$(196,462,000)</b>

### 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	\$12,025,785	\$(3,163,938)	\$195,482,246
Local Project EMP	\$(46,806,280)	\$(12,025,785)	\$3,163,938	\$(43,642,342)
<b>Total Other Activity</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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)	\$0	\$1,350,000	\$(17,750,000)
City of La Mesa	\$0	\$0	\$0	\$0
City of Oceanside	\$0	\$0	\$0	\$0
City of Imperial Beach	\$(897,000)	\$(196,000)	\$101,000	\$(796,000)
Major Corridor Capital Projects	\$0	\$0	\$0	\$0
City of San Diego	\$(26,167,000)	\$6,400,000	\$26,167,000	\$0
Major Corridor Project EMP	\$0	\$0	\$0	\$0
CP Outstanding	\$(46,164,000)			\$(18,546,000)
<b>CP AVAILABLE FOR ISSUANCE</b>	<b>53,836,000</b>			<b>\$81,454,000</b>



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	\$1,433,500.00	\$ 6,538,032.00	\$91,761,005
TOTAL TRANSNET EXTENSION	\$85,222,973	\$1,433,500.00	\$ 6,538,032.00	\$91,761,005

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	\$131,143,976.00	\$0.00	\$0.00	\$131,143,976.00
<i>Total 2021 B Bond Disbursement</i>	\$131,143,976.00	\$0.00	\$0.00	\$131,143,976.00

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 Disbursement</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 Project Progress and Budget Update, FY 2024, Quarter 4

### Overview

This report provides an update on the status of SANDAG's Overall Work Program, Capital Program, and Regional Operations and Services projects through the fourth quarter of FY 2024. Our projects and programs help to improve transportation, air quality, equity, the economy, public health, public safety, and housing throughout the San Diego region. These programs and initiatives are funded by a variety of federal, state, local, and TransNet revenue sources.<sup>1</sup>

Attachment 1 highlights FY 2024 investments, key project status updates, and upcoming work in the first quarter of FY 2025 for several agency projects.

Attachment 2 provides data on the FY 2024 budget versus actual expenditures for the capital program of projects. The capital program is a multi-year program of projects. Sometimes the spending timeline shifts

due to project delays, accelerated progress, or changing priorities. In such cases, funds allocated for a particular year may be moved forward or backward to align with when the expenses actually incurred or are planned to occur. The movement of budget between fiscal years does not increase or decrease the total budget approved. Attachment 3 provides an overview of major milestones achieved through the fourth quarter of FY 2024 as well as the current phase of work and the upcoming milestone for each capital project. Attachment 4 provides a risk register for key capital program projects.

More detail on each of the agency's projects can be found in Chapter 2 (Overall Work Program Projects), Chapter 3 (Regional Operations and Services), and Chapter 5 (Capital Projects) of the [FY 2024 Program Budget](#). This includes project scope, milestones, project limits, progress to date, and/or proposed funding for each project.

### Next Steps

The next progress report will be presented in November 2024 and will provide data through the first quarter of FY 2025.

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

**David Cortez, Director of Engineering and Construction**

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

- Attachments:
1. FY 2024 Project Summary – through June 2024
  2. Capital Program Planned vs. Actual Expenditures – through June 2024
  3. Capital Program Schedule Status Report – through June 2024

### Action: Information

This quarterly report provides an update on the status of the agency's projects as approved in the FY 2024 Program Budget through June 2024 (Quarter 4).

### Fiscal Impact:

The projects summarized in this report represent an investment in approximately 120 capital projects and 100 overall work program and regional operations projects in the San Diego regional transportation system.

### Schedule/Scope Impact:

Project statuses and major milestones are captured in Attachments 1 and 3.

<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.

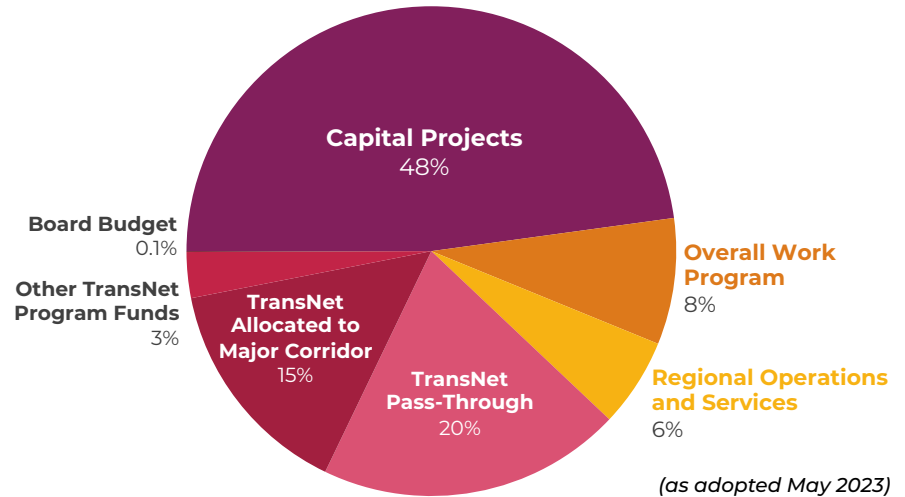
FISCAL YEAR  
**2024**

# BUDGET UPDATE

## QUARTER 4

### FY 2024 Total Budget

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



### Budget Components

#### Capital Projects

The Capital Projects budget is the largest component of the SANDAG Program Budget. This component of the budget includes the multiyear TransNet Major Corridor and Regional Bikeway Program and other transit and capital improvements. The LOSSAN Rail Realignment, North Coast Corridor Program, bike infrastructure, and Otay Mesa East Port of Entry are just a few examples of capital projects.

#### Overall Work Program

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

#### Regional Operations and Services

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

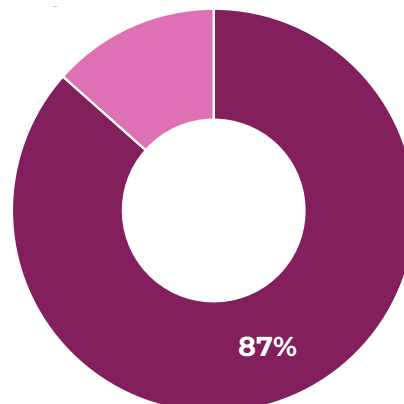
### Capital Projects Budget

**Total FY 2024 budget:** \$320 million  
(for active projects)

**Budget spent:** \$277 million (87%)  
**Remaining:** \$43 million

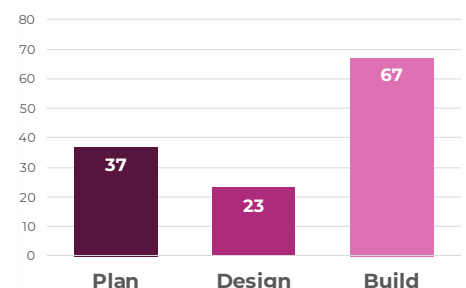
The Capital Projects budget contains many multiyear projects, and it includes a 12% contingency reserve. Contingency funds not spent in FY 2024 will roll over into FY 2025 to maintain the reserve.

#### Budget Spent



**127** Total Capital Projects

#### Projects by Phase



# Major Project Updates

SANDAG is continually working to fulfill our commitment to the people of this region through major infrastructure projects. In chapter 1 of each year’s budget, we describe our projected major projects for the upcoming fiscal year. On the following pages, you will find updates on some of the major projects that we worked on in FY 2024.

In general, our projects follow a similar progression. The graphic below explains the lifecycle of a typical project once it’s been approved. For each of our major project descriptions, we’ve identified the phase for the end of the fourth quarter of FY 2024.

## Project Phases\*



*\*This shows the typical lifecycle of a SANDAG major project. Please note that not all projects progress in a perfectly linear fashion, and not all projects require every one of these subphases.*



## The 2025 Regional Plan

The Regional Plan is the guiding document for much of SANDAG’s work. It is updated every four years using a data-driven planning process and feedback from stakeholders, including the public, the Board and Policy Advisory Committees, working groups, and partner agencies. Recommendations provided by the California Air Resources Board (CARB) also provide critical input. The major projects on subsequent pages are some of the most significant activities we are undertaking to implement the Regional Plan. [SANDAG.org/regionalplan](https://www.sandag.org/regionalplan)

### FY 2024 Q4 Activity

- Completed the transportation and new commercial vehicle models which allowed us to begin modeling the initial concept for the Regional Plan and its supporting policies and programs
- Continued to test the initial concept in the transportation model to see if it achieves the state requirements for reduction of greenhouse gas (GHG) emissions
- Submitted the “Sustainable Communities Strategy Technical Methodology to Estimate GHG Emissions” to the California Air Resources Board for review

### FY 2025 Q1 Projections

- Present modeling outcomes to the Board and seek direction on next steps for Regional Plan development

# Major Project Updates

## Airport Transit Connection

The Airport Transit Connection (ATC) will provide a reliable, direct, and convenient transit link to the San Diego International Airport for people across the region. This transportation improvement will help reduce the increased traffic that's projected with the expansion of the airport, provide a practical travel option for residents and visitors, and contribute to the regional economy. [SANDAG.org/atc](https://sandag.org/atc)



### FY 2024 Q4 Activity

- Progressed on ATC concept development in coordination with regional stakeholders including the San Diego International Airport, MTS, and the Port of San Diego
- Identified additional features for people mover, Trolley, and bus concepts in preparation for future environmental review, which requires a significant reduction in the number of concepts to be analyzed

### FY 2025 Q1 Projections

- Launch an airport travel survey to update our data assumptions about access to airport habits and preferences among residents, visitors, and airport employees
- Begin public engagement activities to update the region's residents on project status and planning progress

### Project Phase

☐ **PLAN** Alternatives Analysis

## Blue Line

The Blue Line corridor is one of the most heavily traveled in the region and includes some of the most vulnerable communities. SANDAG is developing plans to improve existing transit service, expand capacity for new bus and rail connections, and better leverage stations to enhance community development and encourage more ridership. These studies look at things like speed and safety improvements for the Blue Line Trolley, a new Rapid bus route, a future extension of commuter and intercity rail (e.g., NCTD COASTER and Amtrak Surfliner) to the border, transit-oriented development around two key stops, and upgrades to the San Ysidro Transit Center in the near and long term. [SANDAG.org/blueline](https://sandag.org/blueline)



### FY 2024 Q4 Activity

- Developed scopes of work, schedules, and budgets in preparation to bring on consultants and initiate planning studies for Blue Line Trolley improvements, a new Rapid bus route, and the extension of commuter and intercity rail to the border
- Developed a market analysis for TOD opportunity sites and continued public outreach as part of the
- Blue Line Transit Oriented Development (TOD) study
- Collected more than 600 survey responses about potential upgrades at the San Ysidro Transit Center (including possible relocation of the Trolley tracks) and drafted a final study report summarizing key findings
- Began developing the scope of work to advance the San Ysidro Transit Center Improvements project into preliminary engineering and environmental work

### FY 2025 Q1 Projections

- Release a solicitation for consultant support on the Rapid planning study which will help identify potential station and routing options, costs, and timelines
- Release a solicitation for consultant support with preliminary engineering and environmental tasks for the San Ysidro Transit Center Improvements, including CEQA/NEPA document preparation, preliminary engineering (up to 30% design), and technical analyses such as a geotechnical study, traffic analysis, right-of-way analysis, engineering cost estimates, and more
- Continue developing scopes of work, schedules, and budgets to prepare for the release of solicitations for the Blue Line Trolley, Commuter and Intercity Extension, new Rapid bus route, and San Ysidro Mobility Hub studies

### Project Phase

☐ **PLAN** Feasibility Analysis | Blue Line Trolley, Rapid bus routes, Commuter and Intercity Rail Extension, and Blue Line TOD studies  
Preliminary Engineering and Environmental Analysis | San Ysidro Transit Center Improvements



## Major Project Updates *(continued)*

### LOSSAN

The Los Angeles-San Diego-San Luis Obispo (LOSSAN) Corridor is one of the busiest intercity rail corridors in the nation and a critical link between the San Diego region and the rest of the country for passengers, goods movement, and the military. Projects in this corridor include stabilization of the Del Mar bluffs, relocation of the railroad tracks, bridge replacements, double tracking, and new special events platforms at the Del Mar Fairgrounds and San Diego Convention Center. [SANDAG.org/lossan](https://sandag.org/lossan)



#### Project Phase

##### PLAN

**Environmental Analysis** | Rail Realignment

**Preliminary Engineering** | Del Mar Bluffs Access Improvements

##### DESIGN

**Final Design** | Eastbrook to Shell Double Track, Sorrento to Miramar Phase 2, San Dieguito Double Track

**Advertise & Award** | San Onofre to Pulgas Phase 2

##### BUILD

**Construction** | Batiquitos Lagoon Double Track, Del Mar Bluffs V

#### FY 2024 Q4 Activity

- Installed bluff toe protection walls as part of the Del Mar bluffs stabilization project
- Worked toward finalizing the preliminary engineering task order for the coastal access project
- Negotiated and signed the Batiquitos Lagoon Double Track project construction contract with Caltrans
- Worked toward preparing the invitation for bids on the San Onofre to Pulgas Double Track Phase 2 project
- Worked toward recombining the San Dieguito Lagoon Double Track phases into a single project
- Continued to work on final design and permitting for the Eastbrook to Shell Double Track and Sorrento to Miramar Phase 2 projects
- Coordinated with NCTD as they worked on final design of the San Diego Convention Center platform
- Progressed in preliminary engineering and environmental clearance efforts for the San Diego LOSSAN Rail Realignment project

#### FY 2025 Q1 Projections

- Construction will continue on the Del Mar Bluffs V stabilization project, including Continue construction on the Del Mar Bluffs V stabilization project, including drainage improvements and installing additional columns to support the railroad and reinforce the bluffs
- Advertise for bidding on the San Onofre to Pulgas Phase 2 project
- Start construction on the Batiquitos Lagoon Double Track project
- Start preliminary engineering on the Del Mar Bluffs Access Improvements project
- Continue working on final design and permitting on San Dieguito Double Track, Eastbrook to Shell Double Track, and Sorrento to Miramar Phase 2 projects
- Begin a value analysis study on the rail realignment project to independently review and refine the alignments that are under consideration for environmental clearance

### Otay Mesa East Port of Entry

The future port of entry that we are building with partners at Caltrans will reduce wait times, strengthen border security and safety, increase economic efficiencies, and foster innovative technology solutions, all while reducing emissions and ensuring that the Cali-Baja region has the infrastructure it needs to continue its dynamic growth. [SANDAG.org/ome](https://sandag.org/ome)



#### Project Phase

##### DESIGN 30% Design

#### FY 2024 Q4 Activity

- Completed negotiations and obtained approval from the SANDAG Board of Directors to execute three binational agreements: Toll Allocation, Toll Governance, and Custodial
- Secured a memorandum of understanding with our federal partners allowing us to proceed to final design and release a solicitation for the project construction manager/general contractor (CM/GC)
- Completed the 30% design milestone and worked to address comments from stakeholder agencies
- Continued negotiating and developing the Federal Project Agreement
- Continued refining our intelligent transportation system (ITS) and tolling system needs

#### FY 2025 Q1 Projections

- Work on the 60% design package for the port of entry and commercial vehicle enforcement facility
- Develop the system requirements for binational ITS and tolling
- Continue Federal Project Agreement negotiations with our federal partners
- Work toward awarding the CM/GC contract

## Major Project Updates *(continued)*

### Purple Line

The Purple Line will be a high-speed, high-capacity transit line connecting San Ysidro to Sorrento Mesa through National City, City Heights, and Kearny Mesa. It will link some of the most populated areas of the San Diego region with major destinations for jobs, health care, education, and more. [SANDAG.org/purpleline](https://sandag.org/purpleline)



#### FY 2024 Q4 Activity

- Evaluated and refined potential alignments for the National City to Sorrento Mesa segment as part of the conceptual planning effort
- Identified station and maintenance facility locations
- Conducted stakeholder coordination
- Developed drafts of the scope of work, schedule, and budget for the Rapid bus route that will connect these communities while we wait for the final transit line to be built

#### FY 2025 Q1 Projections

- Model several route options to learn how the service would perform
- Work toward completing the conceptual planning study (projected to be finished this winter) and then present findings to the Transportation Committee to discuss next steps

#### Project Phase

**PLAN** Initial Planning

### Regional Bike Network

The San Diego region has nearly 1,800 miles of existing bikeways and several projects in the works. By providing this transportation option, we are helping to alleviate traffic and ensure that biking and walking are safe and convenient choices. SANDAG not only builds regional bike trails but also works to educate and encourage anyone interested in learning more about the health and environmental benefits of choosing biking. [SANDAG.org/bikes](https://sandag.org/bikes)



#### FY 2024 Q4 Activity

- Celebrated Bike Month in May, a campaign to celebrate biking and provide education and encouragement to people interested in choosing to go by bike
- Began construction on Inland Rail Trail Phase 3
- Prepared to begin construction on the Eastern Hillcrest, University Avenue, and Washington Street bikeways
- Made progress on an updated memorandum of understanding with the City of San Diego so we could release bids for construction on the Eastern Hillcrest Bikeway
- Continued construction activity on the Border to Bayshore Bikeway, Bayshore Bikeway: Barrio Logan, and Imperial Avenue Bikeway

#### FY 2025 Q1 Projections

- Complete the Pershing Drive Bikeway and opened it to the public on July 27, 2024
- Advertise the construction contract for the University Avenue Bikeway
- Continue coordinating with the City of San Diego, U.S. Navy, BNSF, and other partner jurisdictions to work toward approvals
- Continue to advance 11 projects that are in final design, oversee 4 in active construction, and expand partnerships with local jurisdictions, libraries, community-based organizations, and schools

#### Project Phase

**DESIGN** Final Design | University Avenue Bikeway, Washington Street Bikeway, Howard Bikeway

Advertise and Award | Eastern Hillcrest

**BUILD** Construction | Bayshore Bikeway: Barrio Logan, Border to Bayshore, Pershing Drive, Inland Rail Trail Phase 3



Toll Operations

SANDAG is implementing an action plan to resolve ongoing tolling system deficiencies for the I-15 Express Lanes and the SR 125 Toll Road. The transition to a new tolling back-office system will include regular assessments, a quality assurance/control plan, operational and customer service improvements, regular and proactive reporting to the Board, and transparent communication with the public. [SANDAG.org/tolloperations](https://sandag.org/tolloperations)



FY 2024 Q4 Activity

We have finalized our data assessment, kicked off the project, and onboarded all project resources. After initial design and operations workshops, we have an approved project management plan and schedule. The system configuration is approximately 50% complete. We are currently reviewing the second iteration of the database design document. By taking an iterative approach to the database design, we can review and incorporate solutions more quickly and efficiently.

FY 2025 Q1 Projections

We will continue designing, configuring, and testing the new system.

Project Phase

IMPLEMENT

Implementation

TransNet Major Corridors

SANDAG continues to complete dozens of transit and highway projects identified in the TransNet Extension (2008). Roadway projects include improvements to SR 67, SR 52, the I-15/SR 78 Connectors, the SR 78/I-5 Express Lanes Connectors, and high-occupancy vehicle (HOV) lanes on I-5. Transit projects include Blue Line railway signal improvements, Palomar Street rail grade separation, double-tracking projects, and six new Rapid bus projects. [SANDAG.org/transnet](https://sandag.org/transnet)



FY 2024 Q4 Activity

Various capital projects are progressing through environmental clearance (SR 52, SR 67, and SR 78), design (I-5 HOV Lanes Oceanside, Palomar Street Rail Grade Separation, SR 94/SR 125 Connector, I-805/SR 94/SR 15 Transit Connection project), and construction (double tracking, SR 56 HOV Lanes, I-805 North Auxiliary Lanes).

FY 2025 Q1 Projections

In August, we began construction on the Batiquitos Lagoon Double Track project. Preliminary activities included pre-construction wildlife surveys and site preparation. We anticipate construction will be complete in 2028, with many construction activities pausing from April 15 to July 31 each year during the peak California Least Tern nesting season. Construction will continue on the Batiquitos Lagoon Double Track project and several other projects.

Project Phase

PLAN

Environmental Analysis | SR 52, SR 67, and SR 78DESIGNBUILD

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - June 2024)*	% of Expenditures for FY24	Comments (if FY expenditures are below 65% or above 100%)
<b>Overall Capital Program**</b>				<b>\$6,116,861</b>	<b>\$320,378</b>	<b>\$277,366</b>	<b>87%</b>	
1257001	Mid-Coast Light Rail Transit (LRT)	Mid-Coast	CON	\$2,171,201	\$29,272	\$20,580	70%	
<b>Interstate 5 - North Projects</b>				<b>\$908,725</b>	<b>\$47,985</b>	<b>\$63,400</b>	<b>132%</b>	
1200504	I-5 HOV: Manchester Avenue to Palomar Airport Road	I-5 North	CON	\$400,627	\$16,700	\$15,521	93%	
1200509	I-5 HOV: San Elijo Bridge Replacement	I-5 North	CON	\$335,691	\$1,779	\$1,906	107%	Construction is complete. While negotiations for plant establishment required additional effort in FY 2024, the project continues to stay within its overall budget.
1200510	I-5 HOV: Carlsbad	I-5 North	CON	\$144,463	\$25,424	\$41,974	165%	Continued construction work on enhancements required more effort than originally anticipated. Project is still within its overall budget.
1200513	SR 56 HOV Lanes	I-5 North	CON	\$27,944	\$4,082	\$3,999	98%	
<b>Interstate 5 - South Projects</b>				<b>\$61,165</b>	<b>\$4,871</b>	<b>\$1,700</b>	<b>35%</b>	
1200507	I-5/Voigt Drive Improvements	I-5 South	CON	\$41,015	\$548	\$614	112%	Final construction activities are in progress. Project is still within its overall budget.
1200515	I-5/I-805 HOV Conversion to Express Lanes	I-5 South	DES	\$20,150	\$4,323	\$1,086	25%	The planning phase is underway, with Caltrans overseeing the consultant procurement process. Expenditures will occur in FY 2025 following the consultant's award.
<b>Interstate 15 Projects</b>				<b>\$59,102</b>	<b>\$1,456</b>	<b>\$183</b>	<b>13%</b>	
1201514	Downtown Multiuse and Bus Stopover Facility	I-15 Corridor	ROW	\$57,980	\$624	\$183	29%	Right-of-way payment is pending negotiations.
1201520	I-15 Express Lanes - Forrester Creek Improvements	I-15 Corridor	N/A	\$1,122	\$832	\$0	0%	Task order for mitigation activities on Caltrans side is pending execution. Expenditures should begin in FY 2025.
<b>State Route 125 Projects</b>				<b>\$135,240</b>	<b>\$5,533</b>	<b>\$3,613</b>	<b>65%</b>	
1212501	SR 94/SR 125 South to East Connector	SR-125 Corridor	CON	\$135,240	\$5,533	\$3,613	65%	
<b>State Routes 52, 67, 76 and 78 Projects</b>				<b>\$410,746</b>	<b>\$14,924</b>	<b>\$5,608</b>	<b>38%</b>	
1205204	SR 52 Improvements	SR 52, 67, 76, 78 Corridors	DES	\$15,000	\$1,864	\$77	4%	Continuation of environmental clearance is pending the authorization of federal earmark funds. Work will continue in FY 2025.
1206701	SR 67 Improvements	SR 52, 67, 76, 78 Corridors	DES	\$52,000	\$5,919	\$2,037	34%	Continued work is pending the allocation of state and matching funds.
1207606	SR 76 East	SR 52, 67, 76, 78 Corridors	CON	\$202,691	\$3,605	\$210	6%	Project is in closeout and expenditures are minimal at this point.
1207802	I-15/SR 78 HOV Connectors	SR 52, 67, 76, 78 Corridors	DES	\$35,937	\$2,303	\$2,120	92%	
1207803	SR 78/I-5 Express Lanes Connector	SR 52, 67, 76, 78 Corridors	DES	\$66,118	\$1,026	\$886	86%	
1207804	SR 78 HOV Lanes: I-5 to I-15	SR 52, 67, 76, 78 Corridors	PE	\$39,000	\$207	\$278	134%	Efforts were accelerated for the public scoping meeting. Additionally, the Traffic Study has started. Project remains aligned with its overall budget.
<b>Trolley Renewal Projects</b>				<b>\$79,727</b>	<b>\$15,799</b>	<b>\$15,368</b>	<b>97%</b>	
1210021	Blue Line Railway Signal Improvements	Trolley Renewal	DES	\$467	\$150	\$101	67%	
1210090	Low-Floor Light Rail Transit Vehicles	Trolley Renewal	CON	\$72,260	\$15,003	\$15,001	100%	
1210091	Palomar Street Rail Grade Separation	Trolley Renewal	DES	\$7,000	\$646	\$266	41%	Continued work is pending the approval of FTA funding which is currently in process.
<b>LOSSAN Rail Corridor Projects</b>				<b>\$556,490</b>	<b>\$43,888</b>	<b>\$38,862</b>	<b>89%</b>	
1239809	Eastbrook to Shell Double-Track	LOSSAN	DES	\$10,351	\$48	\$118	246%	Increased expenditures are related to permit coordination. Project is still within its overall budget.
1239812	Sorrento to Miramar Phase 2	LOSSAN	DES	\$29,740	\$6,945	\$1,016	15%	Delay in right-of-way due to changes to environmental clearance requirements.
1239813	San Dieguito Lagoon Double-Track and Platform (Design)	LOSSAN	DES	\$29,697	\$3,968	\$2,881	73%	
1239814	LOSSAN Preliminary Engineering	LOSSAN	PE	\$1,649	\$112	\$97	87%	
1239816	Batiquitos Lagoon Double-Track	LOSSAN	CON	\$118,015	\$1,161	\$1,080	93%	
1239820	COASTER Train Sets	LOSSAN	CON	\$58,800	\$19,720	\$19,660	100%	
1239821	LOSSAN Corridor Improvements	LOSSAN	PE	\$5,020	\$585	\$514	88%	
1239823	San Dieguito to Sorrento Valley Double-Track	LOSSAN	DES	\$303,218	\$11,349	\$13,496	119%	Environmental work accelerated in FY 2024 Q4 with increased expenditures. The project remains aligned with its overall budget.
<b>Mid-City Rapid Bus</b>				<b>\$44,526</b>	<b>\$71</b>	<b>\$54</b>	<b>76%</b>	
1240001	Mid-City Rapid Bus	Mid-City Rapid Bus	CON	\$44,526	\$71	\$54	76%	

Capital Program FY 2024 Budget  
Planned and Actual Expenditures through June 30, 2024 (in \$000's)

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - June 2024)*	% of Expenditures for FY24	Comments (If FY expenditures are below 65% or above 100%)
<b>Interstate 805 Projects</b>		<b>I-805 Total</b>		<b>\$219,943</b>	<b>\$17,352</b>	<b>\$11,118</b>	<b>64%</b>	
1280513	I-805 / SR-94 Bus on Shoulder Demonstration Project	I-805	CON	\$30,900	\$2,184	\$621	28%	Maintenance events on ramp equipment and furniture resulted in a pause in work, which will resume in FY 2025.
1280515	I-805 South Soundwalls	I-805	CON	\$114,092	\$7,831	\$661	8%	Construction of Unit 2 Soundwalls started in Q4. Expenditures will increase in FY 2025 Q1.
1280516	I-805 North Auxiliary Lanes	I-805	CON	\$28,021	\$2,699	\$3,583	133%	Construction activities ramped up in FY 2024 Q3 and required additional efforts. The project remains aligned with its overall budget.
1280518	SR 94 Transit Priority Lanes (I-805 to I-5)	I-805	ENV	\$800	\$533	\$52	10%	A consultant task order was recently awarded and expenditures are expected to increase in FY 2025 Q1.
1280519	I-805 Transit Priority Lanes (SR 94 to SR 52)	I-805	ENV	\$30,000	\$527	\$691	131%	Environmental clearance work ramped up in FY 2024 Q4. Project is still within its overall budget.
1280520	I-805/SR 94/SR 15 Transit Connection	I-805	ROW	\$16,130	\$3,578	\$5,510	154%	FY 2024 expenditures increased due to a right-of-way title report expense. Project remains aligned with its overall budget.
<b>Regional Bikeway Projects</b>		<b>Regional Bikeway Total</b>		<b>\$329,869</b>	<b>\$43,811</b>	<b>\$34,130</b>	<b>78%</b>	
1223017	Coastal Rail Trail Encinitas: E Street to Chesterfield Drive	Regional Bikeway	CON	\$18,820	\$155	\$2	1%	Construction of Phase 2 (final 0.4 mile segment) is now estimated to begin in FY 2026. As a result, pre-bid work was pushed out from FY 2024 to FY 2025. STIP funds available starting in FY 2026 for CON.
1223020	North Park/Mid-City Bikeways: Robinson Bikeway	Regional Bikeway	CON	\$8,932	\$390	\$74	19%	Right-of-way work originally planned in FY 2024 will begin in FY 2025.
1223053	San Diego River Trail: Carlton Oaks Segment	Regional Bikeway	DES	\$1,360	\$53	\$6	11%	Design efforts were slowed pending direction from the City of San Diego and City of Santee.
1223054	Central Avenue Bikeway	Regional Bikeway	CON	\$5,266	\$327	\$159	49%	Final design work will carry into FY 2025.
1223055	Bayshore Bikeway: Barrio Logan	Regional Bikeway	CON	\$41,454	\$13,020	\$10,045	77%	
1223056	Border to Bayshore Bikeway	Regional Bikeway	CON	\$29,204	\$10,135	\$7,920	78%	
1223057	Pershing Drive Bikeway	Regional Bikeway	CON	\$25,488	\$7,906	\$8,536	108%	Construction activity increased in Q4 as project opened to the public in July 2024. Project is still within its overall budget.
1223058	Downtown to Imperial Bikeway	Regional Bikeway	CON	\$25,337	\$1,785	\$1,284	72%	
1223079	North Park/Mid-City Bikeways: Howard Bikeway	Regional Bikeway	DES	\$10,200	\$90	\$83	92%	
1223081	North Park/Mid-City Bikeways: University Bikeway	Regional Bikeway	CON	\$33,487	\$624	\$543	87%	
1223083	Uptown Bikeways: Eastern Hillcrest Bikeways	Regional Bikeway	CON	\$31,505	\$1,051	\$757	72%	
1223084	Uptown Bikeways: Washington Street and Mission Valley Bikeways	Regional Bikeway	DES	\$21,820	\$1,150	\$665	58%	Invoices for final design and City of San Diego review will be paid in Q1 of FY 2025 instead of FY 2024.
1223085	Uptown Bikeways: Mission Hills and Old Town Bikeways	Regional Bikeway	DES	\$1,539	\$165	\$46	28%	Continued design work is pending allocation of ATP funding with the California Transportation Commission.
1223087	North Park/Mid-City Bikeways: Orange Bikeway	Regional Bikeway	CON	\$12,186	\$228	\$85	37%	Advertisement was delayed as potential to advertise in a bundle with other bike projects was explored. Project will now advertise in FY 2025.
1223093	GObyBIKE San Diego: Construction Outreach Program	Regional Bikeway	N/A	\$1,967	\$575	\$695	121%	
1223094	Inland Rail Trail Phase 3	Regional Bikeway	CON	\$27,549	\$4,639	\$2,337	50%	Construction began in the fourth quarter of FY 2024.
1223095	Inland Rail Trail Phase 4	Regional Bikeway	CON	\$12,226	\$950	\$623	66%	
1223096	Bayshore Bikeway: Barrio Logan Phase 2	Regional Bikeway	CON	\$9,495	\$383	\$257	67%	
1223097	Bayshore to Imperial Bikeway	Regional Bikeway	ENV	\$4,720	\$10	\$10	100%	
1223200	Pacific Coast Highway/Central Mobility Bikeway	Regional Bikeway	ENV	\$7,314	\$175	\$3	2%	Environmental clearance work will begin in FY 2025. Federal funds were authorized in FY 2024 Q4.
<b>Goods Movement Projects</b>		<b>Goods Movement Total</b>		<b>\$751,513</b>	<b>\$40,441</b>	<b>\$46,952</b>	<b>116%</b>	
1201101	SR 11 and Otay Mesa East Port of Entry - Phase 1	Goods Movement	DES	\$614,602	\$31,478	\$40,936	130%	Large right-of-way capital payment was processed in Q4. Project is still within its overall budget.
1201103	SR 11 and Otay Mesa East Port of Entry: Segment 2A Construction	Goods Movement	CON	\$127,769	\$3,925	\$1,529	39%	Project savings anticipated. Final project closeout will occur in FY 2025.
1201106	Otay Mesa East Port of Entry Utility Improvements	Goods Movement	CON	\$9,142	\$5,038	\$4,487	89%	
<b>Comprehensive Multimodal Corridor Plan (CMCP) Projects</b>		<b>CMCP Total</b>		<b>\$9,418</b>	<b>\$3,643</b>	<b>\$947</b>	<b>26%</b>	
1600101	CMCP - Regional CMCP Development	CMCP	PE	\$1,000	\$100	\$41	41%	This CIP supports the CMCP overall program. Unspent funds will be carried forward for work in FY 2025.
1600801	CMCP - High Speed Transit/I-8	CMCP	PE	\$3,000	\$1,116	\$669	60%	Project will close out in FY 2025. Project savings are expected.
1609401	CMCP - High Speed Transit/SR 94	CMCP	PE	\$2,226	\$187	\$96	51%	Consultant procurement is complete. Project was postponed and is now expected to begin in FY 2025.
1612501	CMCP - High Speed Transit/SR 125	CMCP	PE	\$3,192	\$2,240	\$141	6%	Consultant procurement is complete. Project was postponed and is now expected to begin in FY 2025.

Capital Program FY 2024 Budget  
Planned and Actual Expenditures through June 30, 2024 (in \$000's)

CIP	Project Name	Corridor	Phase Funded Through	Approved Funded Budget	FY24 Budget	Expenditures for FY24 (July 2023 - June 2024)*	% of Expenditures for FY24	Comments (if FY expenditures are below 65% or above 100%)
<b>Major Capital Projects</b>		<b>Major Capital Total</b>		<b>\$379,196</b>	<b>\$51,332</b>	<b>\$34,851</b>	<b>68%</b>	
1129200	OCS Insulator & Catch Cable Replacement	Major Capital	CON	\$12,125	\$1,689	\$856	51%	Weather conditions in January affected the condition of the tracks along the Orange Line, which delayed spending.
1130100	Financial ERP System	Major Capital	IMPL	\$6,627	\$2,405	\$3,204	133%	Training development and post implementation required more effort than initially expected. Project is still within its overall budget.
1131500	Fiber Optic Information Network Gap Closures	Major Capital	CON	\$1,208	\$100	\$76	76%	
1142600	Joint Transportation Operations Center (JTOC)	Major Capital	CON	\$2,085	\$327	\$6	2%	Preliminary design review is in progress; working on procuring consultant to finish required scoping.
1146500	Bridge 257.2 Replacement Project	Major Capital	CON	\$14,484	\$687	\$525	76%	
1146600	San Onofre to Pulgas Double Track - Phase 2	Major Capital	CON	\$35,987	\$426	\$247	58%	Design expenses are pending the allocation of additional funds which did not occur until FY 2024 Q4. Expenditures will occur in FY 2025 Q1.
1146702	UCSD Mid-Coast Improvements – Voigt	Major Capital	CON	\$13,964	\$19	\$19	100%	
1147000	Beyer Blvd. Slope & Drainage	Major Capital	CON	\$4,629	\$663	\$402	61%	Additional geotechnical investigative work is required, which has delayed schedule and spending.
1147100	Del Mar Bluffs V	Major Capital	CON	\$77,899	\$13,980	\$16,631	119%	Construction began in the third quarter of FY 2024 and expenditures increased for FY 2024 Q4. The project is still within its overall budget.
1147101	Del Mar Bluffs Access Improvement	Major Capital	DES	\$9,000	\$400	\$0	0%	Allocation of funds occurred in July 2024. Project will begin in FY 2025.
1147700	Next Operating System (Next OS) Implementation - Phase 1	Major Capital	IMPL	\$9,644	\$3,271	\$464	14%	Schedule and spending was delayed to align with the timeline of CIP No. 1201101.
1147800	SR 76 Roadway Straightening	Major Capital	PE	\$2,000	\$675	\$76	11%	Consultant procurement was delayed until the end of FY 2024 due to a more extensive review process.
1147900	I-8/Willows Road Interchange Improvements	Major Capital	PE	\$3,000	\$1,000	\$83	8%	Consultant procurement was delayed until the end of FY 2024 due to a more extensive review process.
1148000	Harbor Drive 2.0/Vesta Street Bridge	Major Capital	ENV	\$29,486	\$6,096	\$5,012	82%	
1149000	Central Mobility Hub	Major Capital	ENV	\$74,921	\$1,980	\$863	44%	For FY 2025, the Central Mobility Hub (CMH) project was split into two separate CIPs: 1149000-CMH and 1149100-Airport Transit Connection. Work slowed down in late FY 2024 as the project team prepared to split the project scope.
1400000	Regional Tolling Back Office System	Major Capital	IMPL	\$19,105	\$5,958	\$321	5%	The next payment is tied to the next major milestone, which has been delayed to FY 2025.
1400402	Roadway Toll Collection System	Major Capital	IMPL	\$42,192	\$5,591	\$3,336	60%	Project closeout and any outstanding payments will occur in FY 2025.
1400406	New SR 125 Regional Tolling Back-Office System	Major Capital	IMPL	\$13,338	\$3,882	\$1,344	35%	New project in FY 2024. Consultant contracts were executed in FY 2024 Q3. Work will continue in FY 2025.
1400407	New I-15 Regional Tolling Back-Office System	Major Capital	IMPL	\$7,502	\$2,183	\$1,386	63%	New project in FY 2024. Consultant contracts were executed in FY 2024 Q3. Work will continue in FY 2025.

\*FY24 expenditures are as of August 2024. FY24 expenditure totals will be finalized in October 2024 and reflected in SANDAG's Annual Report.

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

PE = Preliminary Engineering; ENV = Environmental Clearance; DES = Design; ROW = Right-of-Way; CON = Construction; IMPL = Implementation

# Quarterly Capital Program Status Report

April 2024 - June 2024

## Capital Program 6-Month Outlook

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

Segment	Milestone	2024 Apr	2024 May	2024 Jun	2024 Jul	2024 Aug	2024 Sep
<b>Bikeway Program Projects</b>							
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	ADVERTISE		A				
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	ADVERTISE					A	
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	ADVERTISE						X
Inland Rail Trail Phase 3 (CIP-1223094)	BEGIN		A				
Pershing Drive Bikeway (CIP-1223057)	OPEN				A		
North Park/Mid-City Bikeways: Georgia-Meade and Landis Bikeways (CIP-1223082)	COMPLETE	A					
<b>Goods Movement Projects</b>							
SR 11 and Otay Mesa East Port of Entry (CIP-1201101)	ADVERTISE				A		
SR 11 and Otay Mesa East Port of Entry: Segment 2A and SR 905/125/11 Southbound Connectors (CIP-1201103)	COMPLETE				A		
Otay Mesa East Port of Entry Utility Improvements (CIP-1201106)	COMPLETE			A			
<b>LOSSAN Rail Corridor</b>							
Batiquitos Lagoon Double-Track (CIP-1239816)	BEGIN					A	
<b>Major Capital Projects</b>							
San Onofre to Pulgas Double-Track Phase 2 (CIP-1146600)	ADVERTISE						X
Joint Transportation Operations Center (JTOC) (CIP-1142600)	ADVERTISE					X	
<b>State Routes 52, 67, 76 and 78 Projects</b>							
SR 76 East (CIP-1207606)	COMPLETE					A	

### Scheduled Milestones:

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# Quarterly Capital Program Status Report

## April 2024 - June 2024

Schedule Data as of 08/20/2024

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 of Work	Comment (If delayed, TBD, or N/A)
I-5 South Projects						
I-5/I-805 HOV Conversion to Express Lanes (CIP-1200515)	N/A	N/A	N/A	0	DES	Construction will take place on CIPs 1200514 and 1280517
I-5 North Projects						
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)	OPEN	12/31/2024	05/31/2025	-5	CON	Construction began later than expected
I-15 Projects						
Downtown Multiuse and Bus Stopover Facility (CIP-1201514)	ADVERTISE	TBD	TBD	0	ROW	Design and construction funds are pending
I-15 Express Lanes—Forrester Creek Improvements (CIP-1201520)	N/A	N/A	N/A	0	N/A	Scope of project is for environmental mitigation activities
Mid-Coast						
Mid-Coast Light Rail Transit (LRT) (CIP-1257001)	COMPLETE	07/31/2026	07/31/2026	0	CON	
LOSSAN Rail Corridor						
Eastbrook to Shell Double-Track (CIP-1239809)	ADVERTISE	TBD	TBD	0	DES	Construction funds are pending
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	PE	Scope of project is preliminary engineering only
Batiquitos Lagoon Double-Track (CIP-1239816)	OPEN	TBD	03/31/2027	0	CON	Project was able to secure funding and advertise in FY24 & begin construction in FY25
COASTER Train Sets (CIP-1239820)	OPEN	05/31/2024	11/31/2024	-6	CON	Vehicle shipment and IT installation delayed
LOSSAN Corridor Improvements (CIP-1239821)	N/A	N/A	N/A	0	PE	Scope of project is preliminary engineering only
San Dieguito to Sorrento Valley Double-Track (CIP-1239823)	DED	01/31/2025	01/31/2025	0	ENV	

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# Quarterly Capital Program Status Report

April 2024 - June 2024

Schedule Data as of 08/20/2024

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 of Work	Comment (If delayed, TBD, or N/A)
<b>State Route 125 Projects</b>						
SR 94/SR 125 South to East Connector (CIP- 1212501)	ADVERTISE	TBD	01/31/2026	0	DES	
<b>State Routes 52, 67, 76 and 78 Projects</b>						
SR 52 Improvements (CIP-1205204)	DED	TBD	TBD	0	ENV	Environmental work is pending authorization of federal earmark funds
SR 67 Improvements (CIP-1206701)	DED	TBD	07/31/2026	0	ENV	
I-15/SR78 HOV Connectors (CIP-1207802)	DED	11/30/2023	02/28/2025	-15	ENV	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	09/30/2024	0	DES	
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	11/30/2025	-12	ENV	NEPA clearance required additional funding
<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	CON	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	Project is not fully funded for environmental clearance
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)	BEGIN	07/31/2024	01/31/2025	-6	DES	CM/GC contract was advertised in July and construction funds can be allocated in FY2025

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# Quarterly Capital Program Status Report

April 2024 - June 2024

Schedule Data as of 08/20/2024

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

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Segment	Milestone	FY Baseline	Current Date	Date var.* (mos)	Current Phase of Work	Comment (If delayed, TBD, or N/A)
Bikeway Program Projects						
Coastal Rail Trail Encinitas: E Street to Chesterfield Drive (CIP-1223017)	OPEN	TBD	05/31/2027	0	DES	
North Park/Mid-City Bikeways: Robinson Bikeway (CIP-1223020)	ADVERTISE	TBD	11/28/2025	0	DES	
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)	ADVERTISE	07/31/2024	02/28/2025	-7	DES	Strategic timing of advertisement due to funding allocation schedule
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)	COMPLETE	01/31/2025	07/31/2025	-6	CON	Weather and construction delays
Downtown to Imperial Avenue Bikeway (CIP-1223058)	OPEN	11/30/2025	1/31/2026	-2	CON	Contract award was slightly delayed
North Park/Mid-City Bikeways: Howard Bikeway (CIP-1223079)	ADVERTISE	TBD	TBD	0	DES	Additional construction funds are pending
North Park/Mid-City Bikeways: University Bikeway (CIP-1223081)	BEGIN	01/31/2025	01/31/2025	0	DES	
Uptown Bikeways: Eastern Hillcrest Bikeways (CIP-1223083)	BEGIN	11/30/2023	11/30/2024	-12	DES	Final design review and cost sharing negotiation delays
Uptown Bikeways: Washington Street and Mission Valley Bikeways (CIP-1223084)	ADVERTISE	07/31/2024	09/30/2024	-2	DES	Peer design and constructability review
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	Strategic timing of advertisement due to funding allocation schedule
GObyBIKE San Diego: Construction Outreach Program (CIP-1223093)	N/A	N/A	N/A	0	N/A	Scope of project is communications outreach
Inland Rail Trail Phase 3 (CIP-1223094)	OPEN	02/28/2026	04/30/2026	-2	CON	Slightly delayed construction contract award
Inland Rail Trail Phase 4 (CIP-1223095)	ADVERTISE	07/31/2025	07/31/2025	0	DES	
Bayshore Bikeway: Barrio Logan Phase 2 (CIP-1223096)	ADVERTISE	N/A	11/30/2024	0	DES	
Bayshore to Imperial Bikeway (CIP-1223097)	DED	N/A	04/30/2026	0	ENV	
Pacific Coast Highway/Central Mobility Bikeway (CIP-1223200)	DED	N/A	08/31/2025	0	ENV	
Comprehensive Multimodal Corridor Plan (CMCP) Projects						
CMCP - Regional CMCP Development (CIP-1600101)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - High Speed Transit/I-8 (CIP-1600801)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - High Speed Transit/SR 94 (CIP-1609401)	N/A	N/A	N/A	0	PE	Preliminary analysis
CMCP - High Speed Transit/SR 125 (CIP-1612501)	N/A	N/A	N/A	0	PE	Preliminary analysis

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April 2024 - June 2024

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<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)	COMPLETE	01/31/2026	01/31/2026	0	IMPL	
Fiber Optic Information Network Gap Closures (CIP-1131500)	OPEN	10/31/2023	12/31/2025	-26	CON	Final connection and network configuration with regional partners is ongoing
Joint Transportation Operations Center (JTOC) (CIP-1142600)	ADVERTISE	09/30/2023	8/31/2024	-11	DES	Scope modifications
Bridge 257.2 Replacement Project (CIP-1146500)	FED	07/31/2024	08/31/2025	-13	ENV	401 and 404 permit delays
San Onofre to Pulgas Double Track - Phase 2 (CIP-1146600)	ADVERTISE	07/31/2023	09/30/2024	-14	DES	Bid alternative discussions and additional funding
Beyer Blvd. Slope & Drainage (CIP-1147000)	ADVERTISE	12/31/2023	N/A	0	DES	Project will be constructed by MTS
Del Mar Bluffs V (CIP-1147100)	OPEN	07/31/2026	1/31/2027	-6	DES	Bid document addenda led to later construction start date
Del Mar Bluffs Access Improvements (CIP-1147101)	DED	N/A	10/31/2025	0	ENV	
Next Operating System Implementation - Phase 1 (CIP-1147700)	GO-LIVE	09/30/2024	01/31/2027	-28	IMPL	Updated to align with OME construction schedule
SR 76 Roadway Straightening (CIP-1147800)	DED	N/A	TBD	0	ENV	Project is not fully funded for environmental clearance
I-8/Willows Road Interchange Improvements (CIP-1147900)	DED	N/A	TBD	0	ENV	Project is not fully funded for environmental clearance
Harbor Drive 2.0/Vesta Street Bridge (CIP-1148000)	ADVERTISE	TBD	TBD	0	DES	Construction funding is pending
Central Mobility Hub (CIP-1149000)	DED	01/31/2025	N/A	0	ENV	Change of focus to Airport Transit Connection; creating new CIP in FY25 with existing funds
Regional Tolling Back Office System (CIP-1400000)	COMPLETE	03/31/2024	03/31/2025	-12	IMPL	Additional time needed for development of Phase II features and related bug fixes
Roadway Toll Collection System (CIP-1400402)	COMPLETE	07/31/2024	12/31/2024	-5	IMPL	Additional testing required for SR 125
New SR 125 Regional Tolling Back-Office System (CIP-1400406)	GO-LIVE	01/31/2025	01/31/2025	0	IMPL	
New I-15 Regional Tolling Back-Office System (CIP-1400407)	GO-LIVE	01/31/2025	01/31/2025	0	IMPL	

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## Master Agreement for State-Funded Transit Projects with Caltrans

### Overview

The Caltrans Master Agreement for State-Funded Transit Projects with Caltrans is a comprehensive guide for managing state-funded transit projects under a Master Agreement. It details the administrative procedures for initiating and amending project-specific agreements, outlines the types of costs that are eligible for funding, and describes the payment process. The document also establishes general provisions regarding funding, audits, and reporting, along with specific compliance requirements related to legal and environmental standards. Additionally, it includes special provisions for handling bonds and other project-specific scenarios, ensuring that all parties adhere to standardized protocols and regulations.

Caltrans has requested that SANDAG execute a revised Master Agreement to replace the current ten-year agreement that expired September 2, 2024. This agreement covers the transfer of state-funds, including Propositions 1A and 1B, for SANDAG transit projects.

### Key Considerations

Projects that are funded with state funds, or federal funds that are passed through by the state, require a Program Supplement, which identifies the project scope, timeframe, and total funding as well as authorizes the state to reimburse SANDAG. The Program Supplement falls under the Master Agreement, which acts as the umbrella covenant. With the expiration of the current agreement, a new agreement is necessary.

### Next Steps

Pending the Board's adoption of Resolution No. 2025-04 and execution of the Master Agreement, the revised Master Agreement will replace the current ten-year agreement and is scheduled to expire in September 2034.

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

- Attachments:
1. Resolution No. 2025-04: Authorization for the Execution of a Master Agreement and Program Supplements for State-Funded Transit Projects
  2. Master Agreement for State-Funded Transit Projects

### Action: Adopt

The Transportation Committee recommends that the Board of Directors adopt Resolution No. 2025-04, authorizing the Chief Financial Officer to execute the Master Agreement for State-Funded Transit Projects with Caltrans.

### Fiscal Impact:

This Master Agreement enables SANDAG to continue accessing and utilizing state funds, providing a structure for their effective and efficient use. It establishes a framework for strategic financial management.

### Schedule/Scope Impact:

By renewing this agreement, SANDAG ensures that projects remain eligible for state funding, thereby avoiding any funding disruptions. This renewal enables the optimal utilization of funds, greatly benefiting regional projects and maximizing their impact.



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## **Resolution No. 2025-04**

### **Authorization for the Execution of a Master Agreement and Program Supplements for State-Funded Transit Projects**

WHEREAS, the San Diego Association of Governments (SANDAG) may receive state funding from the California Department of Transportation (Caltrans) now or sometime in the future for transit projects; and

WHEREAS, substantial revisions were made to the programming and funding process for the transportation projects programmed in the State Transportation Improvement Program, by Chapter 622 of the Statutes of 1997; and

WHEREAS, the statutes related to State-Funded Transit Projects require a local or regional implementing agency to execute an agreement with Caltrans before it can be reimbursed for project expenditures; and

WHEREAS, Caltrans utilizes Master Agreements for State-Funded Transit Projects, along with associated Program Supplements, for the purpose of administering and reimbursing state transit funds to local agencies; and

WHEREAS, SANDAG wishes to delegate authorization to execute these agreements and any amendments thereto to the Chief Executive Officer (CEO), Chief Financial Officer (CFO), and Director of Financial Planning, Budgets, and Grants; and

NOW THEREFORE BE IT RESOLVED, by the Board of Directors of SANDAG that it agrees to comply with all conditions and requirements set forth in this agreement and applicable statutes, regulations, and guidelines for all-state funded transit projects.

NOW THEREFORE BE IT FURTHER RESOLVED, by the Board of Directors of SANDAG that the CEO, CFO, and Director of Financial Planning, Budgets, and Grants each be authorized to execute the Master Agreement and all Program Supplements for State-Funded Transit Projects and any Amendments thereto with Caltrans.

PASSED AND ADOPTED this 27th of September, 2024.

Attest:

\_\_\_\_\_  
**Chair**

\_\_\_\_\_  
**Secretary**

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

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

# **Master Agreement State Funded Transit Projects**



## **California Department of Transportation**

Division of Local Assistance  
1120 N STREET, ROOM 3300  
P. O. BOX 942874, MS-39  
SACRAMENTO, CA 94274-0001  
PHONE (916) 654-8012



**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
Division of Local Assistance**

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**STATE OF CALIFORNIA  
DEPARTMENT OF TRANSPORTATION  
Division of Local Assistance**

**MASTER AGREEMENT  
STATE FUNDED TRANSIT PROJECTS**

**Effective Date of this Agreement:** September 2, 2024

**Termination Date of this**

**Agreement:** September 2, 2034

**Recipient:** San Diego Association of Governments

**APPLICABLE FUNDING SOURCES COVERED BY THIS AGREEMENT WILL BE IDENTIFIED  
IN EACH SPECIFIC PROGRAM SUPPLEMENT  
ADOPTING THE TERMS OF THIS AGREEMENT**

- ◆ **General Fund**
- ◆ **State Highway Account**
- ◆ **Public Transportation Account**
- ◆ **Clean Air and Transportation Improvement Act of 1990 (PROP. 116) Bond Fund**
- ◆ **Traffic Congestion Relief Fund (TCR), GC 14556.40**
- ◆ **Proposition 1A, the Safe, Reliable High-Speed Passenger Train Bond Act**
- ◆ **Road Repair and Accountability Act of 2017, Senate Bill 1**
- ◆ **2018 Local Partnership Program**
- ◆ **Other State Funding Sources (Existing and Future)**

This AGREEMENT, entered into effective as of the date set forth above, is between the signatory public entity identified hereinabove, hereinafter referred to as **RECIPIENT**, and the STATE OF CALIFORNIA, acting by and through its Department of Transportation, hereinafter referred to as **STATE**.

**ARTICLE I - PROJECT ADMINISTRATION**

**Section 1. Program Supplement**

*A. General*

- (1) This AGREEMENT shall have no force and effect with respect to any PROJECT unless and until a separate PROJECT specific "PROGRAM SUPPLEMENT – STATE FUNDED TRANSIT PROJECT(S)," hereinafter referred to as "PROGRAM SUPPLEMENT," adopting all of the terms and conditions



of this AGREEMENT has been fully executed by both **STATE** and **RECIPIENT**.

- (2) **RECIPIENT** agrees to complete each defined PROJECT, or the identified PROJECT Phase/Component thereof, described in the PROGRAM SUPPLEMENT adopting all of the terms and conditions of this AGREEMENT.
- (3) A financial commitment of actual PROJECT funds will only occur in each detailed and separate PROGRAM SUPPLEMENT. No funds are obligated by the prior execution of this AGREEMENT alone.
- (4) **RECIPIENT** further agrees, as a condition to the release and payment of the funds encumbered for the PROJECT described in each PROGRAM SUPPLEMENT, to comply with the terms and conditions of this AGREEMENT and all the agreed-upon Special Covenants and Conditions attached to or made a part of the PROGRAM SUPPLEMENT identifying and defining the nature of that specific PROJECT.
- (5) The PROGRAM SUPPLEMENT shall include: a detailed Scope of Work conforming to the included Project Description, a Project Schedule, an Overall Funding Plan, and a Project Financial Plan as required by the applicable Program Guidelines.
  - a. The Scope of Work shall include a detailed description of the PROJECT and will itemize the major tasks and their estimated costs.
  - b. The Project Schedule shall include major tasks and/or milestones and their associated beginning and ending dates and duration.
  - c. The Overall Funding Plan shall itemize the various PROJECT Components, the committed funding program(s) or source(s), and the matching funds to be provided by **RECIPIENT** and/or other funding sources, if any [these Components include Environmental and Permits; Plans, Specifications and Estimates (PS&E); Right-of-Way (ROW); and Construction (including transit vehicle acquisition)].
  - d. The Project Financial Plan shall identify estimated expenditures for each PROJECT Component by funding source.
- (6) Adoption and execution of the PROGRAM SUPPLEMENT by **RECIPIENT** and **STATE**, incorporating the terms and conditions of this AGREEMENT into the PROGRAM SUPPLEMENT as though fully set forth therein, shall be sufficient to bind **RECIPIENT** to these terms and conditions when performing the PROJECT. Unless otherwise expressly delegated to a third-party in a resolution by **RECIPIENT**'s governing body, which delegation must be expressly assented to and concurred in by **STATE**, the PROGRAM SUPPLEMENT shall be managed by **RECIPIENT**.

- (7) The estimated cost and scope of each PROJECT will be as described in the applicable PROGRAM SUPPLEMENT. **STATE** funding participation for each PROJECT is limited to those amounts actually encumbered by **STATE** as evidenced in that applicable PROGRAM SUPPLEMENT. A contract awarded by **RECIPIENT** for PROJECT work in an amount in excess of said approved estimate or the PROGRAM SUPPLEMENT funding limit may exceed any said PROGRAM SUPPLEMENT cost estimate and the limits of **STATE**'s participation provided:
- a. **RECIPIENT** provides the necessary additional funding, or
  - b. A cost increase in **STATE**'s share of PROJECT funding is first requested by **RECIPIENT** (before the cost overrun occurs) and that increase is approved by **STATE** in the form of an Allocation Letter comprising the encumbrance document for that increased **STATE** funding level.
- (8) State programmed fund amounts may be increased to cover PROJECT cost increases only if:
- a. Such funds are available;
  - b. **STATE** concurs with that proposed increase; and
  - c. **STATE** issues an approved Allocation Letter, Fund Shift Letter, or a Time Extension Letter with additional funding as stated in an executed amendment to that PROGRAM SUPPLEMENT.
- (9) When additional State programmed funds are not available, **RECIPIENT** agrees that reimbursements of invoiced PROJECT costs paid to **RECIPIENT** will be limited to, and shall not exceed, the amounts already approved in the PROGRAM SUPPLEMENT containing the **STATE** approved encumbrance documents and that any increases in PROJECT costs above that **STATE** supported funding level must be defrayed by **RECIPIENT** with non-State funds.
- (10) For each approved PROGRAM SUPPLEMENT, **RECIPIENT** agrees to contribute at least the statutorily or other required local contribution of appropriate matching funds (other than State funds) if any matching funds are specified within the PROGRAM SUPPLEMENT, or any attachment thereto, toward the actual cost of the PROJECT or the amount, if any, specified in an executed SB 2800 (Streets and Highways Code section 164.53) Agreement for local match fund credit, whichever is greater. **RECIPIENT** shall contribute not less than the required match amount toward the cost of the PROJECT in accordance with a schedule of

payments as shown in a Project Financial Plan prepared by **RECIPIENT** as part of a PROGRAM SUPPLEMENT.

- (11) Upon the stated expiration date of this AGREEMENT, any PROGRAM SUPPLEMENTS executed under this AGREEMENT for a PROJECT with work yet to be completed pursuant to the approved Project Schedule shall be deemed to extend the term of this AGREEMENT only to conform to the specific PROJECT termination or completion date contemplated by the applicable PROGRAM SUPPLEMENT to allow that uncompleted PROJECT to be administered under the extended terms and conditions of this AGREEMENT.
- (12) Total project cost includes the cost of a project for all phases (Plans, Specifications, and Estimates (PS&E), Project Approval and Environmental Document (PA&ED) Right-of-Way (ROW), and Construction (CON) including rolling stock) of a Project from start to finish.

*B. Project Overrun*

- (1) If **RECIPIENT** and **STATE** determine, at any time during the performance of a PROJECT, that the PROJECT budget may be exceeded, **RECIPIENT** shall take the following steps:
- a. Notify the designated **STATE** representative of the nature and projected extent of the overrun and, within a reasonable period thereafter, identify and quantify potential cost savings or other measures which **RECIPIENT** will institute to bring the Project Budget into balance; and
  - b. Schedule the projected overrun for discussion at the next Quarterly Review meeting; and
  - c. Identify the source of additional **RECIPIENT** or other third party funds that can be made available to complete PROJECT.

*C. Scope of Work*

- (1) **RECIPIENT** shall be responsible for complete performance of the work described in the approved PROGRAM SUPPLEMENT for the PROJECT related to the commitment of encumbered funds. All work shall be accomplished in accordance with the applicable provisions of the Public Utilities Code, the Streets and Highways Code, the Government Code, and other applicable statutes and regulations.

- (2) **RECIPIENT** acknowledges and agrees that **RECIPIENT** is the sole control and manager of each PROJECT and its subsequent employment, operation, repair and maintenance for the benefit of the public. **RECIPIENT** shall be solely responsible for complying with the funding and use restrictions established by (a) the statutes from which these funds are derived, (b) the California Transportation Commission (CTC), (c) the State Treasurer, (d) the Internal Revenue Service, (e) the applicable PROGRAM SUPPLEMENT, and (f) this AGREEMENT.

#### *D. Program Supplement Amendments*

PROGRAM SUPPLEMENT amendments will be required whenever there are CTC-approved changes to the cost, scope of work, or delivery schedule of a PROJECT from those specified in the original PROJECT Application and the original PROGRAM SUPPLEMENT. Those changes shall be mutually binding upon the Parties only following the execution of a PROGRAM SUPPLEMENT amendment.

### **Section 2. Allowable Costs and Payments**

#### *A. Allowable Costs and Progress Payment Vouchers*

- (1) Not more frequently than once a month, but at least quarterly, **RECIPIENT** will prepare and submit to **STATE** (directed to the attention of the appropriate State District Transit Representative) signed Progress Payment Vouchers for actual PROJECT costs incurred and paid for by **RECIPIENT** consistent with the Scope of Work document in the PROGRAM SUPPLEMENT and **STATE** shall pay those uncontested allowable costs once the voucher is approved. If no costs were incurred during any given quarter, **RECIPIENT** is exempt from submitting a signed Progress Payment Voucher; but is still required to present a progress report at each Quarterly Review.
- (2) **STATE** shall not be required to reimburse more funds, cumulatively, per quarter of any fiscal year greater than the sums identified and included in the PROJECT Financial Plan. However, accelerated reimbursement of PROJECT funds in excess of the amounts indicated in the Project Financial Plan, cumulatively by fiscal year, may be allowed at the sole discretion of **STATE** if such funds are available for encumbrance to fulfill that need.
- (3) Each such voucher will report the total of PROJECT expenditures from all sources (including those of **RECIPIENT** and third parties) and will specify the percent of State reimbursement requested and the fund source. The

voucher should also summarize State money requested by PROJECT component (environmental and permits, plans specifications, and estimates (PS&E); right of way; construction; rolling stock; or--if bond funded--private activity usage) and phase, and shall be accompanied by a report describing the overall work status and progress on PROJECT tasks. If applicable, the first voucher shall also be accompanied by a report describing any tasks specified in the PROGRAM SUPPLEMENT which were accomplished prior to the Effective Date of this AGREEMENT or the PROGRAM SUPPLEMENT with costs to be credited toward any required local contribution described in Article II, Section 1 of this Agreement (but only if expended pursuant to any applicable prior executed Agreement for Local Match Fund Credit between **RECIPIENT** and **STATE**).

- (4) An Indirect Cost Rate Proposal and/or Central Service Cost Allocation plan and related documentation approved under cognizant agency regulations are to be provided to **STATE** (Caltrans Audits & Investigations) annually for their review, and approval and filing prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for reimbursement.

*B. Advance Payments (TCR Projects Only)*

- (1) Advance reimbursements or payments by **STATE** are not allowed except in the case of TCR funded Projects, and only then when expressly authorized by the CTC.
- (2) In order to receive a CTC approved TCR payment advance, **RECIPIENT** must provide duplicate signed invoices to **STATE** requesting payment of that authorized advance.
- (3) For TCR Projects approved for advanced payment allocation by the CTC, said advance payment shall be deposited by **RECIPIENT** in an interest bearing account held by institutions with long-term credit ratings of "AA" or better from at least two nationally recognized credit rating agencies, or in instruments issued by and secured by the full faith and credit of the U.S. Government or by an agency of the U.S. Government. No TCR interest earnings may be spent on the PROJECT. Interest earned shall be recorded and documented from the time the TCR funds are first deposited in **RECIPIENT**'s account until all the approved TCR advance funds have been expended or returned to **STATE** together with all accrued interest. Interest earned shall be reported to **STATE**'s Project Coordinator on an annual basis and upon the final PROJECT payment when interest earnings, overpayments, and unexpended advanced TCR

funds shall be returned to **STATE** no later than thirty (30) days after PROJECT completion or termination of the PROGRAM SUPPLEMENT, whichever is first in time.

- (4) Advanced funds are to be expended only as indicated in the approved TCR Application. **RECIPIENT** must be able to document the expenditures/disbursement of funds advanced to only pay for actual allowable PROJECT costs incurred.
- (5) Except as expressly allowed hereinbelow, non-TCR funds and TCR project funds not authorized for advance payment can only be released by **STATE** as reimbursement of actual allowable PROJECT costs already incurred and paid for by **RECIPIENT** no earlier than the effective date of this AGREEMENT and not incurred beyond the AGREEMENT/PROGRAM SUPPLEMENT Termination Date.
- (6) Where advance payments are authorized in a PROGRAM SUPPLEMENT, **RECIPIENT** must report and document the expenditure/disbursement of funds advanced to pay for actual eligible PROJECT costs incurred, at least quarterly, using a Progress Payment Voucher to be approved by **STATE's** District Project Administrator.

#### *C. Expedited Payments*

Should **RECIPIENT** have a valid Memorandum of Understanding (MOU) for "Expedited Payment" on file with **STATE's** Accounting Service Center, **RECIPIENT** will, not more frequently than as authorized by that MOU, prepare and submit to **STATE** an Expedited Payment Invoice for reimbursements that are consistent with that MOU, this AGREEMENT, and the applicable PROGRAM SUPPLEMENT. Expedited Payments are subject to policies established in the Caltrans Accounting Manual. One time payments and final payments eligible for expedited pay pursuant to this Section will have ten percent (10%) of each invoice amount withheld until PROJECT completion and **STATE** has evaluated **RECIPIENT's** performance and made a determination that all requirements assumed under this AGREEMENT and the relevant PROGRAM SUPPLEMENT have been satisfactorily fulfilled by **RECIPIENT**.

#### *D. Advance Expenditure of Local Funds*

Government Code section 14529.17 (AB 872) allows public agencies to expend their own funds on certain programmed projects prior to the CTC's allocation of funds, and, upon receipt of CTC approval, to then seek reimbursement for those allowable prior expenditures following execution of a PROGRAM SUPPLEMENT wherein **STATE** acknowledges and accepts those statutorily authorized prior

expenditures as a credit towards a required **RECIPIENT** match, (if any) or as eligible PROJECT expenditures for reimbursement.

#### *E. Travel Reimbursement*

Payments to **RECIPIENT** for PROJECT related travel and subsistence expenses of **RECIPIENT** forces and its subcontractors claimed for reimbursement or applied as local match credit shall not exceed rates authorized to be paid rank and file State employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by **RECIPIENT** are in excess of those authorized DPA rates, then **RECIPIENT** is responsible for the cost difference, and any overpayments inadvertently paid by **STATE** shall be reimbursed to **STATE** by **RECIPIENT** on demand.

#### *F. Final Invoice*

The PROGRAM SUPPLEMENT Termination Date refers to the last date for **RECIPIENT** to incur valid PROJECT costs or credits and is the date that the PROGRAM SUPPLEMENT expires. **RECIPIENT** has one hundred and eighty (180) days after that Termination Date to make already incurred final allowable payments to PROJECT contractors or vendors, prepare the PROJECT Closeout Report, and submit the final invoice to **STATE** for reimbursement of allowable PROJECT costs before those remaining State funds are unencumbered and those funds are reverted as no longer available to pay any PROJECT costs. **RECIPIENT** expressly waives any right to allowable reimbursements from **STATE** pursuant to this AGREEMENT for costs incurred after that termination date and for costs invoiced to **RECIPIENT** for payment after that one hundred and eightieth (180<sup>th</sup>) day following the PROJECT Termination Date.

## **ARTICLE II – GENERAL PROVISIONS**

### **Section 1. Funding**

#### *A. Local Match Funds*

Subparagraphs “(1) and (2)” within this Section 1.A. apply only to those PROJECTS where the PROJECT funding is programmed to require a local match. (See individual Program Guidelines for specific funding requirements).

- (1) Except where specifically allowed by the applicable PROGRAM SUPPLEMENT, reimbursement of and credits for local matching funds will be made or allowed only for work performed after the Effective Date of a PROGRAM SUPPLEMENT and prior to the Termination Date unless permitted

as local match PROJECT expenditures made prior to the effective date of the PROGRAM SUPPLEMENT pursuant to Government Code section 14529.17 or by an executed SB 2800 Agreement for Local Match Fund Credit.

- (2) **RECIPIENT** agrees to contribute at least the statutorily or other required local contribution of matching funds (other than State or federal funds), if any is specified within the PROGRAM SUPPLEMENT or any attachment thereto, toward the actual cost of the PROJECT or the amount, if any, specified in any executed SB 2800 (Streets and Highways Code Section 164.53) Agreement for local match fund credit, whichever is greater. **RECIPIENT** shall contribute not less than its required match amount toward the PROJECT cost in accordance with a schedule of payments as shown in the Project Financial Plan prepared by **RECIPIENT** and approved by **STATE** as part of a PROGRAM SUPPLEMENT.

#### *B. Funding Contingencies*

Delivery by **STATE** of all funds encumbered to reimburse allowable PROJECT costs pursuant to this AGREEMENT is contingent upon prior budget action by the Legislature, fund allocation by the CTC or the United States Department of Transportation, and submittal by **RECIPIENT** and approval by **STATE** of all PROJECT documentation, including, without limitation, that required by Government Code section 14085. In the event of the imposition of additional conditions, delays, or a cancellation or reduction in funding, as approved by the Legislature, the CTC or the United States Department of Transportation, **RECIPIENT** shall be excused from meeting the time and expenditure constraints set forth in the Project Financial Plan and the Project Schedule to the extent of such delay, cancellation or reduction and the PROGRAM SUPPLEMENT will be amended to reflect the resultant necessary changes in PROJECT funding, scope, or scheduling.

#### *C. Funds Movement*

**RECIPIENT** shall not make any proposed changes in any of the four PROJECT expenditure Components (Environmental and Permits, PS&E, Right-of-Way and Construction), including major equipment acquisitions without prior written **STATE** approval. **STATE** will also determine whether those proposed changes are significant enough to warrant CTC review. Specific rules and guidelines regarding this process may be detailed in the applicable CTC Resolutions, including, but not limited to, numbers G-06-04 and G-06-20 or their successors.



## **Section 2. Audits and Reports**

### *A. Cost Principles*

- (1) **RECIPIENT** agrees to comply with Title 2 Code of Federal Regulations 200 (2 CFR 200), Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards.
- (2) **RECIPIENT** agrees, and will assure that its contractors and subcontractors will be obligated to agree to follow 2 CFR 200 and it shall be used to determine the allowability of individual Project cost items. Every sub-recipient receiving Project funds as a contractor or sub-contractor under this agreement shall comply with 2 CFR 200.
- (3) Any PROJECT costs for which **RECIPIENT** has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR 200, are subject to repayment by **RECIPIENT** to **STATE**. Should **RECIPIENT** fail to reimburse moneys due **STATE** within thirty (30) days of demand, or within such other period as may be agreed in writing between the Parties hereto, **STATE** is authorized to intercept and withhold future payments due **RECIPIENT** from **STATE** or any third-party source, including but not limited to, the State Treasurer, the State Controller and the CTC.

### *B. Record Retention*

- (1) **RECIPIENT** agrees, and will assure that its contractors and subcontractors shall establish and maintain an accounting system and records that properly accumulate and segregate incurred PROJECT costs and matching funds by line item for the PROJECT. The accounting system of **RECIPIENT**, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles (GAAP), enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of **RECIPIENT**, its contractors and subcontractors connected with PROJECT performance under this AGREEMENT and each PROGRAM SUPPLEMENT shall be maintained for a minimum of three (3) years from the date of final payment to **RECIPIENT** under a PROGRAM SUPPLEMENT and shall be held open to inspection, copying, and audit by representatives of **STATE**, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by **RECIPIENT**, its contractors, and subcontractors upon receipt of any request made by

**STATE** or its agents. In conducting an audit of the costs and match credits claimed under this AGREEMENT, **STATE** will rely to the maximum extent possible on any prior audit of **RECIPIENT** pursuant to the provisions of federal and State law. In the absence of such an audit, any acceptable audit work performed by **RECIPIENT**'s external and internal auditors may be relied upon and used by **STATE** when planning and conducting additional audits.

- (2) For the purpose of determining compliance with Title 21, California Code of Regulations, Section 2500 et seq., when applicable, and other matters connected with the performance of **RECIPIENT**'s contracts with third parties pursuant to Government Code section 8546.7, **RECIPIENT**, **RECIPIENT**'s contractors and subcontractors and **STATE** shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such AGREEMENT and PROGRAM SUPPLEMENT materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of final payment to **RECIPIENT** under any PROGRAM SUPPLEMENT. **STATE**, the California State Auditor, or any duly authorized representative of **STATE** or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a PROJECT for audits, examinations, excerpts, and transactions, and **RECIPIENT** shall furnish copies thereof if requested.
- (3) **RECIPIENT**, its contractors and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other agency of the State of California designated by **STATE**, for the purpose of any investigation to ascertain compliance with this AGREEMENT.

#### C. Quarterly Review

- (1) Subject to the discretion of **STATE**, **RECIPIENT** and **STATE** agree to conduct, on a quarterly basis, on-site reviews of all aspects of the progress of each PROJECT. **RECIPIENT** agrees, during each quarterly progress review, to inform **STATE** regarding:
  - a. Whether the PROJECT is proceeding on schedule and within budget;

- b. Any requested changes to the Project Description, Scope of Work, Project Schedule, Overall Funding Plan, or Project Financial Plan contained in a PROGRAM SUPPLEMENT;
  - c. Major construction accomplishments during the quarter;
  - d. Any actual or anticipated problems which could lead to delays in schedule, increased costs or other difficulties;
  - e. The status of the PROJECT budget; and
  - f. The status of critical elements of PROJECT.
- (2) Quarterly reviews of **RECIPIENT** progress will include consideration of whether reported implementation activities are within the scope of the PROJECT PROGRAM SUPPLEMENT and in compliance with State laws, regulations, and administrative requirements.

### **Section 3. Special Requirements**

#### *A. California Transportation Commission (CTC) Resolutions*

- (1) **RECIPIENT** shall adhere to applicable CTC policies, as may be adopted or amended from time to time, governing eligibility, project management, use of funds including, but not limited to the "Timely Use of Funds" as stated in Resolution G-06-04, adopted April 26, 2006, addressing the expenditure and reimbursement of TCR funds and Resolution G-09-11, adopted October 14, 2009, to provide guidance for the use of Proposition 116 and STIP funds. All CTC resolutions, and/or successor resolutions in place at the time a PROGRAM SUPPLEMENT is executed, shall be applicable to all state funded projects including, but not limited to Prop 116, STIP, TCR funds, Proposition 1A, and the Road Repair and Accountability Act of 2017, respectively.
- (2) **RECIPIENT** shall be bound to the terms and conditions of this AGREEMENT; the PROJECT application contained in the PROGRAM SUPPLEMENT (as applicable); and CTC Resolutions G-06-04, G-09-11 and/or their respective successors in place at the time the PROGRAM SUPPLEMENT is signed (as applicable) and all restrictions, rights, duties and obligations established therein on behalf of **STATE** and CTC shall accrue to the benefit of the CTC and shall thereafter be subject to any necessary enforcement action by CTC or **STATE**. All terms and conditions stated in the aforesaid CTC Resolutions and CTC-approved Guidelines in place at the time the PROGRAM SUPPLEMENT is signed (if applicable) shall also be considered to be binding provisions of this AGREEMENT.

- (3) **RECIPIENT** shall conform to any and all permit and mitigation duties associated with PROJECT as well as all environmental obligations established in CTC Resolution G-91-2 and/or its successors in place at the time a PROGRAM SUPPLEMENT is signed, as applicable, at the expense of **RECIPIENT** and/or the responsible party and without any further financial contributions or obligations on the part of **STATE** unless a separate PROGRAM SUPPLEMENT expressly provides funding for the specific purpose of hazardous materials remediation.
- (4) **RECIPIENT** acknowledges when the PROGRAM SUPPLEMENT is executed the **RECIPIENT** is to comply with all CTC resolutions as adopted or currently amended as well as the guidelines, and policies applicable to state funded programs (or projects) including, but not limited to, Prop 116, STIP, TCR, Proposition 1A, and the Road Repair and Accountability Act of 2017.

**B. RECIPIENT Resolution**

- (1) **RECIPIENT** has executed this AGREEMENT pursuant to the authorizing **RECIPIENT** resolution, attached as Attachment II to this AGREEMENT, which empowers **RECIPIENT** to enter into this AGREEMENT and which may also empower **RECIPIENT** to enter into all subsequent PROGRAM SUPPLEMENTS adopting the provisions of this AGREEMENT.
- (2) If **RECIPIENT** or **STATE** determines that a separate Resolution is needed for each PROGRAM SUPPLEMENT, **RECIPIENT** will provide information as to who the authorized designee is to act on behalf of the **RECIPIENT** to bind **RECIPIENT** with regard to the terms and conditions of any said PROGRAM SUPPLEMENT or amendment and will provide a copy of that additional Resolution to **STATE** with the PROGRAM SUPPLEMENT or any amendment to that document.

**C. Termination**

- (1) **STATE** reserves the right to terminate funding for any PROGRAM SUPPLEMENT upon written notice to **RECIPIENT** in the event that **RECIPIENT** fails to proceed with PROJECT work in accordance with the PROGRAM SUPPLEMENT, the bonding requirements, if applicable, or otherwise violates the conditions of this AGREEMENT and/or the PROGRAM SUPPLEMENT or the funding allocation such that substantial performance is significantly endangered.

- (2) No such termination shall become effective if, within thirty (30) days after receipt of a Notice of Termination, **RECIPIENT** either cures the default involved or, if not reasonably susceptible of cure within said thirty (30)-day period, **RECIPIENT** proceeds thereafter to complete the cure in a manner and timeline acceptable to **STATE**. Any such termination shall be accomplished by delivery to **RECIPIENT** of a Notice of Termination, which notice shall become effective not less than thirty (30) days after receipt, specifying the reason for the termination, the extent to which funding of work under this AGREEMENT is terminated and the date upon which such termination becomes effective, if beyond thirty (30) days after receipt. During the period before the effective termination date, **RECIPIENT** and **STATE** shall meet to attempt to resolve any dispute.
- (3) Following a fund encumbrance made pursuant to a PROGRAM SUPPLEMENT, if **RECIPIENT** fails to expend TCR/GENERAL FUND monies by June 30 of any applicable Fiscal Year that those funds would revert, those funds will be deemed withdrawn and will no longer be available to reimburse PROJECT work unless those funds are specifically made available beyond the end of that Fiscal Year through re-appropriation or other equivalent action of the Legislature and written notice of that action is provided to **RECIPIENT** by **STATE**.
- (4) In the event **STATE** terminates a PROGRAM SUPPLEMENT for convenience and not for a default on the part of **RECIPIENT** as is contemplated in C (1) and (2) above of this Section 3, **RECIPIENT** shall be reimbursed its authorized costs up to **STATE**'s proportionate and maximum share of allowable PROJECT costs incurred to the date of **RECIPIENT**'s receipt of that notice of termination, including any unavoidable costs reasonably and necessarily incurred up to and following that termination date by **RECIPIENT** to effect such termination following receipt of that termination notice.

*D. Third Party Contracting*

- (1) **RECIPIENT** shall not award a construction contract over \$10,000 or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code Sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of **STATE**. Contracts awarded by **RECIPIENT**, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

- (2) Any subcontract entered into by **RECIPIENT** as a result of this AGREEMENT shall contain the provisions of ARTICLE II – GENERAL PROVISIONS, Section 2. Audits and Reports and shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as PROJECT costs only after those costs are incurred and paid for by the subcontractors.
- (3) To be eligible for local match credit, **RECIPIENT** must ensure that local match funds used for the PROJECT meet the General Provisions requirements outlined in this ARTICLE II in the same manner as required of all other PROJECT expenditures.
- (4) In addition to the above, the preaward requirements of third party contractor/consultants with local transit agencies should be consistent with Local Program Procedures (LPP-00-05).

*E. Change in Funds and Terms/Amendments*

This AGREEMENT and the resultant PROGRAM SUPPLEMENTS may be modified, altered, or revised only with the joint written consent of **RECIPIENT** and **STATE**.

*F. Project Ownership*

- (1) Unless expressly provided to the contrary in a PROGRAM SUPPLEMENT, subject to the terms and provisions of this AGREEMENT, **RECIPIENT**, or a designated subrecipient acceptable to **STATE**, as applicable, shall be the sole owner of all improvements and property included in the PROJECT constructed, installed or acquired by **RECIPIENT** or subrecipient with funding provided to **RECIPIENT** under this AGREEMENT. **RECIPIENT**, or subrecipient, as applicable, is obligated to continue operation and maintenance of the physical aspects of the PROJECT dedicated to the public transportation purposes for which PROJECT was initially approved unless **RECIPIENT**, or subrecipient, as applicable, ceases ownership of such PROJECT property; ceases to utilize the PROJECT property for the intended public transportation purposes; or sells or transfers title to or control over PROJECT and **STATE** is refunded the Credits due **STATE** as provided in paragraph (4) herein below.
- (2) Should State bond funds be encumbered to fund any part of a PROJECT under this AGREEMENT, then, at **STATE**'s option, before **RECIPIENT** will be permitted to make any proposed change in use, **RECIPIENT** shall be required to first obtain a determination by Bond Counsel acceptable to the State Treasurer's Office and **STATE** that a change in the operation,

proportion, or scope of PROJECT as originally proposed by **RECIPIENT** will not adversely affect the tax exempt status of those bonds.

- (3) PROJECT right-of-way, PROJECT facilities constructed or reconstructed on a PROJECT site and/or PROJECT property (including vehicles and vessels) purchased by **RECIPIENT** (excluding temporary construction easements and excess property whose proportionate resale proceeds are distributed pursuant to this AGREEMENT) shall remain permanently dedicated to the described public transit use in the same proportion and scope, and to the same extent as mandated in the PROGRAM SUPPLEMENT and related Bond Fund Certification documents, if applicable, unless **STATE** agrees otherwise in writing. Vehicles acquired as part of PROJECT, including, but not limited to, buses, vans, rail passenger equipment and ferry vessels, shall be dedicated to that public transportation use for their full economic life cycle, which, for the purpose of this AGREEMENT, will be determined in accordance with standard national transit practices and applicable rules and guidelines, including any extensions of that life cycle achievable by reconstruction, rehabilitation or enhancements.
- (4) (a) Except as otherwise set forth in this Section 4, **STATE**, or any other **STATE**-assignee public body acting on behalf of the CTC, shall be entitled to a refund or credit (collectively the Credit), at **STATE**'s sole option, equivalent to the proportionate PROJECT funding participation received by **RECIPIENT** from **STATE** if **RECIPIENT**, or a sub-recipient, as applicable, (i) ceases to utilize PROJECT for the original intended public transportation purposes or (ii) sells or transfers title to or control over PROJECT. If federal funds (meaning only those federal funds received directly by **RECIPIENT** and not federal funds derived through or from the State) have contributed to the PROJECT, **RECIPIENT** shall notify both **STATE** and the original federal source of those funds of the disposition of the PROJECT assets or the intended use of those sale or transfer receipts.
- (b) **STATE** shall also be entitled to an acquisition Credit for any future purchase or condemnation of all or portions of PROJECT by **STATE** or a designated representative or agent of **STATE**.
- (c) The Credit due **STATE** will be determined by the ratio of **STATE**'s funding when measured against the **RECIPIENT**'s funding participation (the Ratio). For purposes of this Section 4, the State's funding participation includes federal funds derived through or from **STATE**. That Ratio is to be applied to the then present fair market

value of PROJECT property acquired or constructed as provided in (d) and (e) below.

- (d) For Mass Transit vehicles, this Credit [to be deducted from the then remaining equipment value] shall be equivalent to the percentage of the full extendable vehicle economic life cycle remaining, multiplied by the Ratio of funds provided for that equipment acquisition. For real property, this same funding Ratio shall be applied to the then present fair market value, as determined by **STATE**, of the PROJECT property acquired or improved under this AGREEMENT.
- (e) Such Credit due **STATE** as a refund shall not be required if **RECIPIENT** dedicates the proceeds of such sale or transfer exclusively to a new or replacement **STATE** approved public transit purpose, which replacement facility or vehicles will then also be subject to the identical use restrictions for that new public purpose and the Credit ratio due **STATE** should that replacement project or those replacement vehicles cease to be used for that intended described pre-approved public transit purpose.
  - (1) In determining the present fair market value of property for purposes of calculating **STATE**'s Credit under this AGREEMENT, any real property portions of a PROJECT site contributed by **RECIPIENT** shall not be included. In determining **STATE**'s proportionate funding participation, **STATE**'s contributions to third parties (other than **RECIPIENT**) shall be included if those contributions are incorporated into the PROJECT.
  - (2) Once **STATE** has received the Credit as provided for above because **RECIPIENT**, or a sub-recipient, as applicable, has (a) ceased to utilize the PROJECT for the described intended public transportation purpose(s) for which **STATE** funding was provided and **STATE** has not consented to that cessation of services or (b) sold or transferred title to or control over PROJECT to another party (absent **STATE** approval for the continued transit operation of the PROJECT by that successor party under an assignment of **RECIPIENT**'s duties and obligations), neither **RECIPIENT**, subrecipient, nor any party to whom **RECIPIENT** or subrecipient, as applicable, has transferred said title or control shall have any further obligation under this AGREEMENT to continue operation of PROJECT and/or PROJECT facilities for those described public transportation purposes, but may then use PROJECT and/or any of its facilities for any lawful purpose.



- (3) To the extent that **RECIPIENT** operates and maintains Intermodal Transfer Stations as any integral part of PROJECT, **RECIPIENT** shall maintain each station and all its appurtenances, including, but not limited to, restroom facilities, in good condition and repair in accordance with high standards of cleanliness (Public Utilities Code section 99317.8). Upon request of **STATE**, **RECIPIENT** shall also authorize State-funded bus services to use those stations and appurtenances without any charge to **STATE** or the bus operator. This permitted use will include the placement of signs and informational material designed to alert the public to the availability of the State-funded bus service (for the purpose of this paragraph, "State-funded bus service" means any bus service funded pursuant to Public Utilities Code section 99316).
- (4) Special conditions apply to any proposed sale or transfer or change of use as respects PROJECT property, facilities or equipment acquired with tax free State bond funds and **RECIPIENT** shall conform to those restrictions as set forth herein and in said bonds.

#### *G. Disputes*

**STATE** and **RECIPIENT** shall deal in good faith and attempt to resolve potential disputes informally. If the dispute persists, **RECIPIENT** shall submit to the **STATE's** District Contract Manager or designee a written demand for a decision regarding the disposition of any dispute arising under this agreement. The District Contract Manager shall make a written decision regarding the dispute and will provide it to the fund **RECIPIENT**. The fund **RECIPIENT** shall have an opportunity to challenge the District Contract Manager's determination but must make that challenge in writing within ten (10) working days to the Contract Manager or his/her designee. [If the fund **RECIPIENT** challenge is not made within the ten (10) day period, the District Contract Manager's decision shall become the final decision of the **STATE**.] **STATE** and **RECIPIENT** shall submit written, factual information and supporting data in support of their respective positions. The decision of the Contract Manager or his/her designee shall be final, conclusive, and binding regarding the dispute, unless **RECIPIENT** commences an action in a court of competent jurisdiction to contest the decision in accordance with Division 3.6 of the California Government Code.

#### *H. Hold Harmless and Indemnification*

- (1) Neither **STATE** nor any officer or employee thereof shall be responsible for any damage or liability occurring by reason of anything done or omitted to be done by **RECIPIENT**, its agents, and contractors under or in

connection with any work, authority, or jurisdiction delegated to **RECIPIENT** under this AGREEMENT or any PROGRAM SUPPLEMENT or as respects environmental cleanup obligations or duties of **RECIPIENT** relative to PROJECT. It is also understood and agreed that, **RECIPIENT** shall fully defend, indemnify, and hold the CTC and **STATE** and their officers and employees harmless from any liability imposed for injury and damages or environmental obligations or duties arising or created by reason of anything done or imposed by operation of law or assumed by, or omitted to be done by **RECIPIENT** under or in connection with any work, authority, or jurisdiction delegated to **RECIPIENT** under this AGREEMENT and all PROGRAM SUPPLEMENTS.

- (2) **RECIPIENT** shall indemnify, defend, and hold harmless **STATE**, the CTC, and the State Treasurer relative to any misuse by **RECIPIENT** of State funds, PROJECT property, PROJECT generated income, or other fiscal acts or omissions of **RECIPIENT**.

#### *I. Labor Code Compliance*

**RECIPIENT** shall include in all subcontracts awarded using PROJECT funds, when applicable, a clause that requires each subcontractor to comply with California Labor Code requirements that all workers employed on public works aspects of any project (as defined in California Labor Code §§ 1720-1815) be paid not less than the general prevailing wage rates predetermined by the Department of Industrial Relations as effective the date of Contract award by the **RECIPIENT**.

#### *J. Non-Discrimination*

- (1) In the performance of work under this AGREEMENT, **RECIPIENT**, its contractor(s) and all subcontractors, shall not unlawfully discriminate, harass or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (cancer), age, marital status, family and medical care leave, pregnancy leave, and disability leave. **RECIPIENT**, its contractor(s) and all subcontractors shall ensure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. **RECIPIENT**, its contractor(s) and all subcontractors shall comply with the provisions of the Fair Employment and Housing Act (Government Code section 12900 et seq.), and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, section 11000 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code section 12990 (a-f), set forth in Chapter

5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this AGREEMENT by reference and made a part hereof as if set forth in full. Each of **RECIPIENT**'s contractors and all subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreements, as appropriate.

- (2) Should federal funds be constituted as part of PROJECT funding or compensation received by **RECIPIENT** under a separate Contract during the performance of this AGREEMENT, **RECIPIENT** shall comply with this AGREEMENT and with all federally mandated contract provisions as set forth in that applicable federal funding agreement.
- (3) **RECIPIENT** shall include the non-discrimination and compliance provisions of this clause in all contracts and subcontracts to perform work under this AGREEMENT.

*K. State Fire Marshal Building Standards Code*

The State Fire Marshal adopts building standards for fire safety and panic prevention. Such regulations pertain to fire protection design and construction, means of egress and adequacy of exits, installation of fire alarms, and fire extinguishment systems for any State-owned or State-occupied buildings per section 13108 of the Health and Safety Code. When applicable, **RECIPIENT** shall request that the State Fire Marshal review PROJECT PS&E to ensure PROJECT consistency with State fire protection standards.

*L. Americans with Disabilities Act*

By signing this Master Agreement, **RECIPIENT** assures **STATE** that **RECIPIENT** shall comply with the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA (42 U.S.C. 12101 et seq.).

*M. Access for Persons with Disabilities*

Disabled access review by the Department of General Services (Division of the State Architect) is required for all publicly funded construction of buildings, structures, sidewalks, curbs, and related facilities. **RECIPIENT** will award no construction contract unless **RECIPIENT**'s plans and specifications for such facilities conform to the provisions of sections 4450 and 4454 of the California Government Code, if applicable. Further requirements and guidance are provided in Title 24 of the California Code of Regulations.

*N. Disabled Veterans Program Requirements*

- (1) Should Military and Veterans Code sections 999 et seq. be applicable to **RECIPIENT**, **RECIPIENT** will meet, or make good faith efforts to meet, the 3% Disabled Veterans Business Enterprises goals (or **RECIPIENT**'s applicable higher goals) in the award of every contract for PROJECT work to be performed under these this AGREEMENT.
- (2) **RECIPIENT** shall have the sole duty and authority under this AGREEMENT and each PROGRAM SUPPLEMENT to determine whether these referenced code sections are applicable to **RECIPIENT** and, if so, whether good faith efforts asserted by those contractors of **RECIPIENT** were sufficient as outlined in Military and Veterans Code sections 999 et seq.

*O. Environmental Process*

Completion of the PROJECT environmental process ("clearance") by **RECIPIENT** (and/or **STATE** if it affects a State facility within the meaning of the applicable statutes) is required prior to requesting PROJECT funds for right-of-way purchase or construction. No State agency may request funds, nor shall any State agency, board, or commission authorize expenditures of funds for any PROJECT effort, except for feasibility or planning studies, which may have a significant effect on the environment unless such a request is accompanied with all appropriate documentation of compliance with or exemption from the California Environmental Quality Act (CEQA) (including, if as appropriate, an environmental impact report, negative declaration, or notice of exemption) under California Public Resources Code section 21080(b) (10), (11), and (12) provides an exemption for a passenger rail project that institutes or increases passenger or commuter services on rail or highway rights-of-way already in use.

*P. Force Majeure*

Each party will be excused from performance of its obligations where such non-performance is caused by any extraordinary event beyond its reasonable control, such as any non-appealable order, rule or regulation of any federal or state governmental body, fire, flood, earthquake, storm, hurricane or, other natural disaster, epidemic, pandemic, war, invasion, act of foreign enemies, hostilities (regardless of whether war is declared), civil war, rebellion, revolution, insurrection, military or usurped power or confiscation, terrorist activities, nationalization, government sanction, blockage, embargo, labor dispute, strike, lockout or interruption, provided that the party excused hereunder shall use all reasonable efforts to minimize its non-performance and to overcome, remedy or remove such event in the shortest practical time.

Should a force majeure event occur which renders it impossible for a period of forty-five (45) or more consecutive days for either party to perform its obligations hereunder, the Parties agree to negotiate in good faith to amend the existing Master Agreement or Supplemental Agreement to deal with such event and to seek additional sources of funding to continue the operation of the Service.

### **ARTICLE III – SPECIAL PROVISIONS**

#### **Section 1. Bond Provisions** (Applicable only to State Bond Funding encumbered against a specific Program Supplement).

##### *A. General Bond Provisions*

- (1) If **RECIPIENT** enters into a management contract with a private party (including AMTRAK) for operation of rail, ferry, or other transportation services in connection with PROJECT, **RECIPIENT** will obtain prior approval from Bond Counsel acceptable to **STATE** that the terms of that management contract meet the requirements of Internal Revenue Service Revenue Procedure 97-13 (as supplemented or amended) or any successor thereto (dealing generally with guidelines for when management contracts may be deemed not to create a "private use" of bond-financed property) or are otherwise acceptable. **RECIPIENT** must also be prepared to certify, upon request of **STATE**, that the revenues which **RECIPIENT** (or its manager) will receive directly from the operation of transportation services in connection with PROJECT (but not including any subsidy of the transportation operation from taxes or other outside fund sources) are, for any fiscal year, less than the ordinary and necessary expenses directly attributable to the operation and maintenance of the transportation system (excluding any overhead or administrative costs of **RECIPIENT**).
- (2) Except as provided in this Article III, A (1), **STATE** and **RECIPIENT** agree that any costs of PROJECT acquired or constructed by **RECIPIENT** allocable to portions of PROJECT which are subject to any property interests held by a non-governmental person(s) in connection with business activities, such as easements, leases, or fee interests, not generally enjoyed by the public (hereinafter referred to as "Non-Governmentally Used Property" or "NUP") shall require the prior approval of **STATE** and the State Treasurer, as applicable. If **RECIPIENT** receives any revenues or profits from any NUP activities allowed pursuant to this Article (whether approved at this time or hereafter approved by **STATE**), **RECIPIENT** agrees that such revenues or profits shall be used exclusively

for the public transportation services for which PROJECT was initially approved, either for capital improvements or operating costs. If **RECIPIENT** does not so dedicate those revenues or profits, a proportionate share shall (unless disapproved by Bond Counsel) be paid to **STATE** equivalent to the Ratio of **STATE**'s percentage of participation in PROJECT.

- (3) Notwithstanding the foregoing, **RECIPIENT** may be authorized to receive an allocation of bond proceeds for NUP activity, in an amount not to exceed the amount specified in the PROGRAM SUPPLEMENT, if **RECIPIENT** submits a certified bond certification questionnaire to the **STATE**, and both the **STATE** and the State Treasurer approve the private activities contained therein.
- (4) **RECIPIENT** shall not loan any portion of bond proceeds funding PROJECT to any private (including nonprofit) person or business. For this purpose, a "loan" includes any arrangement that is the economic equivalent of a loan, regardless of how it is named.
- (5) Delivery by **STATE** of any bond funds is contingent on the sale of bonds by the State Treasurer. **STATE** shall not be held liable for any resulting damage or penalty to **RECIPIENT** in the event bond sales are delayed, canceled, or downsized or other AGREEMENT funds are restricted, limited or otherwise conditioned by acts of Congress, the Internal Revenue Service, the United States Department of Transportation, the Legislature, or the CTC.
- (6) **RECIPIENT** shall, for the purposes of any State bond funded right of way acquisition which will become a permanent part of PROJECT (such acquisitions exclude temporary construction easements, property allocated to matching funds, and excess property purchased with State funds whose resale proceeds are returned or credited to **STATE**), maintain ownership of such PROJECT property for a minimum of twenty years or until the bonds have matured, whichever occurs first, before transferring or selling such property (subject to all refunds or Credits due **STATE** as provided hereinabove).
- (7) Where **RECIPIENT**'s PROJECT includes a commuter rail PROJECT within the meaning of Proposition 116, **RECIPIENT** shall coordinate and share with other public transit operators any rail rights-of-way, common maintenance services and station facilities used for intercity and commuter rail. Intercity and commuter rail services shall be coordinated with each other, with other providers and with freight traffic to provide integrated rail passenger and freight services with minimal conflict.

- (8) **RECIPIENT** agrees that all passenger vehicles, rail, and water borne ferry equipment, and all facilities acquired or constructed with Proposition 116 bond funds shall be accessible to persons with physical disabilities, including wheelchair users, at all stops, stations and terminals, whether or not staffed.
- (9) NUP shall, for accounting and bookkeeping purposes, first be allocated to funding sources other than the State bond funds. For purposes of making such allocations, the costs attributable to NUP involving a sale, easement, lease or similar arrangement shall be determined on the basis of a fair allocation of value, which may include determinations based upon square meters/feet of the area encumbered by the NUP lease or easement relative to the total area acquired or constructed if all such area is of approximately equal value.
- (10) NUP will include, but is not limited to, property which is sold (including sales of air and subsurface rights), and property subject to easements, leases, or similar rights. A rail right of way will not be treated as NUP solely as a result of a Freight Use Easement retained by the seller of the right of way to **RECIPIENT**, provided that the sales agreement appropriately excludes the Freight Use Easement from the property or rights being acquired. Further, notwithstanding anything in this Article III to the contrary, **RECIPIENT** may allocate grant funds to the cost of any NUP if (a) neither **RECIPIENT** nor any other governmental entity will receive, directly or indirectly, any payments from or on behalf of the non-governmental user of the NUP, or (b) the payment from such user does not exceed the operation and maintenance costs fairly attributable or allocable to the non-governmental use of the NUP.
- (11) **RECIPIENT** shall request, in writing, **STATE's** advance approval if PROJECT funds are to be allocated to any NUP except "incidental use" property described below. If property, the costs of which have previously been allocated to PROJECT funds, is to become NUP before the State bond funds are fully paid or redeemed, then **RECIPIENT** may allocate the costs of such property to another funding source as provided or obtain **STATE's** approval that the allocation of the costs of such property to the bond funds may remain. It is anticipated that **STATE's** approval will be granted if, taking into account the existing and expected uses of the proceeds of the State bonds, **STATE** determines that the continued tax-exempt status of the State bonds will not be adversely affected and that the use of the property is consistent with PROJECT and its described purpose.

- (12) For purposes of these fund source allocations, **RECIPIENT** does not have to consider NUP as including those "incidental uses" of PROJECT (for example, advertising billboards, vending machines, telephones, etc.) which meet the applicable requirements of federal tax regulations (IRS Notice 87-69 or any successor thereto). In general, such Notice requires that the incidental use not be physically separated from the rest of PROJECT and not comprise, in the aggregate, more than 2-1/2% of the total costs of PROJECT.

## **Section 2. TCRP PROJECTS**

The TRAFFIC CONGESTION RELIEF (TCR) ACT OF 2000 (the "ACT"), was added (in Chapter 4.5, commencing with section 14556) to part 5.3 of Division 3 of Title 2 of the Government Code by AB 2928 and SB 406, as amended by SB 1662 and AB 1705. As directed by the ACT and the CTC established Guidelines (as set out in CTC Resolution G-06-04), and as those Guidelines may be amended prior to the execution of a future PROGRAM SUPPLEMENT, said Guidelines shall apply to each TCRP funded PROJECT. By this reference, those Guidelines are made an express part of this AGREEMENT and shall apply to each TCRP funded PROJECT. **RECIPIENT** will cause its specific TCRP mandated Resolution to be attached as part of any TCRP funded PROGRAM SUPPLEMENT as a condition precedent to the acceptance of TCR ACT funds for that PROJECT.

## **Section 3. PROJECT MANAGEMENT**

- (1) **STATE's** PROJECT administrator for this AGREEMENT shall be the chief of the State Transit Grants Branch of the Division of Local Assistance. **RECIPIENT's** General Manager, Executive Director, or a Designee as named in writing to **STATE** following the execution of this AGREEMENT shall be the administrator acting for **RECIPIENT**.
- (2) PROGRAM SUPPLEMENT administrators for **STATE** shall be the applicable District Division Chief for Planning and for **RECIPIENT**, the designee named in the applicable PROGRAM SUPPLEMENT.



IN WITNESS WHEREOF, the parties hereto have executed this AGREEMENT by their duly authorized officers.

**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**  
**Division of Local Assistance**

**BY:** \_\_\_\_\_  
Dee Lam  
Chief, Division of Local Assistance

**RECIPIENT NAME**

**BY:** \_\_\_\_\_  
Dawn Vettese  
Chief Financial Officer ,  
San Diego Association of  
Governments (SANDAG)

APPROVED AS TO FORM AND PROCEDURE

**STATE OF CALIFORNIA**  
**DEPARTMENT OF TRANSPORTATION**

**BY:** \_\_\_\_\_  
Attorney, California Department of  
Transportation

**ATTACHMENT I**

**CTC RESOLUTION G-91-2**

Passed by the CTC on February 21, 1991

**CALIFORNIA TRANSPORTATION COMMISSION  
RESOLUTION G-91-2  
Commission Policy Resolution for Hazardous Waste Identification  
and Cleanup for Rail Right-of-Way**

WHEREAS, the Commission has programmed funding for rail right-of-way acquisition in the 1990 State Transportation Improvement Program and may allocate funds for rail right-of-way acquisition from the Clean Air and Transportation Improvement Act; and

WHEREAS, hazardous wastes, based upon federal and state statutes and regulations, include but are not limited to such categories as heavy metals, (e.g., lead), inorganic (e.g., excessive mineral levels) and organic compounds (e.g., petroleum products), and can occur on a property's surface and subsurface; and

WHEREAS, rail properties often have hazardous wastes exceeding State of California and federal hazardous waste standards; and

WHEREAS, such properties contaminated with hazardous wastes require mitigation prior to using them for rail purposes; and

WHEREAS, hazardous wastes discovered on rail property may significantly impact property value, project scheduling and future liability for the grant applicant; and

WHEREAS, the Commission must be assured that acquisition of rail properties have been fully reviewed by the grant applicant, and if warranted, the grant applicant has tested for hazardous wastes; and

WHEREAS, if hazardous wastes exist, the Commission must be assured that the hazardous wastes identified has either been cleaned up, or financial responsibility for the cleanup has been determined prior to title transfer to the grant applicant, or easement has been secured in lieu of purchasing the property, and the subsurface rights and liability for hazardous wastes remain with the property seller; and

WHEREAS, hazardous wastes identified subsequent to title transfer to the grant applicant will be cleaned up by the seller or a mechanism to recover clean-up-costs is established and executed as a condition prior to title transfer; and

WHEREAS, full due diligence is necessary in discovering hazardous waste and is an essential element in acquiring rail right-of-way properties by the grant applicant; and

NOW THEREFORE BE IT RESOLVED, that acquisition of all rail right-of-way properties will be fully investigated by the grant applicant to determine the absence/presence of hazardous wastes. Investigations shall be conducted in accordance to the standards and practices of the local, state and/or federal regulatory agencies having jurisdiction and by personnel adequately trained in hazardous waste investigation; and

BE IT FURTHER RESOLVED, that all properties, discovered with hazardous wastes, which exceed the federal/state standards, will be cleaned up to the satisfaction of the responsible local, state and/or federal regulatory agency. The appropriate regulatory agency shall certify to grant applicant that the cleanup has been completed; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution to the Commission that all reasonable steps have been completed to assure full due diligence in the discovery of hazardous waste has been achieved during the acquisition of rail right-of-way and the state is held harmless from cleanup liability or damages, both present and future; and

BE IT FURTHER RESOLVED, that the grant applicant will certify by formal resolution that it will not seek further state funding, for cleanup, damages, or liability cost associated with hazardous wastes on or below acquired property's surface; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission:

- that all rail right-of-way acquisition properties have been investigated and have been found clean;
- or that the cleanup of discovered hazardous waste has been completed prior to acquisition of the property;
- or that the grant applicant has obtained permanent easement and the subsurface rights and liability and full responsibility to pay for and remove such hazardous waste remains with the seller in conformance with applicable State and Federal law;
- or if hazardous wastes are known to exist prior to acquisition and if the applicant determines that time is of the essence for acquisition, then and in that event, an enforceable agreement will be entered into requiring the responsible party(ies) to clean all hazardous wastes by a date certain, with the option of funds sufficient for the clean-up costs deposited in escrow by the seller.

In the event of failure to clean up by the date determined, the recipient of the grant will make full restitution to the **STATE** for its participation. This resolve does not preclude the recipient from requesting re-allocation not to exceed the refunded amount after the hazardous waste(s) have been fully removed from the subject site; and

BE IT FURTHER RESOLVED, that the grant applicant will certify to the Commission that the seller from whom properties have been acquired retain liability for any hazardous waste investigation and/or cleanup, and damages discovered subsequent to the transfer of title; and

BE IT FURTHER RESOLVED, the Commission declares all future liability resulting from hazardous wastes remain with the seller or the grant applicant, not the state, and the

grant applicant has been indemnified by the seller for any costs resulting from failure to eliminate hazardous wastes; and

BE IT FURTHER RESOLVED, no state funds will be made available for any future costs associated with cleanup; damages, or liability costs associated with hazardous wastes on or below the acquired property's surface.

**ATTACHMENT II**

**(INSERT Agency Board Resolution)**

**See Sample at**

**<http://www.dot.ca.gov/drmf/spstip.html>**

**under Forms**

## Regional Active Transportation Program Call for Projects

### Overview

The Active Transportation Program (ATP) is a biennial grant program provided by the California Transportation Commission (CTC) to distribute funding for active transportation projects that increase biking, walking, and safe routes to schools. Funding is competitively awarded in two stages, beginning with a statewide competition led by the CTC, followed by a regional competition conducted by the Metropolitan Planning Organization (MPO) of each region.

### Action: Information

This report provides an update on the Cycle 7 Regional Active Transportation Program Call for Projects.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

### Key Considerations

The CTC adopted the fund estimate and opened the statewide competition at its [March 21-22, 2024](#), meeting. The estimate indicated that \$568.7 million would be available through the entire Cycle 7 program, including \$284.3 million for the statewide component and \$20.6 million for the San Diego regional competition. The Board of Directors approved the Regional ATP Call for Projects at its meeting on [May 24, 2024 \(Item 8\)](#), and the CTC subsequently approved the SANDAG Regional Call for Projects at its meeting on [June 27-28, 2024](#). The SANDAG Call for Projects was released on July 8, 2024.

The statewide competition closed on June 17, 2024, and 277 applications were received, including 16 from the San Diego region. The total amount requested through the statewide component was \$2.5 billion, with \$103.95 million requested from the San Diego region.

In June 2024, Governor Gavin Newsom signed the Budget Act of 2024 and the accompanying trailer bill (Assembly Bill [AB] 107 and AB 173), which removed \$400 million in state general funds that had been provided to the ATP in the 2021 Budget Act. The budget agreement stipulates that the reduced funding may be appropriated through legislative action in future years, although the funding sources and timeline for any future action are undetermined. In response to the reduction of funding, the CTC approved a [revised fund estimate](#) at its August 15-16, 2024 meeting, indicating that \$168.7 million would now be available through the entire Cycle 7 program, including \$84.35 million for the statewide component and \$6.137 million for the San Diego regional competition.

Along with the changes in available funding, CTC also approved changes to the ATP Guidelines to provide additional criteria to determine which projects would be funded in the case of a tie in the statewide component. The CTC also gave MPOs greater flexibility in funding regional projects, including allowing the funding of individual project phases when an applicant requests funding for multiple phases of the same project and allowing the project to remain eligible to receive additional ATP funding in the future.

In August, SANDAG staff issued an Addendum (Attachment 1) to the Regional Call for Projects to include the reduced amount of available funding and to provide the additional changes in the amended CTC ATP Guidelines. Staff also provided this information to all statewide applicants from our region.

## **Next Steps**

Applications submitted for the statewide component are currently in the evaluation stage, and CTC staff will release those funding recommendations on November 1. Projects not funded through the statewide component will be considered in the regional competition.

The San Diego Regional ATP Call for Projects will close on September 13, 2024. Applications submitted through the Regional Call for Projects will be combined with the applications submitted from our region through the statewide component, and all applications will be evaluated using the criteria approved by the Board at its [May 24, 2024 \(Item 8\)](#) meeting. Staff will present the Regional ATP funding recommendations to the Transportation Committee at its March 2025 meeting and request a recommendation to have the proposed funding recommendations approved by the Board at its March 2025 meeting. The funding recommendations will then be provided to the CTC for adoption consideration at its June 2025 meeting. Projects could start work as soon as July 1, 2025.

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

Attachment: 1. Addendum to Call for Projects Solicitation – ATP Cycle 7



## ADDENDUM TO CALL FOR PROJECTS SOLICITATION

**Addendum Number:** 1  
**Solicitation Name:** Regional Active Transportation Program (ATP) Cycle 7  
**Issued:** August 13, 2024

A revised Call for Projects has been posted to BidNet that includes the following changes in [pink underlined font](#).

**1. Corrections have been made to reduce the amount of funding available. This change has been made to align the Call for Projects with the revised ATP Fund Estimate provided by the CTC at their August meeting. The changes are summarized below.**

- a. On page 1, under Overview, the “Amount of Funding Available”, is revised by deleting the stricken text and adding the underlined text as follows:

Amount of Funding Available: ~~\$20,689,000~~ \$6,137,000

- b. On page 10, Section No. V. A. entitled “Available Funding”, is revised by deleting the stricken text and adding the underlined text as follows:

~~\$20,689,000~~ \$6,137,000 is available through this CFP. SANDAG reserves the right to partially fund applications. See the section entitled “Partial Awards”.

**2. References to the CTC ATP Application Portal have been updated to provide the Regional ATP portals that CTC staff have created for our use, as summarized below.**

- a. On page 2, under the Section entitled “Glossary of Key Terms”, this section is revised to add the underlined text as follows:

CTC ATP Application Portal is the web-based portal where applicants will submit their applications for consideration. Applicants will use the portal that aligns with their proposed project's type and size. The portals are available here:

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)
- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)



- b. On page 6, under the Section entitled “List of Resources”, this section is revised by deleting the stricken text and adding the underlined text as follows:

ATP Application Portal  
(Submittable)

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)
- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)

Use ~~this~~ these online application portals, hosted by the CTC, to access the ATP application templates and related forms and submit your application for consideration. Applicants will utilize the Portal that matches the type and size of their proposed project.

- c. On page 10, Section VI. A. entitled “Application Materials”, is revised by deleting the stricken text and adding the underlined text as follows:

Applications must be submitted using the CTC’s ATP Application Portal. Different applications and portals are available depending on the project type and size. The applicant is responsible for completing the appropriate application for their project. Applicants with infrastructure projects must utilize the application type based on the entire project cost, not the ATP request amount. The CTC ATP Application Portals are available here:

- [Large Infrastructure Project Application](#)
- [Large Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Medium Infrastructure Project Application](#)
- [Medium Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Small Infrastructure Project Application](#)
- [Small Infrastructure/Non-Infrastructure Combination Project Application](#)
- [Non-Infrastructure Project Application](#)
- [Plan Project Application](#)

**3. The CTC has amended its ATP Guidelines to allow projects to receive partial awards or to be placed on the Contingency List in additional situations. Several changes to the Regional Call for Projects have been made to incorporate the updated guidance, as summarized below.**

- a. On page 15, Section VII. B. 6. entitled “Funding Recommendations and Geographic Funding Distribution” Materials”, is revised by adding the underlined text as follows:

In addition, SANDAG will include a list of contingency projects, listed in descending order based on the project’s Total Application Score. SANDAG intends to fund projects on the contingency list should there be any project failures or savings in the San Diego Regional ATP or if additional ATP funding becomes available. This will ensure that all ATP funds allotted to the San Diego region are utilized. The contingency list is valid until the adoption of the next Statewide ATP cycle (the 2027 ATP).

- b. On page 15, Section VII. B. 7. entitled “Partial Awards”, is revised by deleting the stricken text and adding the underlined text as follows:

Given the competitive nature of this grant program and the finite amount of funds available through this CFP, Applicants may receive partial awards in one of two ways:

- Applicants with an Infrastructure project that requested funding for pre-construction phases (PA&ED, PS&E, and Right of Way) may be offered a partial award where one or more of the pre-construction phases are funded by the ATP, up to the amount of funding available. The Applicant will be required to contribute Matching Funds to allow each ATP-funded phase of the project to be fully funded. The Application will also be added to the Contingency List so that the remaining unfunded phases can be considered should additional ATP funding become available.
- ~~Applicants whose projects are recommended for partial award~~ with an Infrastructure project that did not request funding for pre-construction phases, a Non-Infrastructure project, or a Plan project will be asked if they would like to accept the partial funding award with the condition that the entire project, as proposed in the Application, must be completed. Applicants will be required to contribute Matching Funds to “make the project whole”. The project will not be placed on the Contingency list.

If an Applicant cannot provide the necessary Matching Funds requested by SANDAG and declines the partial funding award, the award will be offered to the project with the next highest Total Application Score. (See the section entitled “Application Evaluation Process”.) If no Applicant accepts the funding, it will be returned to the CTC.

## Final 2025 Regional Transportation Improvement Program

### Overview

SANDAG, serving as the region's Metropolitan Planning Organization (MPO), is required by state and federal laws to develop and adopt a Regional Transportation Improvement Program (RTIP). The RTIP is a multiyear program of proposed major transportation projects in the San Diego region, including the TransNet Program of Projects.

SANDAG updates the RTIP every two years. The current 2023 RTIP, adopted by the Board of Directors on September 23, 2022, covers the five-year period FY 2023 through FY 2027.

This 2025 RTIP, covering the period FY 2025 through FY 2029, is a nearly \$6 billion program which implements projects included in the Amended San Diego Forward: The 2021 Regional Plan and its Sustainable Communities Strategy. The state has set a due date of September 30, 2024, for submitting an updated RTIP.

### Key Considerations

Federal and state regulations identify the process and required content of the RTIP. Attachment 2 details the federal requirements and how the 2025 RTIP meets those requirements. In general, the RTIP must include all major projects receiving certain types of federal or state transportation funding, projects needing federal project approval, and/or projects identified as being regionally significant.

As prescribed by the TransNet Ordinance, the RTIP also includes the TransNet Program of Projects (POP). To meet the requirements of the Ordinance, the POP was updated by local agencies after holding a public hearing. The POP is included in the proposed final 2025 RTIP.

The project tables contained in Chapter 3 of the 2025 RTIP illustrate the source and amount of each fund type as well as the year and project phase for which the funding is planned. The projects included in the proposed final 2025 RTIP can be found in our public-facing ProjectTrak database [here](#), while the proposed final RTIP document can be viewed in its entirety on the SANDAG website at [sandag.org/RTIP](https://sandag.org/RTIP).

### Action: Adopt

The Transportation Committee recommends that the Board of Directors, acting as the San Diego County Regional Transportation Commission, adopt Regional Transportation Commission (RTC) Resolution No. RTC-2025-03, adopting the final 2025 Regional Transportation Improvement Program, including its air quality conformity analysis and air quality conformity redetermination of the revenue constrained Amended San Diego Forward: The 2021 Regional Plan.

### Fiscal Impact:

The 2025 Regional Transportation Improvement Program (RTIP) provides access to nearly \$6 billion of state, federal, local, and TransNet funds during the RTIP period (FY 2025 through FY 2029).

### Schedule/Scope Impact:

The proposed final 2025 RTIP reflects the programming of the TransNet Program of Projects and the FY 2025 SANDAG Program Budget. Federal approval of the 2025 RTIP is expected on December 16, 2024.

Attachment 3 summarizes how much funding will be invested in various project types for the 5 years of the RTIP, organized by fund type (federal, state, TransNet, or local). Attachment 4 provides two charts, one for the total proposed final 2025 RTIP including prior years, and one for FY 2025 through FY 2029. These charts illustrate how funds are being invested per transportation mode. Modes are categorized by their designations in Appendix A of the 2021 Regional Plan, including Complete Corridors - Multi-Modal, Complete Corridors - Highway, Complete Corridors – Transit, Operations/Maintenance, Active Transportation, Local Improvements, and Transportation System Management/Transportation Demand Management (TSM/TDM).

On July 31, 2024, the draft 2025 RTIP was posted for a 30-day public comment period, and a public hearing was scheduled for the September 20, 2024, Transportation Committee meeting to receive testimony on the proposed final 2025 RTIP. Attachment 5 includes any public comments received during the public comment period and responses to those comments. Attachment 6 includes the changes made to the draft 2025 RTIP during the public comment period. Any significant comments received during the public hearing will be brought to the Board, while all comments received will be included in Appendix L of the final 2025 RTIP.

### **Air Quality Conformity Analysis**

Federal regulations require that SANDAG conduct an air quality conformity analysis of all regionally significant projects that increase the transportation system capacity. This includes major local and privately funded projects and any other state or federally funded projects that might not otherwise appear in the RTIP, as well as new projects or major changes in the project scope for existing programmed projects.

The quantitative emissions analyses for the proposed final 2025 RTIP and for the conformity redetermination for the Amended 2021 Regional Plan have been completed, and the results meet the air quality conformity requirements (Appendix F to the final 2025 RTIP). The San Diego Region Conformity Working Group (CWG) has reviewed the draft air quality conformity findings, and all comments received from CWG have been addressed.

### **Outreach and Public Involvement**

- In March 2024, the development process and schedule for the 2025 RTIP was presented to the Regional Plan Social Equity Working Group (SEWG).
- The San Diego Region Conformity Working Group (CWG) reviewed the draft air quality conformity finding during a 30-day comment period beginning on June 3, 2024.
- The Independent Taxpayer Oversight Committee reviewed the draft 2025 RTIP at its meeting on July 10, 2024, and reviewed the proposed final 2025 RTIP on September 11, 2024, focusing on the TransNet Program of Projects.
- On September 12, 2024, staff provided an update on the 2025 RTIP to the Mobility Working Group (MWG).
- SANDAG has performed an analysis of the projects programmed in the RTIP to evaluate their equitable distribution in disadvantaged communities. The results of the analysis are included in Appendix G of the proposed final 2025 RTIP and were presented to the SEWG on September 26, 2024.

### **Social Equity Analysis**

SANDAG has performed an analysis of the projects programmed in the RTIP to evaluate their equitable distribution in disadvantaged communities. This analysis shows that the projects and investments are distributed in vulnerable census tracts proportional to the population of those census tracts. A detailed explanation of the results and methodology is included in Appendix G of the proposed final 2025 RTIP.

## **Next Steps**

Pending adoption by the Board of Directors, TransNet funds in the final 2025 RTIP will be available for local agencies. The 2025 RTIP will be submitted to the state for incorporation in the 2025 Federal Statewide Transportation Improvement Program for statewide public review. Federal approval is expected on or before December 16, 2024, making federal funds available for obligation.

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

- Attachments:
1. Resolution No. RTC-2025-03: Adopting the 2025 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination for the Amended 2021 Regional Plan
  2. 2025 RTIP Federal Requirements Analysis
  3. 2025 RTIP Program Summary Report
  4. 2025 RTIP Projects by Mode
  5. Public Comments and Responses on Draft 2025 RTIP
  6. Changes Between Draft and Final 2025 RTIP
  7. Chapter 5 – Air Quality Conformity Analysis
  8. 2025 RTIP Fact Sheet



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*Regional Transportation Commission*  
**Resolution No. RTC-2025-03**

## **Adopting the 2025 Regional Transportation Improvement Program and its Air Quality Conformity Analysis and Air Quality Redetermination**

WHEREAS, Title 23 and 49 of the Code of Federal Regulations require the preparation and updating of a Transportation Improvement Program by the Metropolitan Planning Organization (MPO); and

WHEREAS, Sections 14527 and 65082 of the California Government Code require the biennial preparation of a Regional Transportation Improvement Program (RTIP) by the Regional Transportation Planning Agency (RTPA); and

WHEREAS, the San Diego Association of Governments (SANDAG) has been designated the MPO and the RTPA for the San Diego region; and

WHEREAS, SANDAG, through the conduct of a continuing, cooperative, and comprehensive transportation planning process and in conformance with all applicable federal and state requirements, has prepared the 2025 RTIP, including an updated TransNet Program of Projects (POP) for the San Diego region; and

WHEREAS, the 2025 RTIP has been found to be in conformance with San Diego Forward: The Amended 2021 Regional Plan (2021 Regional Plan), the 2022 Regional Air Quality Strategy (RAQS), all applicable State Implementation Plans (SIPs), the California Transportation Commission adopted 2024 State Transportation Improvement Program, Fixing America's Surface Transportation Act and the *TransNet* Ordinance and Expenditure Plans, including reasonable available funding provisions; and

WHEREAS, the 2025 RTIP projects have been developed from the Revenue Constrained Amended 2021 Regional Plan and satisfy the transportation conformity provisions of 40 CFR 93.122(g) and all applicable transportation planning requirements per 23 CFR Part 450 including the establishment of performance management targets for requisite performance measures; and

WHEREAS, the 2025 RTIP projects are fiscally constrained as shown in Tables 4-1a through 4-1c; and

WHEREAS, the 2025 RTIP provides for timely implementation of Transportation Control Measures contained in the adopted RAQS/SIP for air quality and a quantitative emissions analysis demonstrates that implementation of the RTIP projects and programs meet all of the emissions budgets from both the 2008 and 2015 Eight-Hour Ozone Attainment Plan for San Diego County which were found adequate for on-road transportation conformity purposes by U.S. EPA, effective October 19, 2021; and

WHEREAS, the public and affected agencies have been provided notice of and an opportunity to comment on the 2025 RTIP and its air quality conformity determination and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan and agencies with funding allocations in the 2025 RTIP have been directed to hold public meetings on their respective projects; and

WHEREAS the public was given a 30 day comment period on the 2025 RTIP with notices sent in English and Spanish to extensive mailing lists used by SANDAG, including its Community Based Outreach network, which represents a wide variety of minority, low income, disabled, elderly, and limited English proficiency populations; and a public hearing was held at a Transportation Committee meeting on September 20, 2024, to present the 2025 RTIP and its air quality conformity determination and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan; and to solicit additional testimony from the public; NOW THEREFORE

BE IT RESOLVED that the SANDAG Board of Directors, also acting as the San Diego County Regional Transportation Commission (RTC), does hereby resolve as follows:

That the 2025 RTIP and the Revenue Constrained Amended 2021 Regional Plan, is in conformance with the applicable SIPs for the San Diego region; and

That the SANDAG Board of Directors has taken into consideration the comments received by SANDAG from the public on the 2025 RTIP and its air quality conformity determination; and

That the 2025 RTIP, and the FY 2025 to 2029 *TransNet* POP, have been developed based upon an estimate of reasonably available revenues for the program period. Actual transportation fund availability to each eligible recipient/project applicant will be based on actual federal/state fund apportionments, including obligation authority limitations, and *TransNet* sales tax receipts; and

That the SANDAG Board of Directors, also acting as the RTC, does hereby adopt the 2025 RTIP and its air quality conformity determination, and the redetermination of conformity for the Revenue Constrained Amended 2021 Regional Plan; and

That all regionally significant, capacity increasing projects included in the 2025 RTIP are also included in the Revenue Constrained Amended 2021 Regional Plan; and

That the adoption of the 2025 RTIP constitutes the Intergovernmental Review Procedures for those projects listed in the RTIP. The 2025 RTIP approval does not constitute project level design or environmental approval, which is conducted according to state and federal regulations; and

That the inclusion of any federally funded projects in the 2025 RTIP, including all amendments, constitutes the federal Expedited Project Selection Process procedures for the San Diego region, and any projects programmed in the RTIP may proceed to implementation without further project selection action by SANDAG; and

That the approval of the 2025 RTIP also constitutes the federal transit “designated recipient” approval of all Federal Transit Administration grant applications filed by the transit operators that are consistent with the RTIP project programming.

PASSED AND ADOPTED this 27th of September 2024.

**Ayes**

**Noes**

**Absent**

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

[Seal]

**Attest**

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



# Federal Requirements Analysis for the 2025 RTIP

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## Metropolitan Planning and Transportation Conformity

The U.S. Department of Transportation (U.S. DOT) Metropolitan Planning Regulations<sup>1</sup> and U.S. Environmental Protection Agency (U.S. EPA) Transportation Conformity Regulations<sup>2</sup> establish six criteria requirements which the Regional Transportation Improvement Program (RTIP) must satisfy. The metropolitan planning regulations require that: (1) the RTIP be financially constrained and (2) make progress toward achieving federal performance targets. The transportation conformity regulations state that the RTIP must: (3) be consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan); (4) meet regional emissions tests; (5) include timely implementation of transportation control measures (TCMs); and (6) include inter-agency consultation and public involvement.

The 2025 RTIP meets all six tests required under federal metropolitan planning and transportation conformity regulations. The SANDAG Board of Directors will be asked to make these findings for the Proposed Final 2025 RTIP under the required federal tests on September 27, 2024. On December 16, 2024, Federal Highways and the Federal Transit Administration are expected to find that the 2025 RTIP conforms with the provisions of 40 CFR Parts 51 and 93.

### Financial Constraint Test

Federal regulations 23 CFR Section 450.326(j) require the 2025 RTIP to be a revenue-constrained document with programmed projects based upon available or committed funding and/or reasonable estimates of future funding. Chapter 4 of the 2025 RTIP discusses in detail the financial capacity analysis of major program areas, including a discussion of available revenues.

*Finding:* The projects contained within the 2025 RTIP are reasonable when considering available funding sources as demonstrated in Chapter 4, Tables 4-1a through c.

### Performance Management Test

Federal regulations 23 CFR Section 450.326(c) require the 2025 RTIP to be designed such that once implemented, it makes progress toward achieving the performance targets established under 450.306(d) and shall include, to the maximum extent practicable, a description of the anticipated effect of the RTIP toward achieving the performance targets identified in the transportation plan, linking investment priorities to those performance targets. Appendix H of the 2025 RTIP provides information on the projects which support the required federal performance management requirements.

*Finding:* The projects contained within the 2025 RTIP make progress toward achieving the performance targets for safety (PM1) established by the Board of Directors through investment in projects with the primary purpose of improving safety, active transportation projects, and safety features within larger transportation projects.

*Finding:* The projects contained within the 2025 RTIP make progress toward achieving the 2020 and 2022 performance targets for pavement and bridge condition (PM2) through investment in projects with the primary purpose of improving pavement conditions on the National Highway System.

*Finding:* The projects contained within the 2025 RTIP make progress toward achieving the approved performance targets for the system performance, freight, and CMAQ performance measures (PM3) through investment in projects that provide travel choices, promote non-single occupant vehicle travel, reduce excessive delay and pollutant emissions.

*Finding:* The projects contained within the 2025 RTIP make progress toward achieving the 2020 regional performance targets for transit asset management. The program includes investments in the four key categories for transit asset management: equipment, facilities, infrastructure, and rolling stock.

## **Consistency with San Diego Forward: The 2021 Regional Transportation Plan**

*Finding:* The 2025 RTIP is consistent with San Diego Forward: The 2021 Regional Transportation Plan (2021 Regional Plan) adopted on December 10, 2021 (policies, programs, and projects). All projects conform to the scope, cost, and schedule included in the 2021 Regional Plan.

## **Regional Emissions Tests**

These findings are based on the regional emissions analysis shown in Table B.9 in Appendix B of the 2021 Regional Plan which demonstrates conformity for the 2021 Regional Plan and 2025 RTIP for the 2008 and 2015 eight-hour ozone standards.

*Finding:* The regional emissions analyses for the 2025 RTIP are consistent with the emissions analyses for the 2021 Regional Plan.

*Finding:* The 2025 RTIP is in conformance with the applicable State Implementation Plan<sup>3</sup> (SIP).

## **Timely Implementation of TCM Test**

*Finding:* The TCMs, established as Transportation Tactics in the 1982 SIP, have been fully implemented and the 2025 RTIP continues to fund the four TCMs, which include: (1) ridesharing; (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

## **Inter-Agency Consultation and Public Involvement Test**

*Finding:* The 2025 RTIP complies with all federal and state requirements for public involvement by following the strategies described in Board Policy No. 025: Public Participation Plan Policy. The Draft 2025 RTIP was posted for a 30-day public comment period from July 31, 2024, through August 31, 2024.

*Finding:* The SANDAG Conformity Working Group (CWG), including members from the San Diego County Air Pollution Control District, Caltrans, California Air Resources Board, SANDAG, U.S. DOT, and U.S. EPA, serve as a forum to meet the federal and state requirements for interagency consultation for the 2025 RTIP. All exempt projects in the 2025 RTIP were submitted to the CWG on April 29, 2024, for its review, and members concurred with the exempt categorizations.

<sup>1</sup> 23 Code of Federal Regulation (CFR) Part 450, subpart C

<sup>2</sup> 40 CFR part 93, subpart A

<sup>3</sup> 2008 Eight-Hour Ozone Attainment Plan for San Diego County (December 2016)

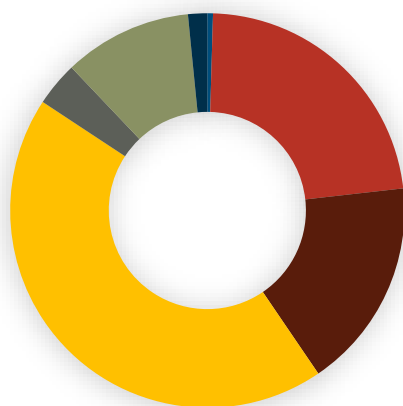
**2025 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM**  
**PROGRAM SUMMARY (IN \$000s)**

DESCRIPTION	FEDERAL	STATE	TRANSNET	LOCAL/ PRIVATE	TOTAL RTIP (All years incl. Prior)
<b>Corridors</b>					
South Bay to Sorrento	\$93,157	\$19,900	\$56,576	\$0	\$169,633
Coast, Canyons and Trails	\$5,000	\$3,000	\$6,000	\$11,672	\$25,672
San Vicente	\$11,125	\$37,043	\$6,832	\$0	\$55,000
North County	\$19,595	\$407,530	\$54,566	\$372	\$482,063
Central Mobility Hub and Connections	\$108,480	\$0	\$46,156	\$5,448	\$160,085
I-5 NCC	\$530,432	\$934,666	\$278,295	\$26,747	\$1,770,139
SR 125/Border Access	\$805,464	\$362,731	\$42,924	\$2,900	\$1,214,019
SR 56	\$13,122	\$0	\$2,091	\$23,409	\$38,622
I-15	\$4,854	\$24,646	\$0	\$0	\$29,500
SR 94	\$14,800	\$142,526	\$15,985	\$0	\$173,311
<i>Subtotal Corridors</i>	<i>\$1,606,028</i>	<i>\$1,932,042</i>	<i>\$509,426</i>	<i>\$70,548</i>	<i>\$4,118,044</i>
<b>Other Corridors and Substantially Completed Projects</b>					
MidCoast Projects <sup>1</sup>	\$1,175,406	\$81,733	\$1,150,718	\$29,044	\$2,436,901
Substantially Completed Projects <sup>2</sup>	\$653,534	\$979,231	\$662,331	\$45,752	\$2,340,848
<i>Subtotal Other Corridors and Substantially Completed Projects</i>	<i>\$1,828,940</i>	<i>\$1,060,964</i>	<i>\$1,813,049</i>	<i>\$74,796</i>	<i>\$4,777,749</i>
<b>Operations/Maintenance</b>					
Highway	\$455,620	\$759,806	\$21,317	\$90,474	\$1,327,217
Transit (incl. operations/planning/infrastructure/capital)	\$2,610,446	\$1,341,453	\$1,343,948	\$1,842,993	\$7,138,839
Local Street and Road	\$9,057	\$0	\$495,677	\$111,056	\$615,790
Local EMP Program	\$58,484	\$0	\$477,084	\$4,703	\$540,271
<i>Subtotal Operations/Maintenance</i>	<i>\$3,133,607</i>	<i>\$2,101,258</i>	<i>\$2,338,026</i>	<i>\$2,049,226</i>	<i>\$9,622,117</i>
<b>Active Transportation</b>					
Bicycle/Pedestrian	\$88,229	\$222,699	\$323,842	\$122,372	\$757,142
Smart Growth	\$0	\$0	\$21,147	\$18,586	\$39,733
<i>Subtotal Active Transportation</i>	<i>\$88,229</i>	<i>\$222,699</i>	<i>\$344,989</i>	<i>\$140,958</i>	<i>\$796,875</i>
<b>Local Improvements</b>					
Street and Road	\$56,354	\$8,276	\$913,888	\$821,187	\$1,799,705
Regional Arterial System	\$55,257	\$35,200	\$194,544	\$228,227	\$513,228
<i>Subtotal Local Improvements</i>	<i>\$111,611</i>	<i>\$43,476</i>	<i>\$1,108,433</i>	<i>\$1,049,414</i>	<i>\$2,312,933</i>
<b>Transportation Systems/Demand Management</b>					
ITS/Traffic Signals	\$9,752	\$38,763	\$152,252	\$33,493	\$234,260
TDM	\$108,949	\$0	\$752	\$1,500	\$111,200
<i>Subtotal Transportation Systems/Demand Management</i>	<i>\$118,701</i>	<i>\$38,763</i>	<i>\$153,004</i>	<i>\$34,993</i>	<i>\$345,460</i>
<b>GRAND TOTAL</b>	<b>\$6,887,116</b>	<b>\$5,399,202</b>	<b>\$6,266,926</b>	<b>\$3,419,934</b>	<b>\$21,973,178</b>

<sup>1</sup> MidCoast Projects include the primary MidCoast project and associated projects - Elvira to Morena, San Diego River Bridge, Gilman, Voigt, & Rose Canyon Bridges

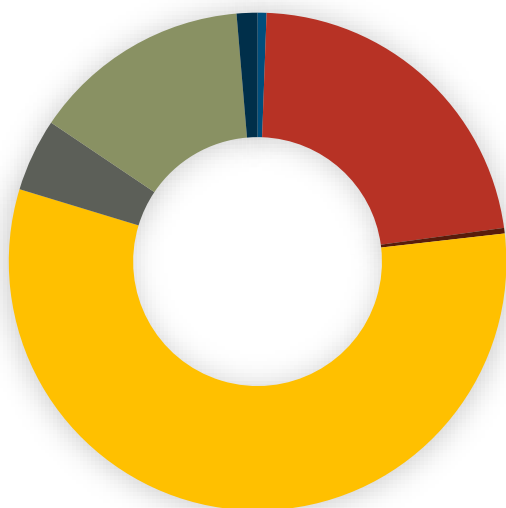
<sup>2</sup> Substantially Completed Projects are open to traffic but not closed out of the budget or RTIP for miscellaneous remaining tasks including plant establishment

**2025 RTIP  
Program by Mode  
All Years including Prior**



- Complete Corridors - Multi-Modal: 0.5%
- Complete Corridors - Highway: 22.7%
- Complete Corridors - Transit: 17.2%
- Operations/Maintenance: 44%
- Active Transportation: 3.6%
- Local Improvements: 10.5%
- TSM/TDM: 1.6%

**2025 RTIP  
Program By Mode  
Current RTIP Years (2025-2029)**



- Complete Corridors - Multi-Modal: 0.6%
- Complete Corridors - Highway: 22.2%
- Complete Corridors - Transit: 0.4%
- Operations/Maintenance: 56.6%
- Active Transportation: 4.7%
- Local Improvements: 14.2%
- TSM/TDM: 1.3%

*TSM/TDM - Transportation Systems Managemenet/Transportation Demand Management*

## 2025 Regional Transportation Improvement Program (RTIP) Public Comments and Responses on Draft RTIP

Comment No.	Agency	Last Name	First Name	Comment	Response	Comment Date	Form
1	Caltrans Federal Programming Group	Kang	Peter	Page 190 (4-1), Chapter 4-Funding Assumptions: Second paragraph states the 2024 STIP FE includes a total estimate of \$2.9 billion in program capacity over the five-year FE period and is a 37% increase compared to the 2022 five- year FE period. Page 2-8 (34) paragraph two states the 2024 STIP FE includes total STIP program capacity over the five- year FE period of \$1.7 billion including \$1.6 billion of new program capacity and it is a 101% increase from the 2022 STIP. Please ensure the STIP funding estimates and increase amounts are accurate and consistent.	Updated reference in Chapter 2 for consistency with Chapter 4 reference	8/28/2024	Email
2	Caltrans Federal Programming Group	Kang	Peter	Page 202 (4-13), Chapter 4-Funding Assumptions: How is SANDAG addressing the projected deficit for the Metropolitan Transit System?	Updated section based on Final Adopted FY2025 MTS Budget; MTS is using reserves to eliminate the deficit in FY 2025, and is weighing various options for eliminating the deficits in FY 2026 through FY 2029.	8/28/2024	Email
3	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please add a section discussing SANDAGs Federal Land Management Agency (FLMA) Consultation. If there are no federal lands, then please add wording that there are no federal lands that are managed by Federal Land Management Agencies. FTIP Development Guidance states MPOs should include a description in the FTIP about how they coordinate their programming process with FLMAs in the region. Describe projects in the region that are providing better access to federal lands and describe any federal funding sources for projects that are coordinated with FLMAs.	Added paragraph on page 2-12 in Chapter 2.	8/28/2024	Email
4	Caltrans Federal Programming Group	Kang	Peter	Page TBD: Please provide the SANDAG Board Resolution in the final RTIP.	Adoption resolution included in Final 2025 RTIP	8/28/2024	Email
5	Caltrans Federal Programming Group	Kang	Peter	Page 266, Appendix B-Table B-1: HSIP back up list dated 5/7/24 includes the following projects that are not listed in the RTIP: H9-11-006, H9-11-016, H8-11-016; please clarify (see attached HSIP back up list).	The 3 projects are programmed in the 2025 RTIP, but the HSIP project numbers were not visible, have added the HSIP project numbers to the project descriptions	8/28/2024	Email
6	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please update the SHOPP revenue and programmed funding per attached latest SHOPP funding report (see attachment). SHOPP funding report and 2025 RTIP show prior SHOPP funding, but no prior funding is listed in 2025 SANDAG Financial Summary template; please clarify. Please ensure all updates are also reflected in the revenue and programmed tables in the 2025 SANDAG Financial Summary template.	SHOPP programming and revenues have been updated to align with listing dated 8/16/2024, except for the Sustainability & Miscellaneous project, as this will be added in the first amendment to the 2025 RTIP.	8/28/2024	Email
7	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: 2025 SANDAG Financial Summary template shows Carbon Reduction Program (CRP) funding, but none is listed in revenue and programmed funding; please clarify.	CRP funding is shown as part of "Federal Transit Administration (FTA) Other"	8/28/2024	Email
8	Caltrans Federal Programming Group	Kang	Peter	Pages 192 & 193: Please check SANDAGs CMAQ apportionments for the four FYs on the revenue and programmed tab. The apportionments are well under what is provided for SANDAG for FYs 25, 27 and 28; please clarify.	CMAQ apportionments are accurate. The reason for the large balances in FYs 2025, 2027, and 2028 is that we are working to update project budgets to program additional CMAQ funding.	8/28/2024	Email
9	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL26 Detailed project description does not match CTIPS; please clarify if CTIPS should be updated. Please add note from CTIPS that toll credits will be used to match federal funds for the CON phase. Please confirm if STIP funds are programmed correctly as AC.	<b>Toll credit notations should be removed from CTIPS. All STIP funding on this project is in prior years.</b>	8/28/2024	Email
10	Caltrans Federal Programming Group	Kang	Peter	Page 50, Chapter 3-Table 3-1: CAL38 Please confirm if STIP funds are programmed correctly as AC.	All STIP funding on this project is in prior years.	8/28/2024	Email

11	Caltrans Federal Programming Group	Kang	Peter	Page 125, Chapter 3-Table 3-1: SAN29 Please confirm IIP funds are programmed correctly.	All IIP funding on this project is in prior years.	8/28/2024	Email
12	Caltrans Federal Programming Group	Kang	Peter	Page 132, Chapter 3-Table 3-1: SAN 264 Description states toll credits will be used to match federal funds for the CON phase, but the only funding types are TransNet and Local Funds; please clarify.	Will remove Toll credits notation from the project description.	8/28/2024	Email
13	Caltrans Federal Programming Group	Kang	Peter	Page 145, Chapter 3-Table 3-1: MTS28 Total project cost does not match CTIPS; please clarify.	The reason for the difference in total cost is that we omit prior transit ops/maintenance funding from the project tables, as it does not accurately reflect the current work on the project. The total cost (incl. prior ops/maint) of \$1,059,120,000 matches CTIPS.	8/28/2024	Email
14	Caltrans Air Quality Branch	Espinosa Araiza	Erika	For the Conformity Analysis Documentation Checklist, the document name and footer both say 2023 RTIP Amendment #13 and Amendment to the Regional Plan. Please correct.	Updated footer and document name	8/28/2024	Email
15	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.104 (b, c) Include the final board adoption resolution in the final draft of the Conformity Finding. Document the date of the final board adoption resolution in the Conformity Documentation checklist.	Final draft of Board resolution included, date of adoption has been included in the checklist	8/28/2024	Email
16	Caltrans Air Quality Branch	Espinosa Araiza	Erika	93.108 This is documented on p. 5 of the Draft Conformity Finding as well. We recommend including this in the Conformity Documentation Checklist.	Added to the checklist	8/28/2024	Email

**CHANGES TO PROJECTS BETWEEN  
DRAFT AND FINAL 2025 RTIP**

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
Caltrans	CAL09	Interstate 5 - HOV/Managed Lanes	(\$1,218)	Removed FY28 CMAQ and Toll Credits
Caltrans	CAL485	Bridge Rail Replacement and Upgrade. San Diego, Quince Street to Washington Street. (Part of CAL46D)	\$0	Revised funding between fiscal years, marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL538	SR 67 Improvements	\$3,000	Increased TransNet - MC; updated project description to match FY25 SANDAG CIP
Caltrans	CAL558	Rehabilitate Culverts and Worker Safety Enhancements (Part of CAL46E)	\$0	Revised funding between fiscal years
Caltrans	CAL560	Pavement Rehabilitation and System Enhancements (Part of CAL46E)	\$0	Revised funding between fiscal years, marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL562	Transportation Management System (TMS) and American with Disabilities (ADA) standards (Part of CAL46E)	(\$34,456)	Completed project, CON funding to be voted at August 2024 CTC meeting
Caltrans	CAL599	Curb ramps and Pedestrian Accessible Signals	(\$100)	Reduced SHOPP - Mandates - National Hwy System (AC) to align with SHOPP listing dated 8/16/2024
Caltrans	CAL602	In San Diego County at Ramona. (Part of CAL46E)	\$0	Revised funding between fiscal years
Caltrans	CAL614	I-805 North Construct Operational Improvements (Part of CAL46A)	(\$1)	Marked project as Complete to align with SHOPP listing dated 8/16/2024
Caltrans	CAL616	San Diego-Coronado Bay Suicide Deterrent Fences (Part of CAL46E)	\$0	Revised SHOPP - Bridge Preservation - Bridge - State (HBP) to SHOPP - SB1 - RMRA to align with SHOPP listing dated 8/16/2024
Caltrans	CAL625	Near Descanso south of Wolahi Road; also on Route 8 west and east of Route 79 (Part of CAL46E)	(\$34,315)	Reduced SHOPP-Roadway Preservation-NHS
City of Chula Vista	CHV48	Pavement Major Rehabilitation	\$2,275	Increased TransNet - LSI Carryover
City of Coronado	COR07	Street and Road Major Rehabilitation; Major Drainage; Traffic Operations	(\$6)	Reduced TransNet - LSI Carryover
City of El Cajon	EL03	Overlay/Reconstruction Projects	\$3,000	Increased TransNet - LSI Carryover
City of El Cajon	EL11	Sidewalk, Curb and Gutter, and Pedestrian Ramp Repairs	\$1,634	Increased TransNet - LSI Carryover
City of Escondido	ESC04	Citracado Parkway II	\$1,037	Increased TransNet - LSI Carryover
City of Lemon Grove	LG16	Drainage Improvements (Congestion Relief)	\$200	Increased TransNet - LSI Carryover
City of Lemon Grove	LG17	Street Improvements (Preventive Maintenance)	\$330	Increased TransNet - LSI Carryover
City of Lemon Grove	LG20	Street Improvements (Congestion Relief - Non CI)	\$1,470	Increased TransNet - LSI Carryover
City of San Diego	SD09	Sidewalks - Citywide	(\$153)	Reduced TransNet - LSI Carryover
City of San Diego	SD102A	Otay Truck Route Widening (Ph. 4)	\$349	Increased TransNet - LSI Carryover
City of San Diego	SD129	University Avenue Mobility	\$289	Increased TransNet - LSI Carryover
City of San Diego	SD15	Installation of Street Lights	\$306	Increased TransNet - LSI Carryover
City of San Diego	SD166	Bicycle Facilities	\$886	Increased TransNet - LSI Carryover
City of San Diego	SD16A	Traffic Signals - Citywide	\$1,180	Increased TransNet - LSI Carryover
City of San Diego	SD176	Maintenance and Non Congestion Relief Efforts	\$106	Increased TransNet - LSI Carryover

**CHANGES TO PROJECTS BETWEEN  
DRAFT AND FINAL 2025 RTIP**

Agency	Project ID	Project Title	INC/(DEC) (\$000)	Change Description
City of San Diego	SD18	Traffic Control Measures	\$483	Increased TransNet - LSI Carryover
City of San Diego	SD186	Administrative Expenses	(\$19)	Reduced TransNet - LSI Carryover
City of San Diego	SD23	Flood Resilience Infrastructure - Roadway Drainage Improvements	\$222	Increased TransNet - LSI Carryover
City of San Diego	SD237	Coastal Rail Trail	(\$1,127)	Reduced TransNet - LSI Carryover
City of San Diego	SD245	Euclid + Market Complete Streets project (Part of V14)	\$192	Increased TransNet - LSI Carryover
City of San Diego	SD249	Streamview Drive Improvements Phase 2	(\$1,821)	Reduced TransNet - LSI Carryover
City of San Diego	SD250	La Media Road Improvements	(\$2,013)	Reduced TransNet - LSI Carryover
City of San Diego	SD264	Alvarado Canyon Road Realignment Project	(\$457)	Reduced TransNet - LSI Carryover
City of San Diego	SD266	Normal Street Promenade	(\$380)	Reduced TransNet - LSI Carryover
City of San Diego	SD49	Median Improvements Citywide	(\$2,778)	Reduced TransNet - LSI Carryover
City of San Diego	SD51	North Torrey Pines Road Bridge	\$262	Increased TransNet - LSI Carryover
City of San Diego	SD70	West Mission Bay Drive Bridge over San Diego River	\$661	Increased TransNet - LSI Carryover
City of San Diego	SD96	Street Resurfacing and Reconstruction Citywide	\$6,448	Increased TransNet - LSI Carryover
City of San Diego	SD99	Bridge Rehabilitation	\$724	Increased TransNet - LSI Carryover
County of San Diego	CNTY99	Etchevery Road	(\$979)	Reduced TransNet - LSI Carryover
North County Transit District	NCTD03	ADA Paratransit Services	\$0	Revised TransNet - SS to TransNet - ADA
San Diego Association of Governments	SAN183	Batiquitos Lagoon Double Track (Part of SAN114)	\$72	Increased TransNet - MC
San Diego Association of Governments	SAN253	Comprehensive Multimodal Corridor Plan (CMCP) - Central Mobility Hub and Connections	\$0	Revised fund source
San Diego Association of Governments	SAN261	Palomar Street Rail Grade Separation	\$0	Revised fund source
Various Agencies	V11	State Route 11	(\$83,593)	Increased TransNet - Border; Increased CBI; Increased SB1-TCEP; Revised TransNet - MC between fiscal years; Reduced TIFIA and revised between fiscal years



# Chapter 5

## Air Quality Conformity Analysis

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### San Diego Air Basin Transportation Conformity Background

On May 21, 2012, the U.S. Environmental Protection Agency (U.S. EPA) designated the San Diego air basin as a nonattainment area for the 2008 Eight-Hour Ozone National Ambient Air Quality Standard (NAAQS) and classified it as a Marginal area with an attainment date of December 31, 2015. This designation became effective on July 20, 2012. SANDAG determined conformity to the new standard on May 24, 2013, using the applicable model approved by the U.S. EPA to forecast regional emissions (EMFAC2011). The U.S. Department of Transportation (U.S. DOT), in consultation with the U.S. EPA, made its conformity determination on June 28, 2013.

Effective June 3, 2016, the U.S. EPA determined that 11 areas, including the San Diego air basin, failed to attain the 2008 ozone NAAQS by the applicable attainment date of December 31, 2015, and thus were reclassified by operation of law as Moderate nonattainment areas. States containing any portion of these new Moderate areas were required to submit State Implementation Plan (SIP) revisions to meet the statutory and regulatory requirements that apply to Moderate nonattainment areas, by January 1, 2017.

The San Diego County Air Pollution Control District (SDAPCD) submitted a SIP revision addressing Moderate area requirements to the California Air Resources Board (CARB) on December 27, 2016. CARB submitted the SIP revision document to the U.S. EPA on April 12, 2017. Effective December 4, 2017, the U.S. EPA found the motor vehicle emissions budgets for the Reasonable Further Progress milestone year of 2017 from the *2008 Eight-Hour Ozone Attainment Plan for San Diego County* adequate for transportation conformity purposes for the 2008 ozone NAAQS.

On August 23, 2019, the U.S. EPA published a final rule in the Federal Register reclassifying the San Diego air basin by operation of law from a Moderate nonattainment area for the 2008 ozone NAAQS to Serious, effective September 23, 2019 (84 FR 44238). This rulemaking changed the 2008 ozone NAAQS attainment deadline to July 20, 2021, with an attainment year of 2020.

On October 26, 2015, the U.S. EPA published in the Federal Code of Regulation a new ozone NAAQS, referred to as the 2015 ozone standard. The new standard revised the allowable ozone level to 0.070 parts per million (ppm). The 2015 ozone standard became effective on December 28, 2015. On June 4, 2018, U.S. EPA published a final rule that designated the San Diego region as nonattainment, with a classification of Moderate, for the 2015 ozone NAAQS, with an attainment deadline of August 3, 2024, and an attainment year of 2023.

At its May 24, 2019, meeting the Board adopted the *2015 Ozone National Ambient Air Quality Standard Conformity Demonstration* for the 2018 Regional Transportation Improvement Program (2018 RTIP) and 2015 Regional Plan and found the documents, as amended, in conformity with the requirements of the federal Clean Air Act (CAA) and applicable SIP. The U.S. DOT, in consultation with the U.S. EPA made its conformity determination on June 21, 2019.

On November 19, 2020, CARB adopted the *2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County* (2020 SIP) developed by the SDAPCD, which addressed both the 2008 and 2015 ozone standards. Included in the San Diego 2020 SIP was a request for a voluntary reclassification to Severe nonattainment for both the 2008 and 2015 ozone NAAQS. The reclassification extended the timeline to meet the standards and aligned with air quality modeling. The reclassification was approved by U.S. EPA on July 2, 2021. On June 4, 2021, U.S. EPA posted on the Office of Transportation and Air Quality website the adequacy review and public comment on the 2008 and 2015 Eight-Hour Ozone Attainment Plan budgets. On October 4, 2021, U.S. EPA published in the Federal Register the adequacy finding for the on-road transportation air quality budgets in the 2020 SIP with an effective date of October 19, 2021.

Effective July 2, 2021, the U.S. EPA approved the request from CARB to reclassify the San Diego air basin ozone nonattainment area to Severe for both the 2008 and 2015 ozone NAAQS. The reclassification of the 2008 ozone NAAQS from Serious to Severe changed the attainment date from July 20, 2021, (as a Serious area) to July 20, 2027, (as a Severe area) and the attainment demonstration year from 2020 to 2026. The reclassification of the 2015 ozone NAAQS from Moderate to Severe changed the attainment date from August 3, 2024, (as a Moderate area) to August 3, 2033, (as a Severe area) and the attainment demonstration year from 2023 to 2032. On October 4, 2021, the U.S. EPA published in the Federal Register the adequacy finding for the on-road transportation air quality budgets in the 2020 SIP with an effective date of October 19, 2021. On July 12, 2021, the 2020 SIP was found complete by U.S. EPA by operation of law six months after the submittal date. On December 19, 2023, U.S. EPA published in the Federal Register the proposed rulemaking approving the 2020 SIP.

On December 10, 2021, the Board adopted San Diego Forward: The 2021 Regional Plan (2021 Regional Plan) found it along with the 2021 RTIP, as amended, in conformity with the requirements of the federal CAA and applicable SIP. The U.S. DOT, in consultation with the U.S. EPA, made its conformity determination on January 28, 2022. On October 13, 2023, the Board approved the Amendment to the 2021 Regional Plan and found the Amended 2021 Regional Plan in conformity with the requirements of the Clean Air Act and applicable SIP. On June 28, 2024, the SANDAG Board of Directors adopted the 2023 Regional Transportation Improvement Program (2023 RTIP) Amendment No. 13 and the Amended 2021 Regional Plan conformity redetermination. This conformity determination applied the reasonable further progress emission budgets from the 2020 San Diego SIP.

## **Demonstration of Fiscal Constraint**

The 2025 RTIP is consistent with the Amended 2021 Regional Plan. As a financially constrained document, the 2025 RTIP contains only those major transportation projects listed in the Revenue Constrained Amended 2021 Regional Plan. Chapter 4 of the 2025 RTIP includes detailed discussion on fiscal constraint and overall financial capacity to carry out projects included in the RTIP. Tables 4-1a through 4-1c are program summaries for the 2025 RTIP. Based on the analysis, the projects contained in the 2025 RTIP are reasonable when considering available funding sources.

## Development of Transportation Control Measures

In 1982, SANDAG adopted four Transportation Tactics as elements of the 1982 Regional Air Quality Strategy (RAQS). These Transportation Tactics are: (1) Transportation Demand Management (TDM); (2) transit improvements; (3) traffic flow improvements; and (4) bicycle facilities and programs.

These four Transportation Tactics were subsequently approved by the SDAPCD Board and are included in the 1982 SIP for Air Quality as Transportation Control Measures (TCMs). The U.S. EPA approved this SIP revision for the San Diego Air Basin in 1983. The four TCMs have been fully implemented, and continue to be funded, although the level of implementation established in the SIP has been surpassed.

The California CAA required the preparation of a 1991 RAQS, including TCMs. During 1991 and 1992, SANDAG, in cooperation with local agencies, transit agencies, and the SDAPCD, developed a TCM Plan. SANDAG approved the TCM Plan on March 27, 1992.

On June 30, 1992, the SDAPCD amended the TCM Plan and adopted the 1991 RAQS, including the amended TCM Plan. TCMs included in the 1991 RAQS include the four Transportation Tactics described above as well as a Transportation Demand Management (TDM) program, vanpools, high-occupancy vehicle lanes, and Park & Ride facilities. On November 12, 1992, CARB gave approval to the 1991 RAQS, including the TCMs.

The 1995 Triennial RAQS Update subsequently deleted the Employee Commute Travel Reduction Program contained in the TDM program because the program was no longer required under federal law. Assembly Bill 3048 (Statutes of 1996, Chapter 777) eliminated all state requirements for mandatory trip-reduction programs. As a result, the Student Travel Reduction Program, the Non-Commute Travel Reduction Program, and the Goods Movement/Truck Operation Program proposed in the 1991 RAQS were no longer statutorily mandated and were deleted from the RAQS in 1998. The 2001, 2004, 2009, and 2016 RAQS Revisions did not make changes to measures related to mobile sources or the TCM Plan.

## Air Quality Conformity Requirements

SANDAG—as the Metropolitan Planning Organization—and the U.S. DOT must determine that the 2025 RTIP and the Amended 2021 Regional Plan conform to the applicable SIP. Conformity to the SIP means that transportation activities will not create new air quality violations, worsen existing violations, or delay the attainment of the NAAQS.

Based upon the U.S. EPA's Transportation Conformity Rule, as amended, conformity of transportation plans and programs, including the 2025 RTIP, is determined according to the 1990 CAA Amendments [Section 176(c)(3)(A)] if the following is demonstrated:

- The 2025 RTIP provides for the timely implementation of the Transportation Tactics contained in the 1991 RAQs. These tactics also are included as TCMs in the 1982 SIP.
- A quantitative analysis is conducted on the cumulative emissions of projects programmed within the 2025 RTIP including all regionally significant, capacity-increasing projects. Further, implementation of the projects and programs must meet the motor vehicle emissions budget developed by local and state air quality agencies and be approved by the U.S. EPA. The 2025 RTIP must meet the applicable emission budgets prescribed in the 2020 Plan for Attaining the National Ambient Air Quality Standards which were found adequate for transportation conformity purposes by the U.S. EPA effective October 19, 2021, and which were approved by the U.S. EPA effective April 1, 2024.

- In addition to the required emissions tests, consultation with transportation and air quality agencies is required. The consultation process followed to prepare the air quality conformity analysis must comply with the San Diego Transportation Conformity Procedures adopted in July 1998.
- Interagency consultation involves SANDAG, SDAPCD, Caltrans, CARB, the U.S. DOT, and the U.S. EPA, which form the San Diego Region Conformity Working Group (CWG).

Consultation is a three-tier process that:

1. Formulates and reviews drafts through a conformity working group.
2. Provides local agencies and the public with opportunities for input through existing regional advisory committees and workshops.
3. Seeks comments from affected federal and state agencies through participation in the development of draft documents and circulation of supporting materials prior to formal adoption.

SANDAG consulted with the CWG for the preparation of the new air quality analysis of the 2025 RTIP. Conformity of the Amended 2021 Regional Plan also is being redetermined for consistency purposes.

The schedule for the development of the 2025 RTIP, and criteria and procedures for determining conformity, including revenue constrained financial assumptions and revenue strategies, were presented to the CWG on March 6, 2024. The draft list of projects was distributed to the CWG on April 29, 2024. Criteria and procedures for determining conformity, including latest emission model, emission budgets, regional growth forecast, SCS land use pattern, list of transportation projects, list of exempt projects, transportation control measures, and public involvement and outreach, were presented to the CWG on May 1, 2024. The results of the quantitative emissions analyses for the 2025 RTIP conformity determination and Amended 2021 Regional Plan redetermination were distributed on June 3, 2024, to the CWG for an initial review and 30-day comment period.

The draft 2025 RTIP and its conformity analysis and the Amended 2021 Regional Plan conformity redetermination were released for public review and comment on July 31, 2024. The conformity analysis will be brought to the SANDAG Board for consideration on September 27, 2024. The following sections provide a summary of the air quality conformity analysis of the 2025 RTIP and Amended 2021 Regional Plan in relation to the above conformity requirements.

## **Conformity Finding – Transportation Control Measures**

The first requirement of the air quality conformity finding is to provide for the expeditious implementation of adopted TCMs, which are also the Transportation Tactics included in the 1991 RAQS. These tactics are ridesharing, transit improvements, traffic flow improvements, and bicycle facilities and programs.

The 1982 SIP established the TCMs, which identified general objectives and implementing actions for each tactic. Due to substantial investments since 1982, SANDAG has fully implemented the TCMs. Ridesharing, transit, bicycling, and traffic flow improvements continue to be funded, although the level of implementation established in the SIP has been surpassed. No TCMs have been removed or substituted from the SIP.

The 2025 RTIP programs substantial funds for the implementation of the four TCMs (identified as Transportation Tactics) in the 1982 SIP and 2016 RAQS, which have been fully implemented. The Transportation Tactics programmed for implementation are provided in Table 5-1, with approximately \$11.2 billion, or 51.28% of the total funds programmed. Included are \$110.4 million for Ridesharing, \$10.2 billion for Transit Improvements, \$725.4 million for Bicycle Facilities and Programs, and \$234.2 million for Traffic Flow Improvements. Based upon this analysis, the 2025 RTIP provides for the expeditious implementation of the existing TCMs in the 1982 SIP and 2016 RAQS, which remain the federally approved TCMs for the San Diego region.

Table 5-1: 2025 RTIP – San Diego Region (in \$000s) Transportation Tactics

<b>Transportation Tactic</b>	<b>Amount</b>
<b>Transportation Demand Management (TDM)</b>	
TDM	\$110,449
<i>Subtotal TDM:</i>	<i>\$110,449</i>
<b>Transit Improvements</b>	
Mid-Coast	\$2,371,134
Major Transit - LOSSAN Corridor	\$561,946
BRT	\$126,866
Purple/Blue Line	\$4,550
Ops/Maint - Transit	\$7,134,289
<i>Subtotal Transit Improvements:</i>	<i>\$10,198,784</i>
<b>Bicycle Facilities</b>	
Bicycle/Pedestrian Projects	\$725,450
<i>Subtotal Bicycle Facilities:</i>	<i>\$725,450</i>
<b>Traffic Flow Improvements</b>	
Transportation Management System/Intelligent Transportation System	\$234,260
<i>Subtotal Traffic Flow Improvements:</i>	<i>\$234,260</i>
Total Transportation Tactics in 2025 RTIP:	<b>\$11,268,944</b>
Total All Transportation Projects in 2025 RTIP:	<b>\$21,973,178</b>
Share of Transportation Tactics Projects in 2025 RTIP:	<b>51.28%</b>

## Conformity Finding – Quantitative Emissions Analysis

The second requirement of the conformity finding is to conduct a quantitative emissions analysis for the 2025 RTIP. The emissions analysis must show that implementation of the 2025 RTIP and Amended 2021 Regional Plan meet the emissions budgets established in the 2020 SIP.

A quantitative emissions analysis was conducted according to the requirements established in the Transportation Conformity Rule under Section 93.122(b). Motor vehicle emissions forecasts were produced for the following analysis years: 2026, 2029, 2032, 2040, and 2050.

Severe nonattainment area classification for the 2008 Eight-Hour Ozone Standard established 2026 as the attainment year and 2023 as a reasonable further progress demonstration year. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include the attainment year (2026), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2032, 2040). Additionally, the first horizon year (2026) must be within ten years from the base year used to validate the transportation model (2016).

Severe nonattainment area classification for the 2015 Eight-Hour Ozone Standard established 2032 as the attainment year and 2023, 2026, and 2029 as reasonable further progress demonstration years. The analysis years were selected to comply with 40 CFR 93.106(a)(1) and 93.118(a). According to these sections of the Conformity Rule, analysis years must include reasonable further progress demonstration years (2026, 2029), attainment year (2032), the horizon year of the plan's forecast period (2050), and no more than ten years between analysis years (2040). Additionally, the first horizon year (2026) must be within ten years from the base year used to validate the regional transportation model (2016).

The SANDAG regional growth forecasts and transportation models, as well as the CARB emissions model, were used to generate the emissions forecasts. Transportation forecasts were developed using SANDAG's activity-based model (ABM). The ABM simulates individual and household transportation decisions that comprise their daily travel itinerary. It predicts whether, where, when, and how people travel outside their home for activities such as work, school, shopping, healthcare, and recreation. ABM outputs are used as inputs for regional emissions forecasts.

Emissions Factors, EMFAC2017 v1.0.3, was used to project the regional emissions for the 2025 RTIP and Amended 2021 Regional Plan conformity determination. On August 24, 2020, CARB released EMFAC2017 v1.0.3 to the public. On August 15, 2019, the U.S. EPA approved EMFAC2017 for use in conformity determinations. On November 15, 2022, the U.S. EPA approved EMFAC2021 for use in conformity determinations and set a two-year grace period for continued use of EMFAC2017, expiring on November 15, 2024 (87 FR 68483). Consistent with U.S. EPA rulemaking (87 FR 68483) and 40 CFR 93.111, EMFAC2017 was used to project the regional emissions for the air quality conformity analyses of the 2025 RTIP.

The 2025 RTIP and Amended 2021 Regional Plan air quality conformity analysis was conducted for the years 2026–2050. All the capacity-increasing improvements identified in the 2025 RTIP that are on the Regional Arterial System (as defined in the Regional Plan) or the Federal Highway Administration functional classification system (other principal arterials and higher classifications) were modeled.

Table 5-2 provides a summary of the results of the quantitative emissions analysis conducted for the 2025 RTIP and Amended 2021 Regional Plan using budgets from the 2020 SIP. The table demonstrates that the 2025 RTIP and Amended 2021 Regional Plan meet the budgets for the 2008 and 2015 Eight-Hour Ozone Standards. Projected ROG and NO<sub>x</sub> emissions for 2026, 2029, 2032, 2040, and 2050 are below the established SIP budgets.

Table 5-2: 2025 RTIP and the Revenue Constrained Amended 2021 Regional Plan  
Air Quality Conformity Analysis for 2008 and 2015 Eight-Hour Ozone Standards  
(EMFAC2017)

Year	Average Weekday Vehicle Starts (1,000s)	Average Weekday Vehicle Miles (1,000s)	ROG		NOx	
			SIP Emissions Budget Tons/Day	ROG Emissions Tons/Day	SIP Emissions Budget Tons/Day	NOx Emissions Tons/Day
2026	11,527	85,432	12.1	11.5	17.3	14.9
2029	11,891	86,244	11.0	10.3	15.9	13.5
2032	12,278	87,360	10.0	9.2	15.1	12.6
2040	12,972	88,612	10.0	7.3	15.1	11.5
2050	13,668	89,765	10.0	6.7	15.1	11.9

Note: Emissions budgets from the 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County (October 2020) were found adequate for transportation conformity purposes by U.S. EPA, effective October 19, 2021, and were approved by U.S. EPA, effective April 1, 2024.

## Conclusion

Based upon an evaluation of projects and funds programmed and a quantitative emissions analysis, the 2025 RTIP and Amended 2021 Regional Plan meet the U.S. EPA transportation conformity regulations contained within the federal guidelines published on August 15, 1997, and subsequent amendments, as well as the requirements of the federal CAA of 1990.



# 2025 RTIP

## Regional Transportation Improvement Program

Attachment 8

### What goes into the RTIP?

*Projects funded with federal, state, and/or TransNet funds are programmed in the RTIP. Programming is a process required by federal law, which requires that projects be included in a Transportation Improvement Program for funds to be accessed for expenditures.*



### How does the RTIP relate to the 2021 Regional Plan?

*The Regional Transportation Improvement Program implements the projects in the first five years of the 2021 Regional Plan.*

### How do projects get into the RTIP?

*Projects are conceptualized, planned, then added to the SANDAG Program Budget, and approved by a SANDAG Board action before they are programmed in the RTIP. Projects sponsored by Local Agencies, Transit Agencies, and the State are also added to the RTIP after approval by these entities.*



### How & when can you get involved?

*There are opportunities throughout the year to get involved with the RTIP. The program is updated every two years and amended quarterly. Get involved in project selection at the local level in your community. A public hearing for the RTIP is held every two years, and amendments to the RTIP are posted for public comment on the SANDAG website.*

## Proposed Program Budget Amendment and Approval of Contract Award for the Uptown Bikeways: Eastern Hillcrest Bikeway Project

### Overview

The Eastern Hillcrest Bikeways is part of the Uptown Bikeways approved by the Board of Directors as part of the Regional Bike Plan Early Action Program (Bike EAP) in 2013. The 1.1-mile project runs mainly along University Avenue and Normal Street in the City of San Diego, connecting to other regional and local bikeways in the Hillcrest and North Park communities.

### Key Considerations

#### ***Inclusion of the Normal Street Promenade in the Eastern Hillcrest Bikeways Project***

The City of San Diego (City) has asked that SANDAG incorporate the design and construction of the City's Normal Street Promenade into the Eastern Hillcrest Bikeways Project (Project). The Normal Street Promenade is identified in the Uptown Community Plan and will be a new public promenade and pedestrian thoroughfare for the community in Hillcrest along Normal Street between University Avenue and Washington Street. The Normal Street Promenade will extend the existing Pride Plaza and will accommodate the weekly Hillcrest Farmers Market, the San Diego Pride Festival and Parade, and additional community events.

Integrating the City's Normal Street Promenade with SANDAG's Eastern Hillcrest Bikeway Project would most efficiently deliver both projects, advance City and regional active transportation goals, and bring to life the vision proposed in the Uptown Community Plan. On June 18, 2024, SANDAG and the City entered into a Reimbursement Agreement to reimburse SANDAG for the cost to include the Normal Street Promenade as part of SANDAG's Eastern Hillcrest Bikeway Project.

#### ***Award of a Construction Contract***

Solicitations valued at \$5 million or more are brought to the Board for approval prior to award.

SANDAG solicited bids from qualified and experienced contractors between May 2024 and June 2024 to construct the Uptown Bikeways: Eastern Hillcrest Bikeways Project. An engineer's estimate of \$18,563,749.43 was prepared prior to issuance of the Invitation for Bids (IFB). On June 27, 2024, SANDAG received four bids in response to the IFB (see bid summary below).

### Action: Approve

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

1. Approve the acceptance of additional funds from the City of San Diego in the amount of \$12,243,000; and
2. Award a contract to the vendor for construction of the Uptown Bikeways: Eastern Hillcrest Bikeway Project.

### Fiscal Impact:

Funding for the contract will come from Capital Improvement Program, Project No. 1223083.

### Schedule/Scope Impact:

The selected contractor for this project will provide construction services to complete the project in the estimated 400 working days.

Name of Bidder	Amount Bid
Griffith Company	Base Bid: \$27,505,919.00 Additive Alternate: \$21,608.00 <b>Total Bid: \$27,525,527.00</b>
Reyes Construction, Inc.	Base Bid: \$27,740,413.00 Additive Alternate: \$32,592.00 <b>Total Bid: \$27,773,005.00</b>
Dick Miller, Inc. (Non-Responsive)	Base Bid: \$28,383,109.82 Additive Alternate: \$16,884.00 <b>Total Bid: \$28,399,993.82</b>
Nationwide Contracting Services Inc.	Base Bid: \$29,810,095.13 Additive Alternate: \$62,875.00 <b>Total Bid: \$29,872,970.13</b>

The lowest responsive and responsible bid amount is 48.3% over the engineer's estimate and has been evaluated in accordance with SANDAG's policies and procedures. It was determined that the most significant increases in cost can be attributed to landscape, irrigation, electrical, striping, and specialty decorative items. Overall, construction costs have continued to increase due to inflation, labor shortages, and increased demand and this result is consistent with trend. In addition, this project is unique in that it combines more typical bikeway elements with decorative, one-of-a-kind features used in the pedestrian promenade. The addition of liquidated damages for completion of milestone no. 1, the Normal Street Promenade, within 245 days may also have contributed to higher prices due to risk for the contractor to obtain unique decorative features quickly and complete many of the complex elements of the project within this timeframe. Accordingly, the lowest responsive and responsible bid has been deemed fair and reasonable.

On September 9, 2024, the City Council approved a budget amendment to add \$9,013,063 to cover the costs of the construction of the Normal Street Promenade as part of the SANDAG Project. This City Council action increased the total City contribution by \$12,243,000 to a total contribution of \$25,442,628. The SANDAG Board is being asked to approve the acceptance of these funds to the Project budget to support the construction of the Normal Street Promenade.

Staff recommends that the Board authorize the CEO to award the contract to Griffith Company, the lowest responsive and responsible bidder. The total value of the contract will not exceed \$27,527,527.00 plus a 10% contingency of \$2,752,752.70 for a total of \$30,280,279.70.

## **Next Steps**

### ***Budget Amendment***

Pending Board approval, SANDAG staff will amend the project budget to accept the City's funding as shown in Attachment 1. SANDAG and the City will continue to collaborate and ensure the City's contribution for the Normal Street Promenade portion of the Project reflects actual costs.

### ***Contract Award***

Pending Board approval, the budget amendment and authority to award contract will allow SANDAG staff to prepare and issue a construction agreement and contract award to the firm noted above.

***David Cortez, Director of Engineering and Construction***

***Kelly Mikhail, Director of Contracts and Procurement***

Attachment: 1. FY 2025 Program Budget Change: Uptown Bikeways: Eastern Hillcrest Bikeways (CIP Project No. 1223083)

<b>Project Name:</b>	<b>Uptown Bikeways: Eastern Hillcrest Bikeways</b>		
<b>CIP No.</b>	<b>1223083</b>	<b>RTIP No:</b>	<b>SAN234</b>
<b>Project Manager:</b>	<b>Dale Neuzil</b>	<b>Corridor Director:</b>	<b>Omar Atayee</b>

**Project Scope:**

Final environmental clearance, design, and construction of 1.7 miles of on-street bikeway and the Normal Street Promenade.

**Project Limits:**

In the City of San Diego, University Avenue at SR 163 and connecting to the North Park/Mid-City Bikeways.

**Progress to Date:**

Project was advertised in FY 2024. Construction will begin in FY 2025.

**Major Milestones:**

Milestone	Date
Draft Environmental Document	N/A
Final Environmental Document	July-16
Ready to Advertise	May-24
Begin Construction	November-24
Open to Public	November-26
Construction Complete	November-27

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

Budget Phase	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
Administration	\$544	\$325	\$500	\$450	\$150	\$50	\$0	\$0	\$0	\$0	\$0	\$2,019
Environmental Document	0	0	0	0	0	0	0	0	0	0	0	0
Design	3,045	241	0	0	0	0	0	0	0	0	0	3,286
Right-of-Way Support	9	10	0	0	0	0	0	0	0	0	0	19
Right-of-Way Capital	8	0	0	0	0	0	0	0	0	0	0	8
Construction Support	233	225	1,800	3,010	819	20	0	0	0	0	0	6,107
Construction Capital	0	0	8,235	15,000	6,689	336	0	0	0	0	0	30,260
Construction Capital	0	0	8,256	15,000	6,689	336	0	0	0	0	0	30,281
Vehicles	0	0	0	0	0	0	0	0	0	0	0	0
I.T.	0	0	0	0	0	0	0	0	0	0	0	0
Legal	53	105	50	50	11	0	0	0	0	0	0	269
Communications	29	145	100	25	0	0	0	0	0	0	0	299
Project Contingency	0	0	1,002	1,000	100	0	0	0	0	0	0	2,102
Project Contingency	0	0	981	1,000	100	0	0	0	0	0	0	2,081
<b>Total SANDAG</b>	<b>\$3,921</b>	<b>\$1,051</b>	<b>\$11,687</b>	<b>\$19,535</b>	<b>\$7,769</b>	<b>\$406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,369</b>

**Funding Plan (thousands of dollars)**

Funding Source	Prior Years	FY 24	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	FY33	Total
<b>Local</b>												
91000100 TransNet-MC	\$87	\$998	\$4,018	\$7,671	\$2,117	\$266	\$0	\$0	\$0	\$0	\$0	\$15,157
91000100 TransNet-BPNS	3,148	0	2,000	3,000	522	0	0	0	0	0	0	8,670
91000100 TransNet-BPNS	3,148	0	621	0	0	0	0	0	0	0	0	3,769
91030001 City of San Diego	686	53	5,669	5,657	1,035	100	0	0	0	0	0	13,200
91030001 City of San Diego	686	53	7,048	11,864	5,652	140	0	0	0	0	0	25,443
<b>Total Funding</b>	<b>\$3,921</b>	<b>\$1,051</b>	<b>\$11,687</b>	<b>\$16,328</b>	<b>\$3,674</b>	<b>\$366</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$37,027</b>
<b>Total Funding (proposed)</b>	<b>\$3,921</b>	<b>\$1,051</b>	<b>\$11,687</b>	<b>\$19,535</b>	<b>\$7,769</b>	<b>\$406</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44,369</b>



## 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.

### Action: **Approve**

The Board of Directors is asked to ratify the actions taken by the Policy Advisory Committees as noted in the report.

### Fiscal Impact:

None.

### Schedule/Scope Impact:

None.

### [Transportation Committee, September 20, 2024<sup>1</sup>](#)

The Transportation Committee approved:

1. The early termination of Renewing Life's Section 5310 vehicle grant agreement;
2. The early termination of MTS's Section 5310 vehicle grant agreement;
3. A seven-month extension for the City of Lemon Grove's Connect Main Street Smart Growth Incentive Program (SGIP) project;
4. A two-year extension for the City of San Diego's Downtown Mobility Cycleway Improvement Phase 1 and 2 SGIP project; and
5. A two-year extension for the City of El Cajon's Main Street-Green Street Gateway SGIP project.

**Victoria Stackwick, Chief of Staff**

<sup>1</sup> Any changes to these actions will be reported to the Board of Directors following the Transportation Committee meeting on Friday, September 20, 2024.

## 2025 Regional Plan Update

### Overview

As the Metropolitan Planning Organization (MPO) for the San Diego region, a fundamental responsibility of SANDAG is to develop a Regional Plan that meets state and federal requirements. A Regional Plan provides at least a 20-year outlook for transportation priorities and investments and is the basis for both federal and state funding for transportation. It must be updated and approved by regulatory agencies every four years. SANDAG is currently in the process of developing the 2025 Regional Plan.

Over the last year, staff worked closely with the Board of Directors, member agencies, and regional stakeholders to develop an initial concept of transportation projects, programs and policies for the 2025 Regional Plan that was presented to the Board for feedback on [January 26, 2024](#) and [February 9, 2024](#). The Board presentations were followed by consultation with member agency staff and SANDAG working groups.

The initial concept also includes a land use pattern that was developed in coordination with member agency staff. The proposed land use pattern is consistent with local cities and the county's general plan land use designations and mirrors the Series 15 forecast. The SCS land use pattern was shared at the [April 18, 2024](#), Sustainable Communities Working Group, [August 8, 2024](#) Joint Mobility and Sustainable Communities Working Group meeting, and [September 6, 2024](#) Regional Planning Committee meeting.

Over the summer, staff have been testing the initial concept for transportation and land use in the SANDAG Activity Based Model 3 (ABM3) to determine if it meets state requirements for reducing greenhouse gas emissions (GHG) and vehicle miles traveled (VMT) as well as federal requirements for air quality. Staff will provide an overview of the modeling, proposed updates to the initial concept, and next steps for developing the 2025 Regional Plan.

### Key Considerations

The ABM3 is the new regional model based on post pandemic travel data. It is the primary tool used to evaluate how the proposed projects, programs, policies, and land use in the Regional Plan will meet federal and state<sup>1</sup> requirements.

SANDAG uses the ABM3 to account for residents, visitors, Border crossers, interregional trips, commercial vehicles, freight trucks, and air passengers traveling in the San Diego region. This includes simulating travel to work, school, shopping, recreation, healthcare, and more. The ability for the ABM3 to simulate trip making is based on a wide range of data sources and survey information on land use, demographics, economic attributes, transportation infrastructure and investments, costs, and how people

### Action: Discussion

Staff will present an overview of the preliminary modeling, proposed updates to the initial concept, and next steps for developing the 2025 Regional Plan.

### Fiscal Impact:

Development of the 2025 Regional Plan is funded through Overall Work Program Element Nos. 3103000 and 3100407.

### Schedule/Scope Impact:

The draft 2025 Regional Plan is anticipated to be released for public review in spring 2025. The proposed final Regional Plan and its environmental document are expected to be brought to the Board of Directors for approval in late 2025.

<sup>1</sup> The latest state and federal requirements were presented to the Board of Directors on [April 28, 2023](#).

and goods travel. Initial modeling shows that the types and number of trips that are made within our region are primarily influenced by investments in transit, land use, and policies such as frequent and faster transit and pricing strategies (e.g. parking pricing, decreased transit costs).

SANDAG's ABM3 is state of practice for large MPOs. Prior to use for the 2025 Regional Plan, the ABM3 was peer reviewed by national experts, peer MPO agency staff, and CARB technical staff. The technical methodology and assumptions applied in the ABM3 are documented in the [Draft Technical Methodology to Estimate GHG for the 2025 Regional Plan and SCS \(April 2024\)](#). SANDAG also consults with federal and state agencies about federal air quality requirements. SANDAG's methodology for federal air quality conformity standards is overseen by the SANDAG Conformity Working Group which consists of staff from the Air Pollution Control District, Caltrans, Federal Transit Administration, U.S. EPA, Federal Highway Administration, San Diego County, and Port of San Diego.

A series of model runs were completed and preliminary results indicate that SANDAG will likely meet its requirements towards SB-375 and Federal Air Quality Conformity. Based on feedback received and results from the preliminary modeling, staff is proposing refinements to the network that include fewer general purpose lane conversions to managed lanes; removal of managed lanes in corridors with low projected traffic volumes; expansions of several neighborhood electric vehicle (NEV) and microtransit service area boundaries; transition of the SR 125 from a toll road to managed lanes before 2035; and transit network adjustments to reduce route redundancies and adapt frequencies where needed. Initial modeling results indicate that the network with the proposed changes will likely meet the requirements of SB-375 and Federal Air Quality Conformity.

The proposed 2025 Regional Plan network changes, updated maps, details on the supportive programs and policies, and comparison of the revised network to the TransNet Ordinance Project List are included in Attachments 1-4, respectively.

### **Next Steps**

As part of the development of the Draft Plan, staff will model regional performance measures and finalize the proposed transportation projects costs and revenues bringing an update to the Board in early 2025. The Draft Plan is anticipated to be released in spring 2025 and the Draft Environmental Impact Report in summer 2025.

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

Attachments: 

1. Summary of Proposed Changes to the Initial Concept
2. Proposed Draft 2025 Regional Plan Network (September 2024)
3. Proposed Policies and Programs Summary
4. TransNet Ordinance Project List – Proposed Draft 2025 Regional Plan Network Comparison Summary

### Summary of Proposed Changes to the Initial Concept

Corridor	Initial Concept	Proposed Draft 2025 Regional Plan Network
Regionwide		Revisions and expansions of several neighborhood electric vehicle (NEV) and microtransit service areas boundaries: <ul style="list-style-type: none"> <li>North County service areas updated to reflect jurisdiction boundaries and NCTD plans</li> <li>Lakeside and Casa de Oro/Spring Valley service areas expanded to include nearby disadvantaged communities</li> </ul>
I-5 from SR 905 to SR 54	8 freeway lanes to 6 freeway lanes + 2 managed lanes by 2035	8 freeway lanes to 8 freeway lanes + 2 managed lanes by 2035
I-5 from SR 54 to SR 15	8/10 freeway lanes to 6/8 freeway lanes + 2 managed lanes by 2035	8/10 freeway lanes to 8 freeway lanes + 2 managed lanes by 2035
I-5 from I-805 to SR <del>76</del>	8 freeway lanes + 2 HOV lanes to 6 freeway lanes + 4 managed lanes by 2035	8 freeway lanes + 2 HOV lanes to 8 freeway lanes + 2 managed lanes by 2035
<u>I-5 from SR 78 to SR 76</u>	<u>8 freeway lanes to 6 freeway lanes + 4 managed lanes by 2035</u>	<u>8 freeway lanes to 8 freeway lanes + 2 managed lanes by 2035</u>
I-5 from SR 76 to County Line	8 freeway lanes to 6 freeway lanes + 4 managed lanes by 2050	Keep 8 freeway lanes
I-805 from SR 905 to Palomar St	8 freeway lanes to 6 freeway lanes + 4 managed lanes by 2035	Keep 8 freeway lanes
I-805 from Palomar St to SR 94	8 freeway lanes + 2 HOV lanes to 6 freeway lanes + 4 managed lanes by 2035	8 freeway lanes + 2 HOV lanes to 8 freeway lanes + 2 managed lanes + 2 transit lanes by 2035
I-805 from SR 94 to SR 52	8 freeway lanes to 6 freeway lanes + 4 managed lanes by 2035	8 freeway lanes to 8 freeway lanes + 2 managed lanes by 2035
I-805 from SR 52 to I-5	8 freeway lanes + 2 HOV lanes to 6 freeway lanes + 4 managed lanes by 2035	8 freeway lanes + 2 HOV lanes to 8 freeway lanes + 2 managed lanes + 2 transit lanes by 2035



Corridor	Initial Concept	Proposed Draft 2025 Regional Plan Network
I-15 from I-805 to I-8	8 freeway lanes + 2 transit lanes to 6 freeway lanes + 2 transit lanes + 2 managed lanes by 2035	8 freeway lanes + 2 transit lanes to 6 freeway lanes + 2 transit lanes + 2 managed lanes by 2050
I-15 from I-8 to SR 163	8 freeway lanes to 6 freeway lanes + 4 managed lanes by 2035	8 freeway lanes to 8 freeway lanes + 2 managed lanes by 2035  8 freeway lanes + 2 managed lanes to 6 freeway lanes + 4 managed lanes by 2050
I-8 from I-5 to Lake Jennings Park Rd	8 freeway lanes to 6 freeway lanes + 2 managed lanes by 2050	Keep 8 freeway lanes  Add operational improvements on I-8
SR 52 from I-5 to I-805	4 freeway lanes to 4 freeway lanes + 2 managed lanes by 2050	Keep 4 freeway lanes
SR 52 from I-805 to I-15	6 freeway lanes to 4 freeway lanes + 2 managed lanes by 2035  Operational improvements including truck climbing lane by 2035	6 freeway lanes to 4 freeway lanes + 2 managed lanes by 2050  Operational improvements including truck climbing lane by 2035
SR 54 from I-805 to SR 125	6 freeway lanes to 4 freeway lanes + 2 managed lanes by 2050	Keep 6 freeway lanes
SR 905 from I-5 to Otay Mesa Port of Entry	6 freeway lanes to 4 freeway lanes + 2 managed lanes by 2050	Keep 6 freeway lanes
SR 94/SR 125 Managed Lane Connector	Construct new direct connections between Managed Lanes by 2050	Not included  This does not affect the freeway connector project currently being studied by Caltrans (RTIP project CAL68).

Corridor	Initial Concept	Proposed Draft 2025 Regional Plan Network
SR 125 toll road	4 toll lanes to 4 freeway lanes + 2 managed lanes by 2050	4 toll lanes to 4 managed lanes by 2035  4 managed lanes to 4 freeway lanes + 2 managed lanes by 2050
SR 125 from SR 54 to SR 52	6 freeway lanes to 4 freeway lanes + 2 managed lanes by 2050	6 freeway lanes to 6 freeway lanes + 2 managed lanes by 2050
Rapid 450	Rapid bus service from Oceanside to Escondido via Palomar Airport Rd and SR 78	Not included to reduce redundancies along Palomar Airport Rd.
Rapid 483	Rapid bus service from Riverside (Temecula) to Carlsbad Poinsettia Station	Rapid bus service from Riverside (Temecula) to San Marcos. Removed portion along Palomar Airport Rd. to reduce redundancies and added stops at CSUSM and Palomar College to provide service to riders coming from Riverside.
Rapid 207	Rapid bus service from Pacific Beach to Kearny Mesa via Balboa Avenue	Rapid bus service from Balboa Ave Trolley to Kearny Mesa via Balboa Avenue. Removed portion in Pacific Beach to reduce remove redundancies along Grand Ave and Garnet Ave.
Rapid 265	Rapid bus service from Otay to Escondido	Rapid bus service from Otay Mesa Port of Entry to SDSU West via SR 125, I-805, I-15. Removed portion north of SDSU West to remove redundancies along I-15.
Rapid 293	Rapid bus service from Imperial Beach to Otay Ranch	Rapid bus service from Palm Avenue Trolley to Otay Ranch via Palomar St. Removed portion in Imperial Beach to reduce redundancies.

Note: The Unconstrained network will include Managed Lanes on the corridors that were reduced or removed per the list above, along with several Managed Lane Connectors that could not be afforded. These projects can be implemented if needed and as new funding becomes available.





# Draft Proposed 2025 Regional Plan Transportation Network

SEPTEMBER 2024

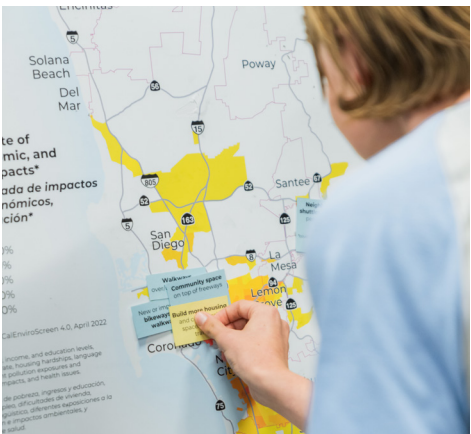
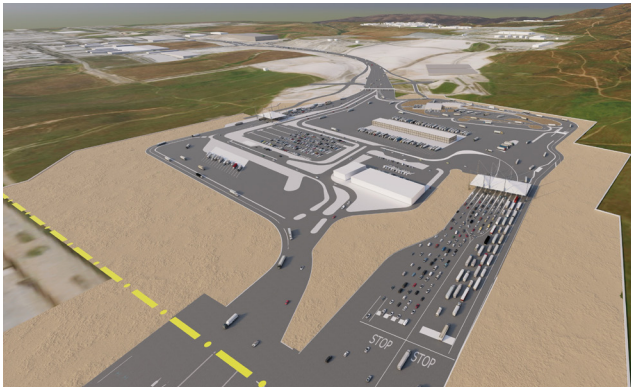
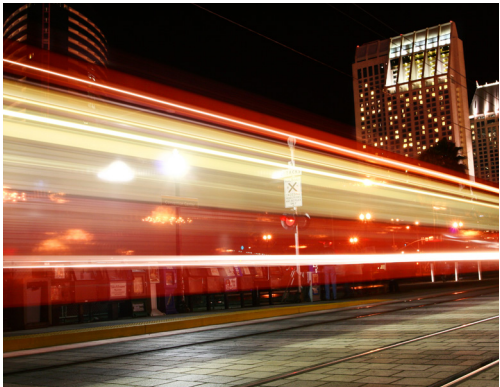
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[SANDAG.org/LanguageAssistance](https://SANDAG.org/LanguageAssistance) | (619) 699-1900





# Regional Plan

The Regional Plan outlines how we will improve transportation, equity, and the environment for people in the greater San Diego area over the next several decades. It takes into account how our region is expected to grow and change and provides a blueprint for our transportation network, coordinated land use, housing, and more. The state and federal governments require us to update this plan every four years. This plan is informed by feedback from the Board of Directors, Policy Advisory Committees, partner agencies, stakeholders, and the public; and the plan is developed by a team of experts using data and research. The projects, programs, and initiatives in the Regional Plan impact every resident of the San Diego region. Visit [SANDAG.org/regionalplan](https://SANDAG.org/regionalplan) to learn more.



## Summary of Public Outreach

We have been collecting feedback all over the San Diego region about the transportation improvements people would like to see in the next Regional Plan. This included input from the general public, community organizations, local government planning staff, our Board of Directors, and more. To help collect this feedback, we:

- ▶ Hosted a community workshop in all six subregions of the San Diego area to understand each area's transportation priorities; and a workshop with government and community representatives in Tijuana to collect feedback about transportation needs along our border region.
- ▶ Partnered with community-based organizations (CBOs) to host a total of 45 pop-up feedback collection events with approximately 2,400 participants.
- ▶ Promoted an online interactive map tool where residents could submit feedback that received approximately 8,300 visits from unique users and more than 2,000 comments.
- ▶ Collected feedback from our Board of Directors (elected officials that represent every area of the region) on potential transportation projects, policies, and programs, equity issues, health, and funding sources we can use to pay for our transportation network.
- ▶ Hosted workshops to collect feedback from our policy advisory committees and working groups that represent communities and government agencies across our region: this included our Transportation, Borders, Regional Planning, and Public Safety Committees; Military, Mobility, Shoreline Preservation, Social Equity, and Sustainable Communities Working Groups; our Social Services Transportation Advisory Council; and the Interagency Technical Working Group on Tribal Transportation Issues.
- ▶ Met regularly with state and federal government agencies, including the California Air Resources Board (CARB), to gather feedback about the strategies in the plan. The plan will strive to meet the state and federal requirements, so our region keeps receiving important funding: these requirements are related to improving air quality, reducing greenhouse gas emissions and the amount of miles people in our region are driving.

Along with your feedback, we have analyzed data about how our region is changing and growing, while also making sure we satisfy the state and federal requirements mentioned above. This report will give you a summary of all this feedback and the transportation projects, programs, and policies we are proposing, while continuing to analyze all these factors.

**Note: this document is a draft that has not been finalized** – before finalizing the network, our staff will need to analyze whether there will be enough potential funding for all the projects, programs and policies in the plan. Then, the public will have another chance to send in comments about the draft in spring 2025, and finally, it will need to be approved by our Board of Directors.

Additionally, many of these projects and policies will require support from individual cities, the County, or other agencies to make them a reality. Any feedback we've collected that is not within SANDAG's authority has been passed on to the appropriate city, County, or other relevant local government agencies.



# 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 many types of transportation connect (ex. public transit routes, bike lanes, or shuttles).



**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.



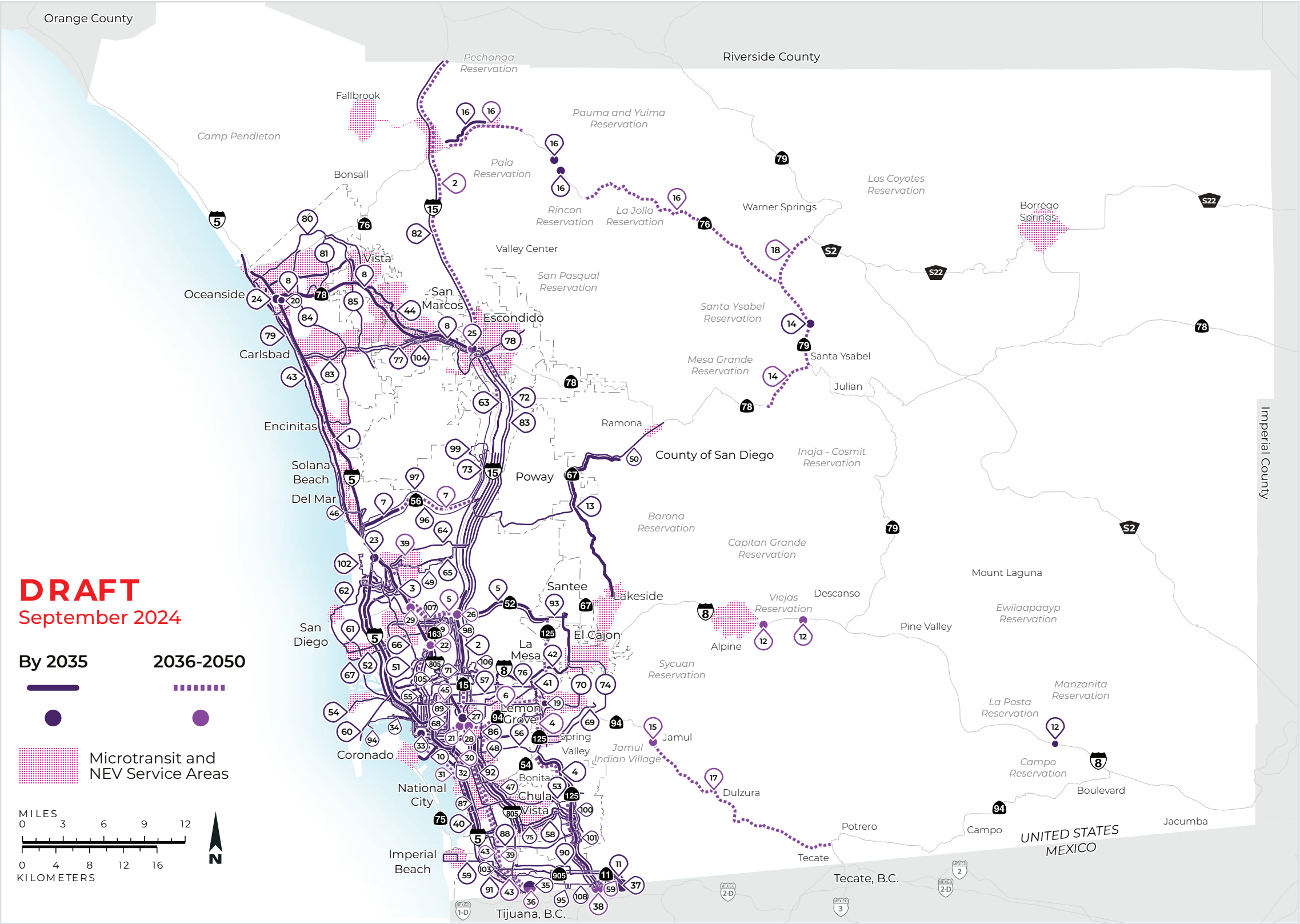
**Shoulder Widening**  
Project that widens pavement on the side of a freeway for safety in case of emergencies.



**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.



# Draft Proposed 2025 Regional Plan Transportation Network: San Diego Region



- 1 I-5 Managed Lanes
- 2 I-15 Managed Lanes
- 3 I-805 Managed Lanes
- 4 SR 125 Managed Lanes
- 5 SR 52 Managed Lanes\*
- 6 SR 94 Managed Lanes
- 7 SR 56 Managed Lanes
- 8 SR 78 Managed Lanes
- 9 SR 163 Managed Lanes

- 10 SR 75 Coronado Bridge Reversible Managed Lane
- 11 SR 11 Roadway Connection to Otay Mesa East POE
- 12 I-8 Interchange Improvements
- 13 SR 67 Improvements
- 14 SR 79 Intersection Improvements
- 15 SR 94 Intersection Improvements
- 16 SR 76 Safety & Operational Improvements

- 17 SR 94 Shoulder Widening/Straightening
- 18 SR 79 Shoulder Widening
- 19 SR 125/SR 94 Interchange/Arterial Improvements
- 20 I-5/SR 78 Interchange/Arterial Improvements
- 21 I-15/SR 94 ML Connector
- 22 I-805/SR 163 ML Connector
- 23 I-5/I-805 ML Connector

- 24 I-5/SR 78 ML Connector
- 25 I-15/SR 78 ML Connector
- 26 I-15/SR 52 ML Connectors
- 27 I-15/I-805 ML Connector
- 28 SR 94/I-805 ML Connector
- 29 I-805/SR 52 ML Connector
- 30 I-5 Working Waterfront Access
- 31 Harbor Dr Multimodal Corridor Improvements

- 32 Vesta Bridge: Phase 1
- 33 Downtown Bus Layover
- 34 Airport Transit Connection
- 35 San Ysidro Mobility Hub
- 36 U.S.-Mexico Border Transit Connection
- 37 Otay Mesa East POE
- 38 Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility
- 39 Purple Line

- 40 Blue Line Improvements
- 41 Orange Line Improvements
- 42 Green Line Improvements
- 43 LOSSAN Improvements
- 44 SPRINTER Improvements
- 45 Balboa Park Perimeter Streetcar
- 46 Local Route 89: Solana Beach to UTC
- 47 Local Route 195: 8th St Trolley to Plaza Bonita
- 48 Local Route 196: 8th St Trolley to Plaza Blvd
- 49 Local Route 984: Mira Mesa to Sorrento Valley
- 50 Rapid 277: Ramona to Sabre Springs Transit Station
- 51 Rapid 120: Kearny Mesa to Downtown
- 52 Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Avenue
- 53 Rapid 209: H St Trolley Station to Millennia
- 54 Rapid 210: La Mesa to Ocean Beach
- 55 Rapid 211: SDSU to Downtown via Adams Ave
- 56 Rapid 212: Spring Valley to Downtown
- 57 Rapid 215: SDSU to Downtown
- 58 Rapid 225: South Bay Rapid
- 59 Rapid 227: Otay Mesa East POE to Imperial Beach
- 60 Rapid 228: Point Loma to Kearny Mesa
- 61 Rapid 229: Downtown to Pacific Beach
- 62 Rapid 230: Balboa Station to UTC
- 63 Rapid 235: Escondido to Downtown
- 64 Rapid 237: UC San Diego to Rancho Bernardo
- 65 Rapid 238: UC San Diego to Rancho Bernardo
- 66 Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego
- 67 Rapid 243: Pacific Beach to Kearny Mesa
- 68 Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest
- 69 Rapid 256: SDSU to Rancho San Diego/Cuyamaca College
- 70 Rapid 259: El Cajon Transit Center to Lemon Grove Depot
- 71 Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15
- 72 Rapid 280: Downtown San Diego to Escondido
- 73 Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station
- 74 Rapid 292: El Cajon to Otay Mesa

- 75 Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St
- 76 Rapid 295: South Bay to Clairemont
- 77 Rapid 440: Carlsbad to Escondido Transit Center
- 78 Rapid 491: Downtown Escondido to East Escondido
- 79 Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego
- 80 Rapid 494: Oceanside to Vista
- 81 Rapid 497: Carlsbad Village to SR 76
- 82 Rapid 483: Riverside (Temecula) to San Marcos
- 83 Rapid 484: Carlsbad to Kearny Mesa
- 84 Rapid 485: Oceanside to Encinitas
- 85 Rapid 486: Oceanside to Carlsbad/San Marcos
- 86 Rapid 625: SDSU to Palomar Station
- 87 Rapid 630: Iris Trolley/Palomar to Kearny Mesa
- 88 Rapid 635: Eastlake to Palomar Trolley
- 89 Rapid 637: North Park to 32nd St Trolley Station
- 90 Rapid 638: Iris Trolley to Otay Mesa
- 91 Rapid 640: San Ysidro to Santa Fe Depot
- 92 Rapid 688: San Ysidro to UTC
- 93 Rapid 880: El Cajon to UC San Diego
- 94 Express Route 993: Shelter Island to Convention Center
- 95 Express Route 121: Cross-Border Xpress to Iris Transit Center
- 96 Express Route 246: Rancho Bernardo to UC San Diego
- 97 Express Route 247: Escondido to UC San Diego
- 98 Circulator Route 668: Kearny Mesa Loop
- 99 Circulator Route 675: Rancho Bernardo Business Park Loop
- 100 Circulator Route 715: Otay Ranch Loop
- 101 Circulator Route 716: Lower Otay Ranch Loop
- 102 Circulator Route 985: UC San Diego Shuttle
- 103 Circulator Route 193: Iris Transit Center to San Ysidro High School
- 104 Circulator Route 449: Palomar College area
- 105 Circulator Route 647: Mission Valley Loop
- 106 Circulator Route 648: Mission Valley Loop
- 107 Circulator Route 649: Kearny Mesa Loop
- 108 Circulator Route 661: Otay Mesa Loop

See reverse for Additional Map Information | \* Includes addition of truck climbing lane

Additional Map Information

Unmapped Projects

- 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
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acronyms

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



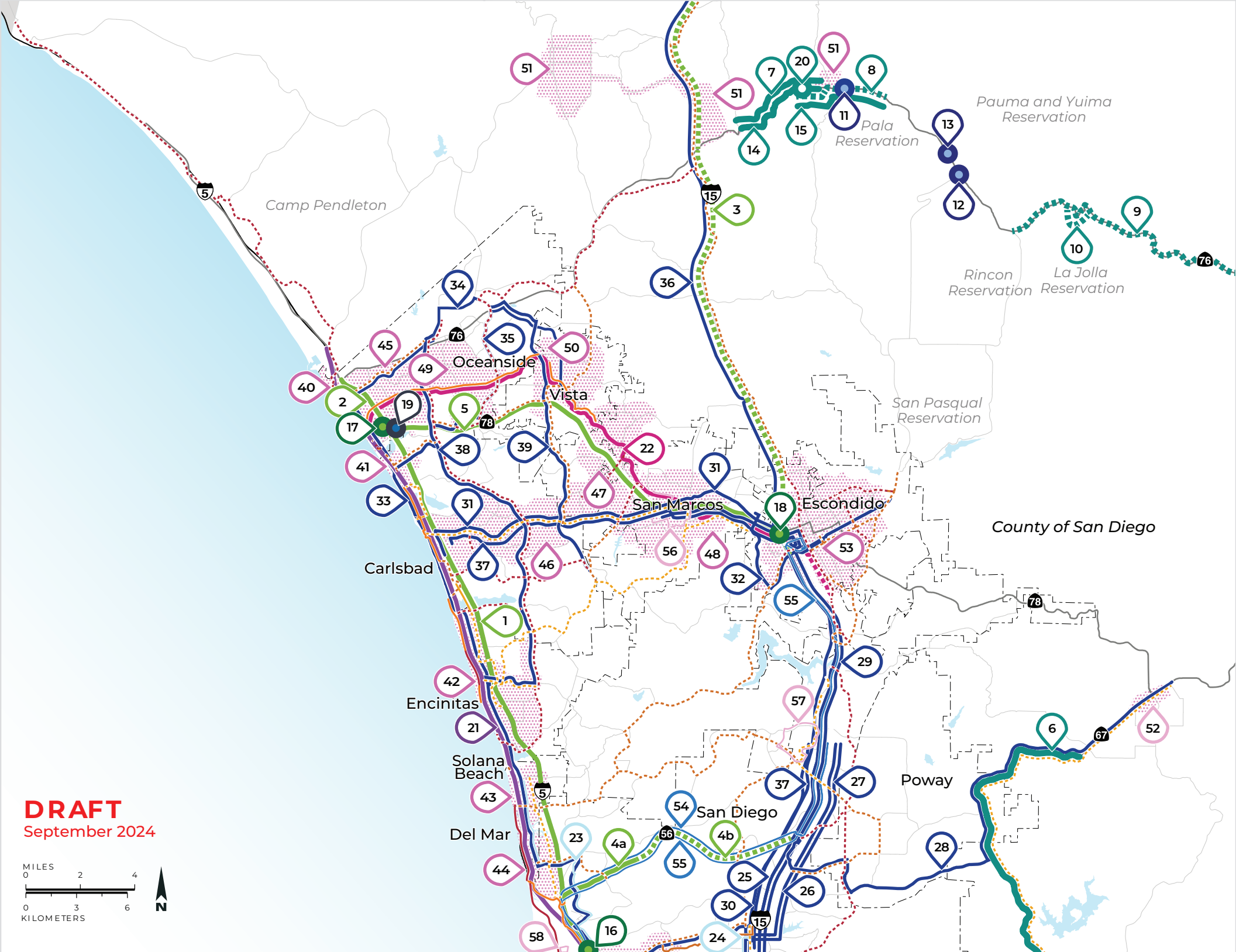
***San Diego Region residents told us they needed safer roads, better connections between types of transportation, shuttles for short trips, safe bikeway and pedestrian paths, more EV infrastructure, completed highway connectors, improved interchanges, and solutions for emergency evacuation.***

Recurring Feedback and Impact

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 (flexible fleets) 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 usage 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>



# Draft Proposed 2025 Regional Plan Transportation Network: North County



- |      |   |                                    |  |
|------|---|------------------------------------|--|
| 1    | I-5 Managed Lanes: I-805 to SR 78   | 31                                 | Rapid 440: Carlsbad to Escondido Transit Center          |
| 2    | I-5 Managed Lanes: SR 78 to SR 76   | 32                                 | Rapid 491: Downtown Escondido to East Escondido          |
| 3    | I-15 Managed Lanes: SR 78 to County Line  | 33                                 | Rapid 493: Oceanside to Solana Beach to UTC/UC San Diego |
| 4a-b | SR 56 Managed Lanes: I-5 to I-15  | 34                                 | Rapid 494: Oceanside to Vista                            |
| 5    | SR 78 Managed Lanes: I-5 to I-15  | 35                                 | Rapid 497: Carlsbad Village to SR 76                     |
| 6    | SR 67 Improvements: Mapleview St to Dye Rd  | 36                                 | Rapid 483: Riverside (Temecula) to San Marcos            |
| 7    | SR 76 Straightening: Rice Canyon Rd to Pala Reservation   | 37                                 | Rapid 484: Carlsbad to Kearny Mesa                       |
| 8    | SR 76 Shoulder Widening for Adding Bike Lanes: West Reservation Boundary to East Reservation Boundary | 38                                 | Rapid 485: Oceanside to Encinitas                        |
| 9    | SR 76 Improvements: SR 79 to Valley Center Rd   | 39                                 | Rapid 486: Oceanside to Carlsbad/ San Marcos             |
| 10   | SR 76 Straightening: Harolds Rd to Pauma Rancho   | 40                                 | NEV Service Area: Oceanside                              |
| 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: Solana Beach                           |
| 14   | SR 76 Improvements: Pala Casino to Rice Canyon Rd   | 44                                 | NEV Service Area: Del Mar                                |
| 15   | SR 76 Safety: Shoulder Widening   | 45                                 | Microtransit: Oceanside Eastern Core                     |
| 16   | I-5/I-805 ML Connector  | 46                                 | Microtransit: Carlsbad Poinsettia                        |
| 17   | I-5/SR 78 ML Connector  | 47                                 | Microtransit: Buena Creek                                |
| 18   | I-15/SR 78 ML Connector   | 48                                 | Microtransit: San Marcos                                 |
| 19   | I-5/SR 78 Interchange/ Arterial Improvements  | 49                                 | Microtransit: Oceanside El Corazon                       |
| 20   | SR 76 Safety: Dynamic Messaging Sign  | 50                                 | Microtransit: Vista                                      |
| 21   | LOSSAN Improvements   | 51                                 | Microtransit: Fallbrook-Pala                             |
| 22   | SPRINTER Improvements   | 52                                 | Microtransit: Ramona                                     |
| 23   | Local Route 89: Solana Beach to UTC   | 53                                 | Microtransit: Escondido                                  |
| 24   | Local Route 984: Mira Mesa to Sorrento Valley   | 54                                 | Express Route 246: Rancho Bernardo to UC San Diego       |
| 25   | Rapid 235: Escondido to Downtown  | 55                                 | Express Route 247: Escondido to UC San Diego             |
| 26   | Rapid 237: UC San Diego to Rancho Bernardo  | 56                                 | Circulator Route 449: Palomar College area               |
| 27   | Rapid 238: UC San Diego to Rancho Bernardo  | 57                                 | Circulator Route 675: Rancho Bernardo Business Park Loop |
| 28   | Rapid 277: Ramona to Sabre Springs Transit Station  | 58                                 | Circulator Route 985: UC San Diego Shuttle               |
| 29   | Rapid 280: Downtown San Diego to Escondido  |                                    |  |
| 30   | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station                                      |                                    |  |
|      |   | <b>Projects Outside Map Extent</b> |  |
|      |   | Borrego Springs Microtransit       |  |

## Borrego Springs Microtransit

## Borrego Springs Microtransit



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 SR 76		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

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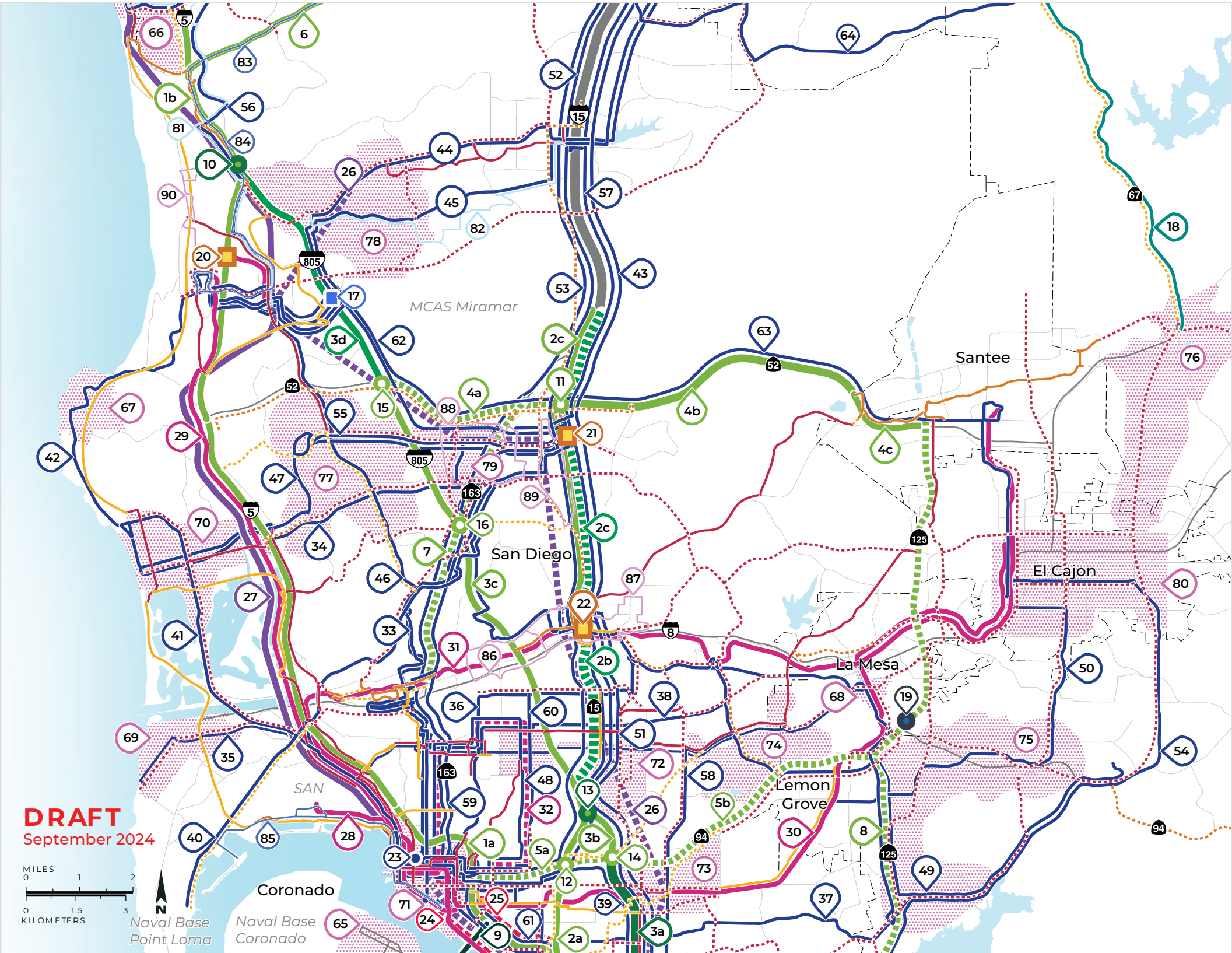
- Unlisted Projects
- Bike Network
- Unmapped Projects
- Transit Frequency Enhancements
- Transit Amenities & Mobility Hub Investments (WiFi, restrooms, security)
- Existing Network
- Unmapped Policies
- Climate (includes Zero-Emission Vehicle Infrastructure)
- Digital Equity
- Fix it First
- Habitat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




Recurring Feedback and Impact

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 Carlsbad to Kearny Mesa stopping at the Escondido Transit Center, and another connecting San Marcos (CSUSM and Palomar College) 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>Fourteen shuttle or microtransit service areas (flexible fleets) 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.

# Draft Proposed 2025 Regional Plan Transportation Network: Central & East County



- | By 2035  |                           | 2036-2050   | By 2035   |   | 2036-2050   | By 2035   |   | 2036-2050   |
|--|---------------------------|---|---|---|---|---|---|---|
|  | Regional Rail             |  |  | Managed Lanes Connector                       |  |  | On-Street Bikeway   |  |
|  | Light Rail                |  |  | Direct Access Ramp (DAR)                      |  |  | Off-Street Bikeway  |  |
|  | Next Gen Rapid            |  |  | Interchange/Arterial Operational Improvements |  |  | On-Street & Off-Street Bikeway  |  |
|  | Express Bus               |   |  | Rural Corridor Improvements                   |  |  | Goods Movement  |  |
|  | Local Bus                 |   |   |   |   |  | Flexible Fleets<br>(Neighborhood Electric Vehicle (NEV)<br>or Microtransit) |   |
|  | Circulator                |   |  | Downtown Bus Layover                          |   |   |   |   |
|  | 4 Managed Lanes           |  |  | Transit Operational Improvement               |   |   |   |   |
|  | 2 Managed Lanes           |  |   |   |   |   |   |   |
|  | 1 Reversible Managed Lane |   |   |   |   |   |   |   |

- |             |  |           |  |
|-------------|--|-----------|--|
| <b>1a-b</b> | I-5 Managed Lanes  | <b>48</b> | Rapid 255: Downtown to Logan Heights to Golden Hill to South Park to North Park to University Heights to Hillcrest |
| <b>2a-c</b> | I-15 Managed Lanes   | <b>49</b> | Rapid 256: SDSU to Rancho SD/Cuyamaca College  |
| <b>3a-d</b> | I-805 Managed Lanes  | <b>50</b> | Rapid 259: El Cajon Transit Center to Lemon Grove Depot  |
| <b>4a-c</b> | SR 52 Managed Lanes*   | <b>51</b> | Rapid 265: Otay Mesa POE to SDSU West via SR 125, I-805, I-15  |
| <b>5a-b</b> | SR 94 Managed Lanes  | <b>52</b> | Rapid 280: Downtown San Diego to Escondido   |
| <b>6</b>    | SR 56 Managed Lanes  | <b>53</b> | Rapid 290: Downtown San Diego to Rancho Bernardo Transit Station   |
| <b>7</b>    | SR 163 Managed Lanes   | <b>54</b> | Rapid 292: El Cajon to Otay Mesa   |
| <b>8</b>    | SR 125 Managed Lanes   | <b>55</b> | Rapid 295: South Bay to Clairemont   |
| <b>9</b>    | SR 75 Coronado Bridge Reversible Managed Lane                | <b>56</b> | Rapid 473: Oceanside to Solana Beach to UTC/UC San Diego   |
| <b>10</b>   | I-5/I-805 ML Connector                                       | <b>57</b> | Rapid 484: Carlsbad to Kearny Mesa   |
| <b>11</b>   | I-15/SR 52 ML Connectors                                     | <b>58</b> | Rapid 625: SDSU to Palomar Station   |
| <b>12</b>   | I-15/SR 94 ML Connector                                      | <b>59</b> | Rapid 630: Iris Trolley/Palomar to Kearny Mesa   |
| <b>13</b>   | I-15/I-805 ML Connector                                      | <b>60</b> | Rapid 637: North Park to 32nd St Trolley Station   |
| <b>14</b>   | SR 94/I-805 ML Connector                                     | <b>61</b> | Rapid 640: San Ysidro to Santa Fe Depot  |
| <b>15</b>   | I-805/SR 52 ML Connector                                     | <b>62</b> | Rapid 688: San Ysidro to UTC   |
| <b>16</b>   | I-805/SR 163 ML Connector                                    | <b>63</b> | Rapid 880: El Cajon to UC San Diego  |
| <b>17</b>   | I-805 @ Nobel Dr Transit Operational Improvement             | <b>64</b> | Rapid 277: Ramona to Sabre Springs Transit Station   |
| <b>18</b>   | SR 67 Improvements: Mapleview St to Dye Rd                   | <b>65</b> | NEV Service Area: Coronado   |
| <b>19</b>   | SR 125/SR 94 Interchange/ Arterial Improvements              | <b>66</b> | NEV Service Area: Del Mar  |
| <b>20</b>   | I-5 @ Voigt DAR  | <b>67</b> | NEV Service Area: La Jolla   |
| <b>21</b>   | I-15 @ Clairemont Mesa Blvd DAR                              | <b>68</b> | NEV Service Area: La Mesa  |
| <b>22</b>   | I-15 @ SDSU West DAR   | <b>69</b> | NEV Service Area: Ocean Beach  |
| <b>23</b>   | Downtown Bus Layover   | <b>70</b> | NEV Service Area: Pacific Beach  |
| <b>24</b>   | Harbor Dr Multimodal Corridor Improvements                   | <b>71</b> | NEV Service Area: Downtown/Little Italy  |
| <b>25</b>   | I-5 Working Waterfront Access                                | <b>72</b> | NEV Service Area: City Heights/North Park  |
| <b>26</b>   | Purple Line  | <b>73</b> | Microtransit: Southeast San Diego  |
| <b>27</b>   | LOSSAN Improvements  | <b>74</b> | Microtransit: Eastern San Diego  |
| <b>28</b>   | Airport Transit Connection                                   | <b>75</b> | Microtransit: Casa De Oro/Spring Valley  |
| <b>29</b>   | Blue Line Improvements                                       | <b>76</b> | Microtransit: Lakeside   |
| <b>30</b>   | Orange Line Improvements                                     | <b>77</b> | Microtransit: Clairemont Mesa  |
| <b>31</b>   | Green Line Improvements                                      | <b>78</b> | Microtransit: Sorrento Valley  |
| <b>32</b>   | Balboa Park Perimeter Streetcar                              | <b>79</b> | Microtransit: Kearny Mesa Convoy   |
| <b>33</b>   | Rapid 120: Kearny Mesa to Downtown                           | <b>80</b> | Microtransit: El Cajon   |
| <b>34</b>   | Rapid 207: Balboa Ave Trolley to Kearny Mesa via Balboa Ave  | <b>81</b> | Local Route 89: Solana Beach to UTC  |
| <b>35</b>   | Rapid 210: La Mesa to Ocean Beach                            | <b>82</b> | Local Route 984: Mira Mesa to Sorrento Valley  |
| <b>36</b>   | Rapid 211: SDSU to Downtown                                  | <b>83</b> | Express Route 246: Rancho Bernardo to UC San Diego   |
| <b>37</b>   | Rapid 212: Spring Valley to Downtown                         | <b>84</b> | Express Route 247: Escondido to UC San Diego   |
| <b>38</b>   | Rapid 215: SDSU to Downtown                                  | <b>85</b> | Express Route 993: Shelter Island to Convention Center   |
| <b>39</b>   | Rapid 225: South Bay Rapid                                   | <b>86</b> | Circulator Route 647: Mission Valley Loop  |
| <b>40</b>   | Rapid 228: Point Loma to Kearny Mesa                         | <b>87</b> | Circulator Route 648: Mission Valley Loop  |
| <b>41</b>   | Rapid 229: Downtown to Pacific Beach                         | <b>88</b> | Circulator Route 649: Kearny Mesa Loop   |
| <b>42</b>   | Rapid 230: Balboa Ave Trolley to UTC                         | <b>89</b> | Circulator Route 668: Kearny Mesa Loop   |
| <b>43</b>   | Rapid 235: Escondido to Downtown                             | <b>90</b> | Circulator Route 985: UC San Diego Shuttle   |
| <b>44</b>   | Rapid 237: UC San Diego to Rancho Bernardo                   |           |  |
| <b>45</b>   | Rapid 238: UC San Diego to Rancho Bernardo                   |           |  |
| <b>46</b>   | Rapid 241: UCSD Hillcrest Medical Center to UTC/UC San Diego |           |  |
| <b>47</b>   | Rapid 243: Pacific Beach to Kearny Mesa                      |           |  |
|             |  |           | <b>Projects Outside Map Extent</b>   |



Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1a	I-5 Managed Lanes: SR 15 to I-805	X	
1b	I-5 Managed Lanes: I-805 to SR 78	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	X
3b	I-805 Managed Lanes: SR 94 to I-8		X
3c	I-805 Managed Lanes: I-8 to SR 52		X
3d	I-805 Managed Lanes: SR 52 to I-5	X	X
4a	SR 52 Managed Lanes: I-805 to I-15	X	
4b	SR 52 Managed Lanes: I-15 to Mast Blvd	X	X
4c	SR 52 Managed Lanes: Mast Blvd to SR 125		X
5a	SR 94 Managed Lanes: I-5 to I-15	X	
5b	SR 94 Managed Lanes: I-15 to SR-125	X	
6	SR 56 Managed Lanes: I-5 to Carmel Valley Rd		X
7	SR 163 Managed Lanes: I-8 to SR-52	X	
8	SR 125 Managed Lanes: SR 54 to SR 52		X
9	SR 75 Coronado Bridge Reversible Managed Lane	X	

Unlisted Projects

- 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
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero

Acronyms

- DAR = Direct Access Ramp
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle

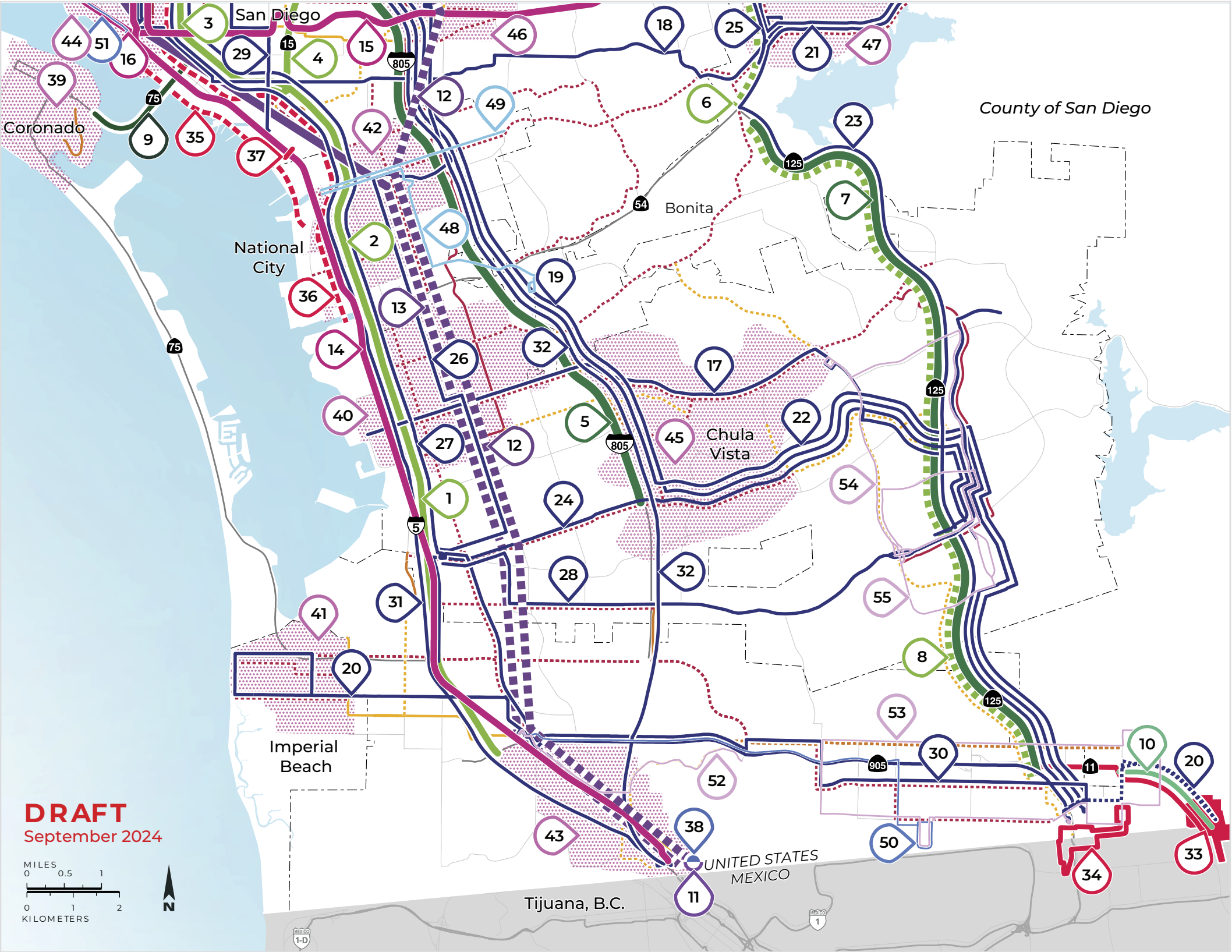
Recurring Feedback and Impact

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	Fourteen microtransit and/or shuttle service areas (flexible fleets); 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>Operational improvements on I-8 (not mapped)</li><li>Finishing managed lanes on I-805 and I-5, converting an existing lane to a managed lane on State Routes 94, 52, and 163</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 (flexible fleets) in El Cajon, La Mesa, and in several 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.

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.

# Draft Proposed 2025 Regional Plan Transportation Network: South County



- |    |   |    |   |
|----|---|----|---|
| 1  | I-5 Managed Lanes: SR 905 to SR 54  | 28 | Rapid 635: Eastlake to Palomar Trolley                                |
| 2  | I-5 Managed Lanes: SR 54 to SR 15   | 29 | Rapid 637: North Park to 32nd St Trolley Station                      |
| 3  | I-5 Managed Lanes: SR 15 to I-805   | 30 | Rapid 638: Iris Trolley to Otay Mesa                                  |
| 4  | SR 15 Managed Lanes: I-5 to I-805   | 31 | Rapid 640: San Ysidro to Santa Fe Depot                               |
| 5  | I-805 Managed Lanes: Palomar St to SR 94  | 32 | Rapid 688: San Ysidro to UTC via 805                                  |
| 6  | SR 125 Managed Lanes: SR 54 to SR 52  | 33 | Otay Mesa East POE  |
| 7  | SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54                 | 34 | Otay Mesa POE Truck Bridge to Commercial Vehicle Enforcement Facility |
| 8  | SR 125 Managed Lanes: transition to a combination of general-purpose and managed lanes from SR 905 to SR 54 | 35 | Harbor Dr Multimodal Corridor Improvements                            |
| 9  | SR 75 Coronado Bridge Reversible Managed Lane   | 36 | I-5 Working Waterfront Access   |
| 10 | SR 11 Roadway Connection to Otay Mesa East POE  | 37 | Vesta Bridge: Phase 1   |
| 11 | U.S.-Mexico Border Transit Connection   | 38 | San Ysidro Mobility Hub   |
| 12 | Purple Line   | 39 | NEV Service Area: Coronado  |
| 13 | LOSSAN Improvements   | 40 | NEV Service Area: Downtown Chula Vista                                |
| 14 | Blue Line Improvements  | 41 | NEV Service Area: Imperial Beach                                      |
| 15 | Orange Line Improvements  | 42 | NEV Service Area: National City                                       |
| 16 | Green Line Improvements   | 43 | NEV Service Area: San Ysidro/ U.S.-Mexico Border                      |
| 17 | Rapid 209: H St Trolley Station to Millennia  | 44 | NEV Service Area: Downtown/Little Italy                               |
| 18 | Rapid 212: Spring Valley to Downtown  | 45 | Microtransit: Central Chula Vista                                     |
| 19 | Rapid 225: South Bay Rapid  | 46 | Microtransit: Southeast San Diego                                     |
| 20 | Rapid 227: Otay Mesa East POE to Imperial Beach via 905   | 47 | Microtransit: Casa de Oro/Spring Valley                               |
| 21 | Rapid 256: SDSU to Rancho San Diego/ Cuyamaca College   | 48 | Local Route 195: 8th St Trolley to Plaza Bonita                       |
| 22 | Rapid 265: Otay Mesa POE to SDSU West via SR125, I-805, I-15  | 49 | Local Route 196: 8th St Trolley to Plaza Blvd                         |
| 23 | Rapid 292: El Cajon to Otay Mesa  | 50 | Express Route 121: Cross-Border Xpress to Iris Transit Center         |
| 24 | Rapid 293: Palm Avenue Trolley to Otay Ranch via Palomar St   | 51 | Express Route 993: Shelter Island to Convention Center                |
| 25 | Rapid 295: South Bay to Clairemont  | 52 | Circulator Route 193: Iris Transit Center to San Ysidro High School   |
| 26 | Rapid 625: SDSU to Palomar Station  | 53 | Circulator Route 661: Otay Mesa Loop                                  |
| 27 | Rapid 630: Iris Trolley/Palomar to Kearny Mesa  | 54 | Circulator Route 715: Otay Ranch Loop                                 |
|    |   | 55 | Circulator Route 716: Lower Otay Ranch Loop                           |

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

Additional Map Information

Managed Lanes Key		Conversion of Existing Lane(s)	Additional Managed Lane(s)
1	I-5 Managed Lanes: SR 905 to SR 54		X
2	I-5 Managed Lanes: SR 54 to SR 15	X	X
3	I-5 Managed Lanes: SR 15 to I-805	X	
4	SR 15 Managed Lanes: I-5 to I-805		X
5	I-805 Managed Lanes: Palomar St to SR 94	X	X
6	SR 125 Managed Lanes: SR 54 to SR 52		X
7	SR 125 Managed Lanes: transition toll road to a fully managed facility from SR 905 to SR 54	X	
8	SR 125 Managed Lanes: transition to a combination of general-purpose and managed lanes from SR 905 to SR 54	X	X
9	SR 75 Coronado Bridge Reversible Managed Lane	X	

- Unlisted Projects
- 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
- Pricing Strategies
- Transportation Demand Management
- Transportation Technology & Operational Improvements
- Vision Zero
- Acronyms
- ML = Managed Lane
- NEV = Neighborhood Electric Vehicle
- POE = Port of Entry
- OME = Otay Mesa East

Recurring Feedback and Impact

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 (flexible fleets) 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.
<div>More protected bike lanes, pedestrian walkways, and signals overall, and specifically:</div> <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 2035, changing the SR 125 toll road to a fully managed facility (use of lanes may vary depending on demand). By 2050, add lanes and change to a regular highway with a mix of free and managed lanes.

**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.**



## Next Steps

### FALL & WINTER 2024

- ▶ Final proposal of all transportation network projects, programs and policies along with how much they'll cost and how we will pay for them
- ▶ Start technical analysis for report on how the plan will affect the environment

### SPRING 2025

- ▶ Release the final draft of the 2025 Regional Plan and draft Environmental Impact Report (EIR)
- ▶ Opportunity for the public to comment (55 days for the plan, 45 for the EIR)

### SUMMER & WINTER 2025

- ▶ Staff responds to public comments on the draft Plan and EIR
- ▶ Finalize the Plan and Board of Directors votes to approve it and its EIR

## Proposed 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 proposed 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.
- [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 in an Express Lane, 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.

TransNet Ordinance Project List

Proposed Draft 2025 Regional Plan Network Comparison Summary

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
1	I-15	I-15: SR 163 to SR 56 - 8F to 8F+4ML	Completed		
2	I-15	I-15: Centre City Pkwy to SR 78 - 8F to 8F+4ML	Completed		
3	I-15	I-15: SR 94 to SR 163 - 6F/8F to 8F+2HOV	In Progress	Proposed Changes	SR 94 to I-805 - 6F to 6F+2ML by 2050 I-805 to I-8 - 8F+2 Transit Lanes to 6F+2 Transit Lanes +2ML by 2050 I-8 to SR 163 - 8F to 8F+2ML by 2035, 8F to 6F+4ML by 2050
4	I-15	HOV Connector: I-15 / SR 78	In Progress	Proposed Changes	Managed Lane connector by 2035
5	I-15	HOV Connector: I-15 / SR 94	In Progress	Proposed Changes	Managed Lane connector by 2035
6	I-15	SR 94: I-5 to I-15 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML by 2050
7	I-15	BRT Route 610: Escondido Transit Center to Downtown San Diego via I-15 / SR 94 (Now Route 235)	In Progress	Same as Ordinance	In service, additional improvements by 2035
8	I-15	BRT Route 470: Escondido Transit Center to Sorrento Mesa via I-15 / Mira Mesa Blvd (Now Route 237)	Completed		
9	I-805	I-805: SR 905 to SR 54 - 8F to 8F+2HOV, reversible	In Progress	Proposed Changes	SR 905 to Palomar St - keep as 8F Palomar St to SR 54 - 8F+2HOV to 8F+2ML+2 Transit Lanes by 2035
10	I-805	I-805: SR 54 to I-8 - 8F to 8F+4ML	In Progress	Proposed Changes	SR 54 to SR 94 - 8F+2HOV to 8F+2ML+2 Transit Lanes by 2035 SR 94 to I-8 - 8F to 8F+2ML by 2035
11	I-805	I-805: Mission Valley Viaduct - 8F to 8F+4ML	Future Project	Proposed Changes	8F to 8F+2ML by 2035
12	I-805	I-805: I-8 to I-5 - 8F to 8F+4ML	In Progress	Proposed Changes	I-8 to SR 52 - 8F to 8F+2ML by 2035 SR 52 to I-5 - 8F+2HOV to 8F+2ML+2 Transit Lanes by 2035
13	I-805	I-805 / SR 54 Interchange Improvements and I-805/SR 94/ SR 15 Transit Connection	In Progress	Proposed Changes	I-805 (H St to SR 94) - 8F+2HOV to 8F+2ML+2 Transit Lanes by 2035 I-805 (SR 94 to SR 15) - 8F to 8F+2ML by 2035 I-15 / I-805 Managed Lane Connector by 2035 SR 94 / I-805 Managed Lane Connector by 2050
14	I-805	BRT Route 628: Otay Mesa to Downtown San Diego via I-805 / I-15 / SR 94 (Now known as South Bay Rapid)	Completed		
15	I-805	SR 94: I-805 to I-15 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML+operational improvements by 2050

F = General Purpose Freeway Lane | HOV = High-Occupancy Vehicle Lane | ML = Managed Lane



# TransNet Ordinance Project List

## Proposed Draft 2025 Regional Plan Network Comparison Summary

September 2024

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
16	I-805	BRT Route 680: San Ysidro to Sorrento Mesa via I-805 / I-15 / SR 52	Future Project	Same as Ordinance	Rapid 688: San Ysidro to UTC by 2035 Rapid 237: UTC to Sorrento Valley (and further) by 2035
17	I-805	SR 52: I-15 to I-805 - 6F to 6F+2HOV	Future Project	Proposed Changes	6F to 4F+2ML by 2050
18	I-805	HOV Connector: I-805 / SR 52 Interchange	Future Project	Proposed Changes	Managed Lane connector by 2050
19	I-5 South	I-5: SR 905 to SR 54 - 8F to 8F+2HOV	Future Project	Proposed Changes	8F to 8F+2ML by 2035
20	I-5 South	I-5: SR 54 to I-8 - 8F to 8F+2HOV	In Progress	Proposed Changes	SR 54 to SR 15 - 8F/10F to 8F+2ML by 2035 SR 15 to I-8 - 8F to 6F+2ML by 2035
21	I-5 South	I-5: I-8 to I-805 - 8F to 8F+2HOV	In Progress	Proposed Changes	8F to 6F+2ML by 2035
22	I-5 South	Route 500 (Blue Line Trolley) Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
23	I-5 South	Route 570 (Mid Coast)	Completed		
24	I-5 South	Route 634 (SuperLoop) (Now known as Routes 201, 202, and 204)	Completed		
25	I-5 North	I-5 / I-805 Merge - 16F to 16F+4ML	In Progress	Proposed Changes	Merge 6F+2ML on I-5 with 8F+2ML on I-805, resulting in 14F+2ML between the I-5/I-805 merge and SR 56 by 2035
26	I-5 North	I-5: SR 56 to Leucadia Blvd - 8F to 8F+4ML	In Progress	Proposed Changes	8F+2HOV to 8F+2ML by 2035
27	I-5 North	I-5: Leucadia Blvd to Vandegrift Blvd - 8F to 8F+4ML	In Progress	Proposed Changes	Leucadia Blvd to SR 78 - 8F+2HOV to 8F+2ML by 2035 SR 78 to SR 76 - 8F to 8F+2ML by 2035 SR 76 to Vandegrift Blvd - keep as 8F
28	I-5 North	HOV Connector: I-5 / I-805 Interchange	Future Project	Proposed Changes	Managed Lane connector by 2035
29	I-5 North	FWY Connector: I-5 / SR 56 Interchange	Future Project	Same as Ordinance	Fiscally Unconstrained
30	I-5 North	FWY Connector: I-5 / SR 78 Interchange	In Progress	Same as Ordinance	Build by 2035
31	I-5 North	Route 398 (COASTER) / BRT Route 472 Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
32	SR 52	SR 52: I-15 to SR 125 - 4F to 6F+2ML (reversible)	In Progress	Proposed Changes	I-15 to Mast Blvd - 6F to 4F+2ML+1 reversible transit lane + operational improvements (including a truck climbing lane) by 2035 Mast Blvd to SR 125 - 4F to 4F+2ML by 2035

F = General Purpose Freeway Lane

HOV = High-Occupancy Vehicle Lane

ML = Managed Lane

# TransNet Ordinance Project List

## Proposed Draft 2025 Regional Plan Network Comparison Summary

September 2024

Ordinance Number	Corridor	Project	Status	Proposed Draft 2025 Regional Plan Fiscally Constrained Network	Proposed Draft 2025 Regional Plan Network
33	SR 52	SR 52: SR 125 to SR 67 - construct four general purpose freeway lanes	Completed		
34	SR 94/ SR 125	FWY Connector: SR 94 / SR 125 Interchange	In Progress	Same as Ordinance	Build by 2035
35	SR 94/ SR 125	SR 94: SR 125 to Steele Canyon Rd - Widen: SR 125 to Avocado Blvd (4F to 6F) Avocado Blvd to Steele Canyon (4-lane conventional highway)	Future Project	Proposed Changes	Fiscally Unconstrained SR 125 to Avocado Blvd - 4F to 4F+operational improvements Avocado Blvd to Steele Canyon - keep as 4-lane conventional highway
36	SR 94/ SR 125	SR 94/SR 125: I-805 to I-8 - 8F to 8F+2HOV	Future Project	Proposed Changes	SR 94: I-805 to SR 125 - 8F to 6F+2ML by 2050 SR 125: SR 94 to I-8 - 6F to 6F+2ML by 2050
37	SR 94/ SR 125	Route 520 (Orange Line Trolley) Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
38	SR 54/ SR 125	SR 54 / SR 125: I-805 to SR 94 - 4F/6F to 6F+2HOV	Future Project	Proposed Changes	SR 54: I-805 to SR 125 - keep as 6F SR 125: SR 54 to SR 94 - 6F to 6F+2ML by 2050
39	SR 67	SR 67: Maplevue St to Dye Rd - Widen to four-lane conventional highway	In Progress	Proposed Changes	Widen the shoulder to add evacuation lanes by 2035
40	I-8	I-8: Second St to Los Coches Rd - 4F to 6F	Future Project	Proposed Changes	Fiscally Unconstrained 4F to 4F+2ML
41	SR 78	SR 78: I-5 to I-15 - 6F to 6F+2HOV	In Progress	Proposed Changes	6F to 6F+2ML by 2035
42	SR 78	Route 399 (SPRINTER) / BRT Route 471 Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
43	SR 76	SR 76: Melrose Dr to I-15 - Widen to four-lane conventional highway	Completed		
44	SR 56	SR 56: I-5 to I-15 - 4F to 6F	In Progress	Proposed Changes	I-5 to Carmel Valley Rd - 4F/6F+2HOV to 4F/6F+2ML by 2035 Carmel Valley Rd to I-15 - 4F to 4F+2ML by 2050
45	Mid-City	BRT Showcase Route 611: SDSU to Downtown San Diego via El Cajon Blvd & Park Blvd (Now known as Mid-City Rapid Route 215)	Completed		
46	Coronado Tunnel	SR 75 / SR 282 (Coronado Tunnel): Glorietta Blvd to Alameda Blvd	Future Project	Not Included	
47	Border Access	Border Access Improvements	In Progress	Same as Ordinance	Ongoing improvements by 2035 and by 2050
48	SR 125	SR 125: SR 905 to SR 54 - toll road purchase	Completed		
49	Bikeway	Bikeway	In Progress	Same as Ordinance	

F = General Purpose Freeway Lane

HOV = High-Occupancy Vehicle Lane

ML = Managed Lane



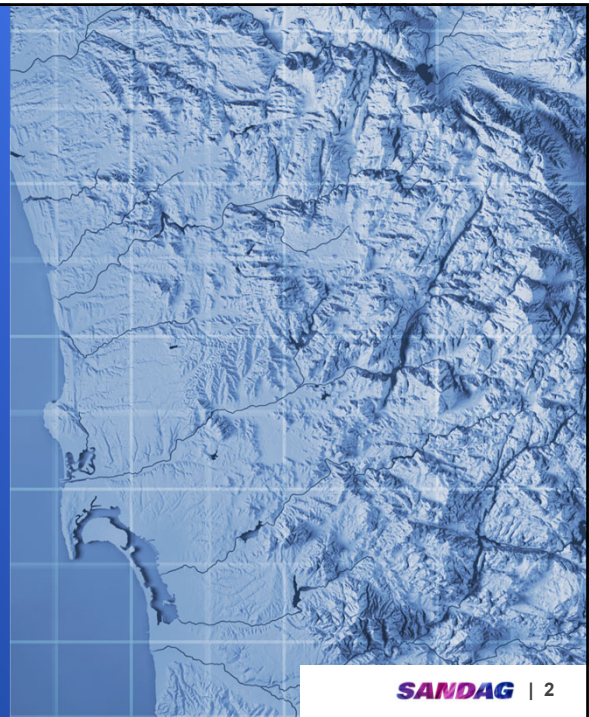
## 2025 Regional Plan Update

Board of Directors | Item 12  
Antoinette Meier, Senior Director of Regional Planning  
Bhargava Sana, Manager of Regional Models  
September 27, 2024

1

### What is a Regional Plan?

- Blueprint for how the region will grow and transportation system will develop over the next 20+ years
- Developed **every 4 years**
- Has to meet federal and state **requirements**
- Uses the **latest data** and planning **assumptions**
- Includes **projects, policies, programs** and a **financial plan**



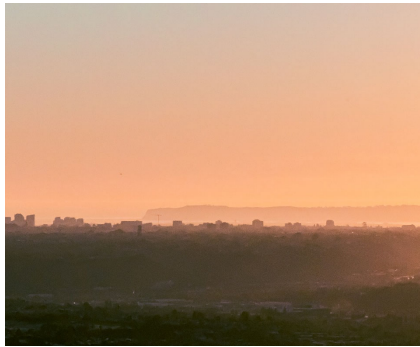
2



## Major Requirements



**Equity**



**Air Quality**



**SB 375: Greenhouse Gas Emissions/  
Vehicle Miles Traveled**

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## 2025 Regional Plan Outreach

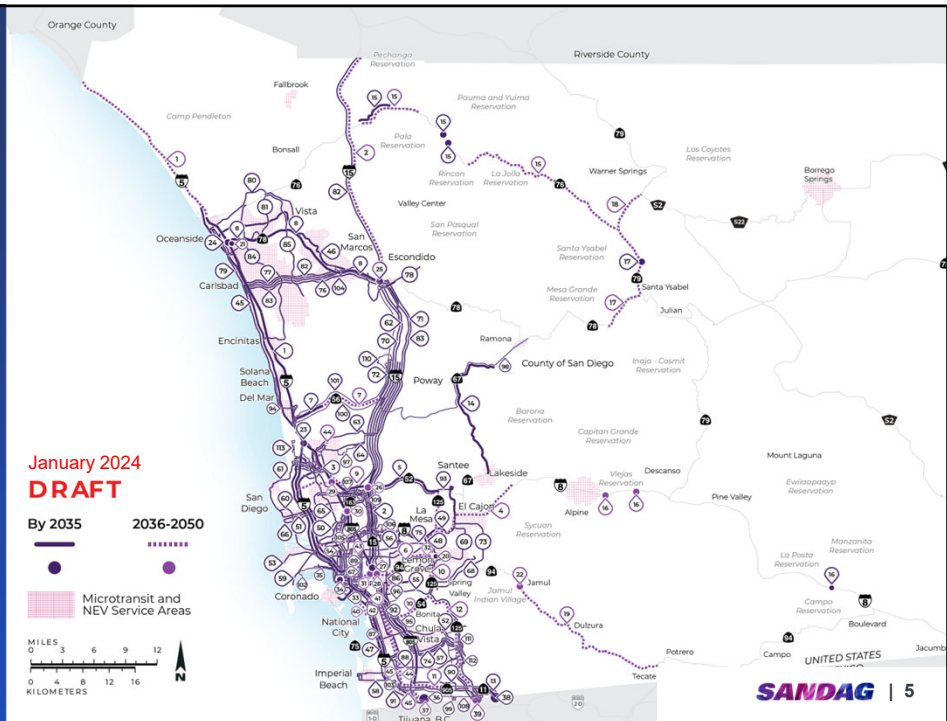


- 7 Board of Directors Workshops
- 8 Community Workshops
- 5 Joint Workshops with PACs/WGs
- 45 pop-up events by CBO partners in social equity-focus communities
- More than 2,000 comments online
- More than 8,000 unique visits to website
- Online engagement regionwide

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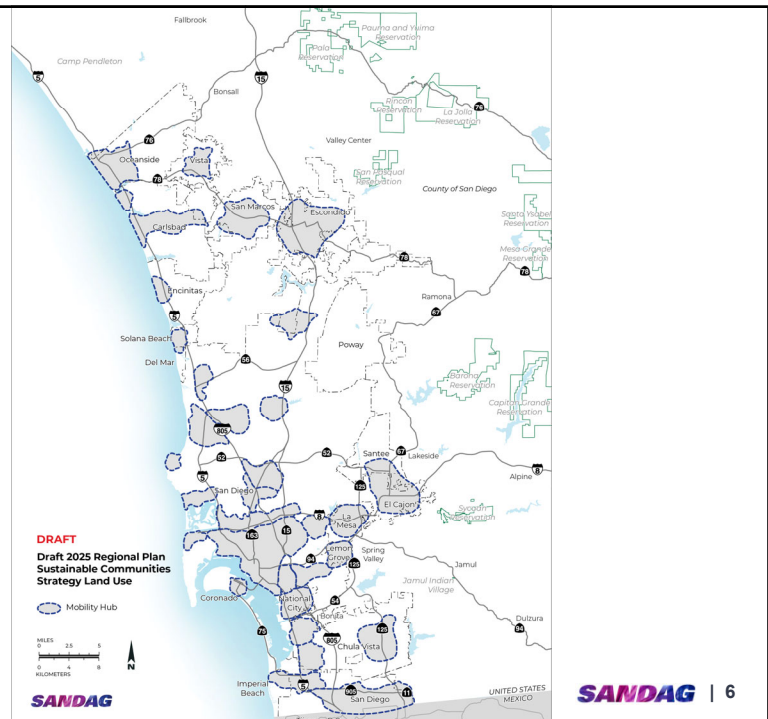
## Initial Concept: Transportation Network



5

## Sustainable Communities Strategy: Land Use Pattern

- Meets requirements pursuant to Senate Bill 375 (SB 375)
- Uses jurisdictions most recently adopted general plans and housing elements



6

## Proposed Policies and Programs



7

## Proposed Policies and Programs

### Investments in Health

#### Clean Transportation Programs

approx. \$1.4 billion

#### Sustainable Freight Projects

approx. \$1.9 billion

#### 754 miles in Active Transportation

approx. \$ 4.7 billion

Investments will be made in communities most impacted by Diesel PM and pollution caused by transportation consistent with BOD Resolution No. 2024-04



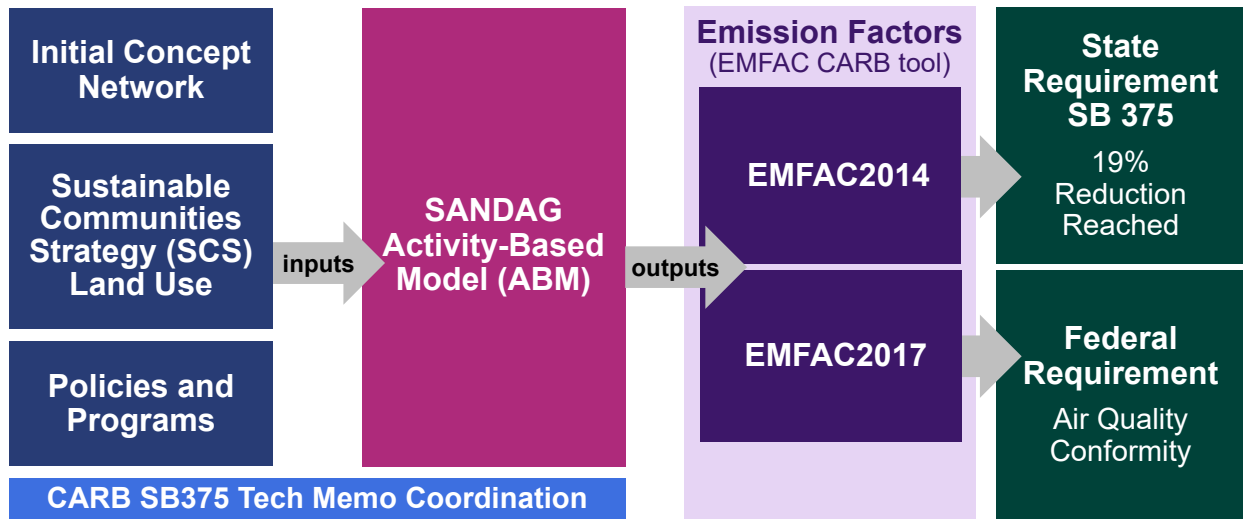
**Health**

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## Calculating If Our Concept Will Meet the Requirements



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## What is an Activity-Based Model?



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## How Does the ABM Work?

### Inputs

- Land-use pattern
  - Socio-demographic attributes
  - Land-use and economic attributes
- Networks
  - Highway, transit, and active transportation
  - Travel times and costs
- Policies and programs

### SANDAG Activity-Based Model (ABM)

### Outputs

- Vehicle miles traveled
- Trips
- Mode of travel
- Traffic volumes
- Traffic congestion
- Transit ridership

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## Types of Travelers in San Diego

Residents



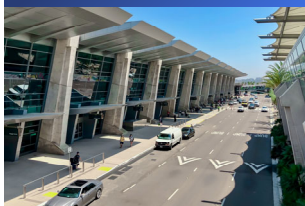
Visitors



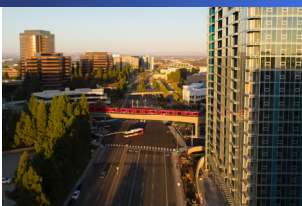
Border Crossers



Air Passengers



Interregional Trips



Commercial Vehicles



External Heavy Trucks



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## Collecting Data Not Available Elsewhere



Parking Survey



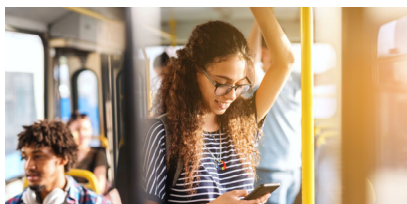
Commercial Vehicle Survey



Telecommute Survey



Household Travel Behavior Survey



On-Board Transit Survey



Cross-Border Travel Survey

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## What influences the amount people drive alone?

### Less Driving

(Less VMT and emissions)

- Increasing how often transit comes
- Faster transit; shorter trip times
- Increasing parking costs
- Decreasing transit costs
- Creating denser communities in urban areas with popular destinations near transit

### More Driving

(More VMT and emissions)

- Adding highway lanes
- Expanding development away from urban centers

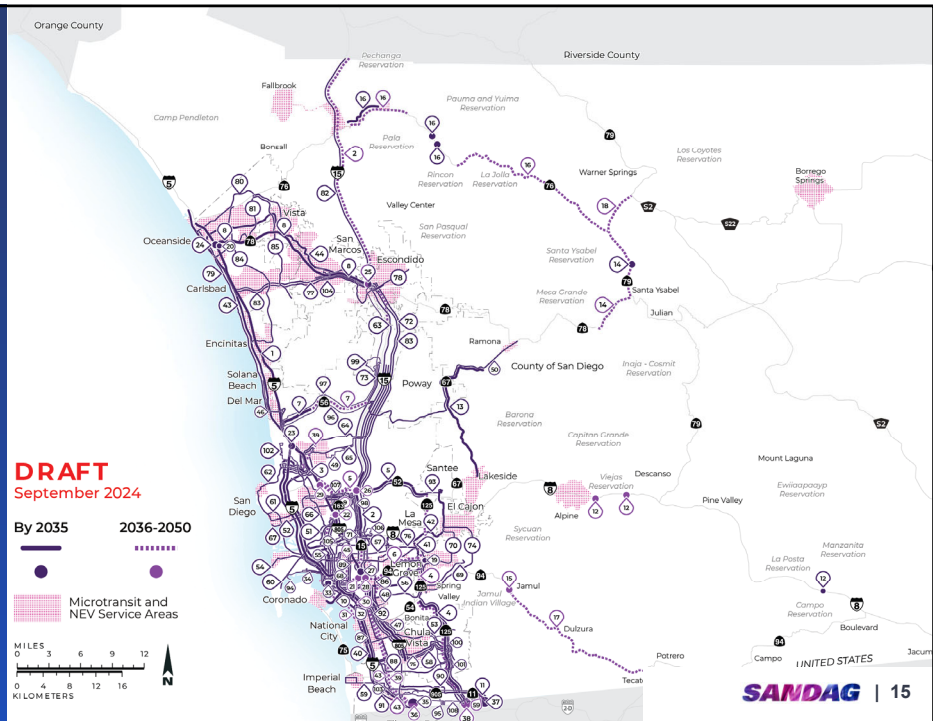


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## Proposed Draft 2025 Regional Plan Transportation Network

- Expanded Microtransit and NEV service areas
- Managed lane refinements
- Transit route and service refinements



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## TransNet Major Corridors



16

## Same Number of Lanes as Ordinance



18

## General Purpose Lane Conversions



182

# TransNet Projects Compared to Draft 2025 Regional Plan

Fewer Number of Managed Lanes than Ordinance

- Completed
- In Progress
- Future



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# TransNet Projects Compared to Draft 2025 Regional Plan

Transit Projects

- Completed
- In Progress
- Future

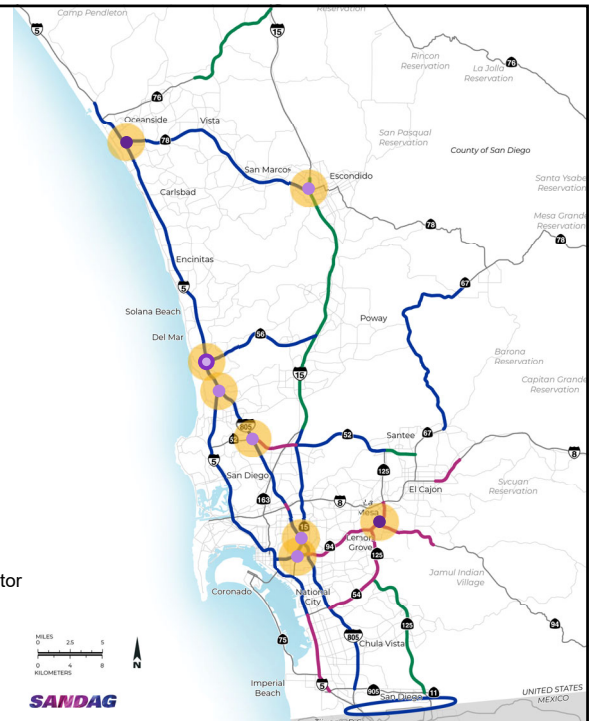


20

# TransNet Projects Compared to Draft 2025 Regional Plan

## Connectors

- Freeway Connector
- Managed Lane Connector
- Unconstrained Freeway Connector
- Completed
- In Progress
- Future



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# TransNet Projects Compared to Draft 2025 Regional Plan

## Border Access

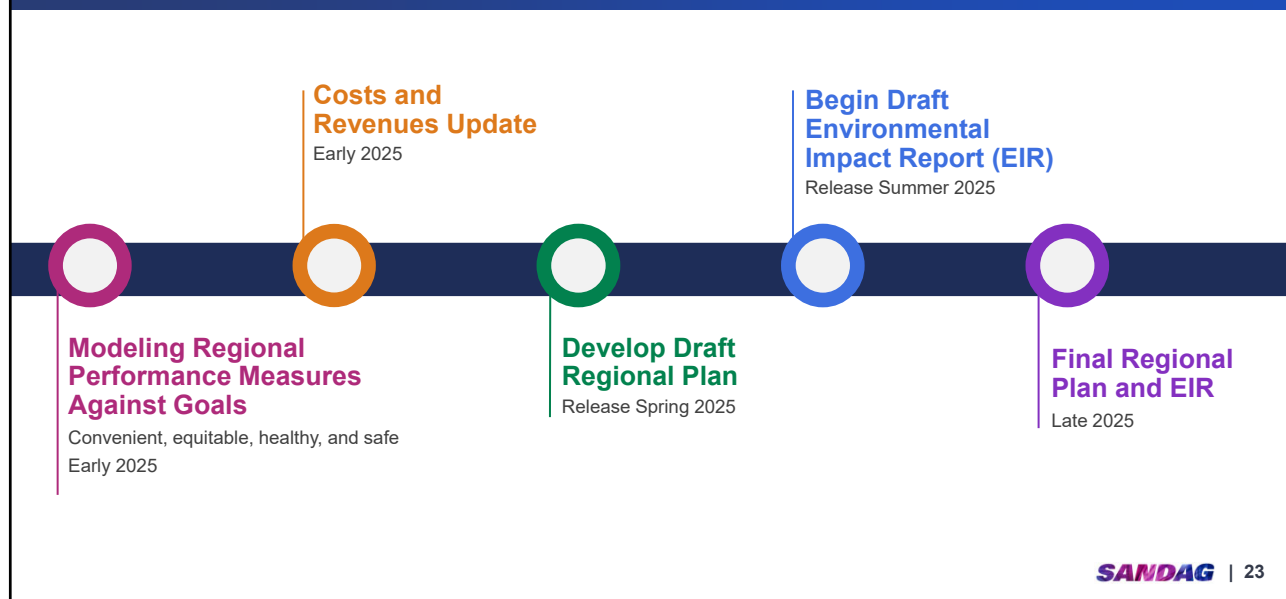
- Completed
- In Progress
- Future



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## Next Steps



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## Stay connected with us

- Sign up for emails  
[SANDAG.org](https://sandag.org)
- 🔍 Follow us on social media  
[@SANDAGregion](https://twitter.com/SANDAGregion) [@SANDAG](https://twitter.com/SANDAG)
- ✉ Send us an email  
[pio@sandag.org](mailto:pio@sandag.org)

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